



PLANNING REPORT

Planning and Zoning Commission

Thursday, July 7, 2022

TULLER ROAD MULTI-FAMILY 22-070INF

www.dublinohiousa.gov/pzc/22-070

Case Summary

Address	4444 Tuller Road
Proposal	Multi-family development consisting of 142 residential units and 192 parking spaces on a 3.18-acre site.
Request	Informal review and non-binding feedback for a future development application.
Zoning	BSD-OR – Bridge Street District - Office Residential
Planning Recommendation	The Commission provide <u>non-binding feedback</u> based on the discussion questions.
Next Steps	Upon review and feedback, the applicant may file a formal application for a Concept Plan.
Applicant	Dan Gore, Pizzuti Lori Bongiorno, M+A Architects
Case Manager	Nichole M. Martin, AICP, Senior Planner (614) 410-4635 nmartin@dublin.oh.us

Site Location Map

22-070INF | Tuller Road Multi-Family



- Site Features**
- 1 Grade change and mature trees
 - 2 Wireless tower and ground mounted equipment
 - 3 Existing home (TBR)



1. Background

Site Summary

The ±3.18-acre site is located north of Tuller Road (±326 feet of frontage), east of Riverside Drive (±63 feet of frontage) and south of I-270 (±665 feet of frontage). The site is comprised of two parcels (PIDs 273-008908 and 273-008247) with a single-family home on the eastern parcel and ground-mounted wireless communication equipment on the western parcel. There is approximately 30 feet of grade change from east to west, predominantly on the western parcel. There are mature trees along I-270 within the ODOT right-of-way and several tree stands throughout the site. Overhead electric lines extend the length of the property along Tuller Road.

Development History

In October 2003, the existing 3,155-square-foot home at 4444 Tuller Road was converted from a residential use to an office use. The land was rezoned from R-1 - Restricted Suburban Residential District to SO – Suburban Office and Institutional District. The neighboring property, 6924 Riverside Drive, was annexed into the City in 2009 with the existing cell tower. In 2012, the property was rezoned to BSD-OR, Office-Residential District. Most recently in 2022, ART approved modifications to update wireless communication equipment associated with the cell tower.

Process

An Informal Review (INF) is an optional step which provides the opportunity for feedback at the formative stage of a project allowing PZC to provide non-binding feedback on a development concept. Following informal review and non-binding feedback, the applicant may submit a Concept Plan (CP) for formal review by PZC as under the Review and Approval Process provisions as outlined in the Code Section 153.066. The development process in the BSD includes:

- Informal Review (Optional Step)
- Step 1 – Concept Plan (CP)
- Step 2 – Preliminary Development Plan (PDP)
- Step 3 – Final Development Plan (FDP)

Steps 2 and 3 may be combined at the determination of the Planning Director or PZC.

2. Zoning Code

The BSD-OR, Office-Residential District is intended “to accommodate a mix of office and multiple-family residential development at higher densities and in larger buildings. This district offers great flexibility to take advantage of visibility and access for office uses, with opportunities to create residential neighborhoods to support the adjacent BSD zoning districts”.

Multi-family residential is a permitted use with use-specific standards that restrict multi-family uses from being on the ground floor within the BSD-OR and BSD-O zoning districts. No residential units are proposed at the ground floor along Tuller Road.

The BSD Street Network Map establishes the framework for development, which will be further detailed should this application advance. It is important to note that Tuller Road is designated as a Principal Frontage Street (PSF), meaning that design requirements are elevated and access

is limited. Additionally, it is important to note that the main entry drive (west) is located at the terminus of Mooney Street, which warrant special consideration of architectural and site design in that location.

3. Project

Site Layout

The development is proposed to be accessed from Tuller Road by two access drives, which align the future Mooney Street extension and the existing curb cut for The Grand to the south. The 'U'-shaped building is sited along Tuller Road with active ground floor uses including lobby, leasing, fitness, and co-working. A terraced pocket park is located forward of the building along Tuller Road and a private amenity terrace is interior to the 'U' with views toward the river. 123 surface parking spaces surround the building with 53 lower level parking spaces accessible from the west drive and 16 tuck-under parking spaces accessible from the east drive. A 30,000-square-foot, naturalized open space area is preserved along Riverside Drive with a shared use path connection.

Details

Architecture

Given the conceptual nature of the proposal, the applicant has not yet identified a Building Type, which will regulate the building siting and height. A four-story building is proposed containing three, 3-bedrooms; 39, 2-bedrooms; 81, 1-bedrooms; and 19, convertible units with 6,500 square feet of amenity space and 2,500 square feet of co-working space.

The architecture is proposed with simple, refine facades with a residential character that is reinforced by pitched roofs and brick facades with complementary cementitious panel and metal cladding. A front gable roof provides verticality at the terminal vista located at the intersection of Tuller Road and Mooney Street. A combination of flat and side-gable roofs extend along Tuller Road. The façade is broken up with four vertical balcony forms.

The Commission is asked to consider the conceptual character and quality of the proposed building materials as well as the mass, form, and siting of the building.

Parking

Required parking for multi-family residential is based on number of bedrooms. Studio and 1-bedroom units are required 1 parking space; 2-bedroom units are required 1.5 parking spaces, and 3-bedroom units are required 2 parking spaces. The maximum parking permitted is 2 spaces per unit. Office uses require 2.5 spaces per 1,000 square feet. Based on the combination of units and co-working space, a minimum of 173 parking spaces are required and the applicant is proposing to provide 192 parking spaces. Staff has encouraged the applicant to provide the minimum amount of parking necessary or pursue a shared-parking agreement to minimize surface parking. The surface parking located to the north of the building is proposed within the required I-270 setback. A waiver to the 50-foot setback requirement would be required. Staff have encouraged the applicant to provide additional landscape buffering and parking lot screening onsite. Additionally, Staff has encouraged a more substantial vehicular entrance that incorporates a public street character at the intersection of Tuller Road and Mooney Street. The Commission is asked to consider the amount of parking proposed, the vehicular circulation, and the conceptual parking lot landscaping.

Open Space

The project preserves 30,392 square feet of naturalized landscape area along Riverside Drive, which will be passive, although provides a pedestrian connection to the river. Based on the number of units and co-working space, a total of 28,450 square feet of open space is required. At the conceptual stage, the applicant has not identified which open space types are fulfilled. A private amenity terrace is shown for residents accessible from within the building. A terraced plaza is also depicted along Tuller Road. The Commission should consider whether the open space types, sizes, and locations meet the intent for infill development within the BSD.

4. Informal Review

Discussion Questions

Planning Recommendation: The Planning and Zoning Commission provide non-binding feedback regarding the conceptual development plan.

- 1) Does the Commission find the project consistent with the intent of the BSD-Office Residential zoning district?
- 2) Is the Commission supportive of the site layout, including the building, parking, and open space locations and connectivity?
- 3) Does the Commission support the number of parking spaces and the types of parking?
- 4) Is the Commission supportive of the conceptual architectural character, including the building's mass and proposed building materials?