



PLANNING REPORT

Planning & Zoning Commission

Thursday, October 20, 2022

INDUS BRIDGE STREET 22-143INF

<https://dublinohiousa.gov/pzc/22-143>

Case Summary

Location	North of John Shields Parkway, west of Mooney Street, south of Tuller Road, east of Riverside Drive.
Proposal	Informal review and feedback on the construction of a mixed use development consisting of 5 buildings: a hotel, parking garage, office and 2 residential buildings on a 6.29-acre site.
Request	Request for an informal review and feedback of a future development application.
Zoning	BSD-SRN, Bridge Street District – Scioto River Neighborhood
Planning Recommendation	Consideration of the Discussion Questions.
Next Steps	Upon consideration of the Informal Review, the applicant may incorporate the feedback and submit a Concept Plan for formal review by the Commission.
Applicant	David Kozar, Indus Hotels
Case Manager	Zach Hounshell, Planner II (614) 410-4652 zhounshell@dublin.oh.us

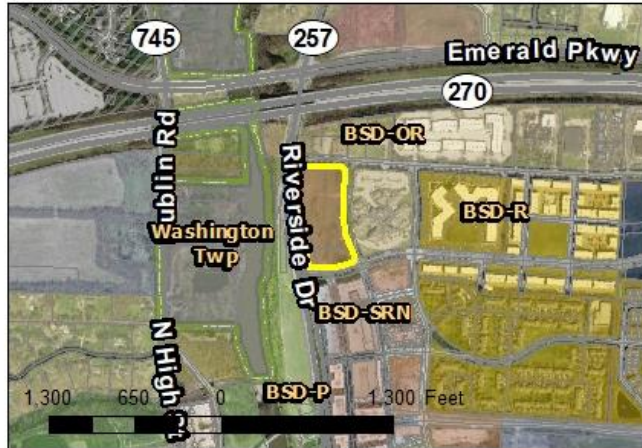
Site Location Map



22-143INF | Indus Bridge Park

Site Features

- 1 Grade change of $\pm 20-30$ feet from W to E
- 2 Future gateway locations



1. Background

Site Summary

The 6.29-acre site is located northeast of the intersection of Riverside Drive and John Shields Parkway, bound to the north by Tuller Road, to the west by Riverside Drive, to the south by John Shields Parkway, and to the east by Mooney Street. The site is zoned BSD-SRN, Scioto River Neighborhood.

Site Information

Surrounding Zoning and Land Use

North: BSD-OR, Office Residential District (Riverside Drive Animal Care)

East: BSD-OR, Office Residential District (The GRAND of Dublin)

South: BSD-SRN, Scioto River Neighborhood District (Bridge Park)

West: BSD-P, Public District (Riverside Crossing Park)

Natural Features

The site is vacant and contains minimal vegetation on the property. The site features significant grade change from east to west, gaining ± 20 -30 feet of grade toward Mooney Street.

Road, Pedestrian, and Bike Network

The site has ± 800 feet of frontage along Riverside Drive, ± 350 feet of frontage along Tuller Road, ± 350 feet of frontage along John Shields Parkway, and ± 700 feet of frontage along Riverside Drive. Sidewalks are provided along all frontages except Mooney Street, which has not been constructed adjacent to the site.

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. 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. Bridge Street District

In 2009, the City of Dublin began a visioning process to reimagine the Bridge Street corridor. The multi-year planning process which engaged stakeholders and the community crafted a vision for a vibrant and walkable center of the city, with a dynamic mix of land uses and housing. To implement this vision and guide future development, Dublin created a hybrid form-based development code for the Bridge Street District (BSD). Dublin City Council approved an area rezoning to BSD zoning districts and the creation of the BSD Code in early 2012.

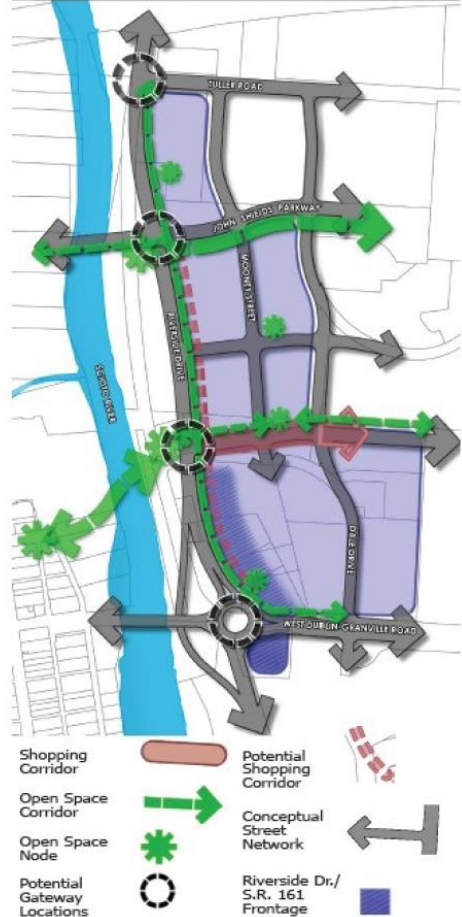
Neighborhood Districts

The BSD Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces are important to establish a coordinated mix of uses that fulfills the objectives identified in the BSD Special Area Plan within the Community Plan. Each neighborhood anticipates the conceptual layout of critical elements including street connections, open spaces, and gateways.

The BSD Scioto River Neighborhood District provides a significant opportunity for a well-planned and designed neighborhood with a balanced mix of land uses. Predominant land uses include a residential presence to complement and support a strong mix of uses, with office employment and supporting service and commercial uses. A comfortable, walkable street network is intended to convey a strong sense of connection between each of these diverse but complementary land uses.

The site is located in the northwest corner of the neighborhood. The neighborhood district identifies two opportunities for gateway features at the northwest and southwest corners of the site. Gateways are points of identification that provide a sense of arrival to the area. Additional considerations include an open space corridor along Riverside Drive, with an open space node located centrally in the block.

FIGURE 153.063-D. ILLUSTRATION OF SCIOTO RIVER DEVELOPMENT STANDARDS



BSD Street Network Map

The BSD Code provides a hierarchy of requirements for establishing the gridded street network with streets providing an important organizing framework for development within the BSD. The Street Network Map, part of the Thoroughfare Plan, identifies a family of three street types: Corridor Connectors, District Connectors, and Neighborhood Streets. Corridor and District Connectors are often designated as Principal Frontage Streets (PFS), which are designated to ensure a continuous, pedestrian-oriented block.

Adjacent to the site, Riverside Drive is designated as a Corridor Connector and PFS, Tuller Road and John Shields Parkway are designated as District Connector and PFS, and Mooney Street as a future Neighborhood Street. Riverside Drive would be the primary street frontage, as it has the highest street designation.

The grid street network is the result of a districtwide traffic management study completed by the City of Dublin during the Bridge Street corridor visioning in 2011. The gridded street network operates by dispersing traffic over many smaller streets and providing multiple connections increasing the number of potential travel routes. To guide the development of the grid, needed

street connections were adopted into the Thoroughfare Plan. Rather than developers submitting individual traffic impact studies and identifying mitigating strategies for projects as is typical when properties are rezoned for new development in other areas of Dublin, development in the BSD is required to construct the portions of the street network and dedicate necessary right-of-way with projects.

3. Proposal

The applicant is proposing the construction of a new block development, including two new apartment buildings, an office building, a hotel, and a parking garage. The proposed development would facilitate the extension of Longshore Street from John Shields Parkway to Tuller Road, and would require the construction of Mooney Street along the east property line.

Development Concept



4. Informal Review and Discussion Questions

The applicant is requesting an Informal Review (INF) and non-binding feedback prior to the submission of a CP under the Review and Approval Process provisions as outlined in the BSD Code §153.066. Discussion questions are framed for PZC to deliver feedback to the applicant.

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

Discussion Questions

1) Is the Commission supportive of the proposed uses and general site layout?

The applicant is proposing 5 new buildings on a ±6.29-acre site. Two residential buildings are located on the west and northwest portions of the site adjacent to the intersection of Riverside Drive and Tuller Road, with an office building located on the southwest corner at the intersection of Riverside Drive and John Shields Parkway. The block is split down the middle by the extension of Longshore Street, with a parking garage located in the northeast corner of the site at the intersection of Tuller Road and Mooney Street, and with a hotel located in the southeast corner of the site at the intersection of John Shields Parkway and Mooney Street. Four separate open space locations provide buffers between each building, with an approx. 0.67-acre open space highlighting the center of the development. Each building will feature retail on the first floor. Each use proposed with the submittal is a permitted use in the BSD-SRN district.

The proposed block is designed consistently with the Bridge Park blocks south of the site, with this block being the largest along Riverside Drive. The applicant did investigate a street connection with Longshore Street terminating east at Mooney Street between the garage and the hotel. However, due to the narrowness of the site and the grade from west to east on the site, the street could not be constructed to meet City standards.

The site will be required to accommodate two gateway features at the northeast and southeast corners of the site, while working to provide an open space node towards the center of the site. Additionally, the development of the site would be required to meet the Scioto River Neighborhood requirements listed in the Code. The Commission should consider whether the proposed mix of uses are appropriate for the site, and if the placement of the buildings and open spaces on the site are complementary to the district and aligns with the site design principles in the Bridge Street Code.

2) Is the Commission supportive of the conceptual architectural character, including the buildings' mass and height?

Residential Building – NW Corner

The applicant is proposing an 11-story, ±126-foot tall residential structure at the intersection of Riverside Drive and Tuller Road. The building is the tallest in the development, and would be the tallest along Riverside Drive between I-270 and W. Dublin-Granville Road. The building is proposed as a terminus on the north end of Riverside Drive, and a bookend to the 8-story AC Marriott building to the south. The building is conceptually depicted as a podium-style building, with the first floor as retail, and the remainder of the stories providing residential units. The roof of the first floor along Riverside Drive provides an amenity deck including a pool overlooking the Scioto River to the west.

Residential Building – W Central

The applicant is proposing a 10-story, ±119-foot tall residential structure centrally on the west side of Longshore Street. The building is similar in design to the residential

building to the north, with first floor retail and an amenity deck along Riverside Drive. A walkway between the residential buildings is depicted connecting the amenity decks.

Office Building – SW Corner

The applicant is proposing a 6-story, ±93-foot tall office building at the intersection of Riverside Drive and John Shields Parkway. Aside from the parking garage, this is the shortest building in the development, and provides a gradual transition in massing to the established Block D of Bridge Park to the south. This building includes first floor retail, with the remainder of the stories occupied by office.

Hotel Building – SE Corner

The applicant is proposing an 8-story, ±112-foot / 94-foot (Longshore Street / Mooney Street) hotel building at the intersection of John Shields Parkway and Mooney Street. The hotel has first floor retail along Longshore Street, with lobby area along Mooney Street. The current configuration provides a drop off area along Mooney Street, with parking located within the garage.

Parking Garage – NE Corner

The applicant is proposing a 5-story, ±76-foot / 59-foot (Longshore Street / Mooney Street) parking garage at the intersection of Tuller Road and Mooney Street. The garage is designed to provide 825 parking spaces, and is accessed from Mooney Street.

BSD Code Provisions

The applicant is proposing 4 Corridor building types and 1 Parking Structure building type within the development, which are permitted building types in the BSD-SRN district. Corridor buildings are permitted a maximum of 6 stories, which would require all buildings except the office building to receive a Waiver for maximum stories. The applicant is requesting feedback regarding the height and massing of the buildings. The Commission should consider whether the proposed buildings complement the character of the Scioto River Neighborhood along Riverside Drive, and are designed appropriately to accommodate pedestrian-friendly development.

3) Is the Commission supportive of the proposed street extension of Longshore Street?

Street Network

The applicant is proposing a new extension of Longshore Street between John Shields Parkway and Tuller Road. This extension is not contemplated in the Bridge Street District Street Network Map, as Longshore is proposed to dead-end into John Shields Parkway. The applicant has coordinated with Staff regarding one potential design option for the street that contemplates a 'curb-less' street, intended to integrate both vehicular and pedestrian connectivity. Inspirational imagery was provided to demonstrate the concept. This street type does not currently exist in Dublin, but provide an opportunity for a complete street designed for both vehicles and pedestrians. Staff and the applicant are continuing to discuss how this type of street could be achieved for this unique opportunity.

4) Is the Commission supportive of the proposed open spaces?

Open Space Quantity

The BSD Code prescribes open space quantities based on building use with a minimum of 200 square feet of open space for each residential dwelling unit and 50 square feet of commercial space required. The proposed development requires 46,208 square feet (\pm 0.98 acres) of open space, which includes 37,000 square feet (\pm 0.85 acres) for the 185 residential units and 5,904 square feet (\pm 0.14 acres) for the 295,228 square feet of commercial. The applicant is proposing \pm 1.06 acres of open space, surpassing the required quantity.

Open Space Location

The applicant has identified four open space locations on the site, including an \pm 0.66-acre open space located centrally on the site. The central open space is provided to meet the open space node requirement for the Scioto River Neighborhood Standards. This open space is described as a hillside landscape that provides accessible terraces of varying elevations for visitors to have a unique view and experience. This open space contributes to the unique identify of the development.

Additionally, the applicant has expressed interest in coordinating with the Dublin Parks and Recreation department to investigate creative opportunities with the parking garage and potential urban park amenities. Specifics surrounding potential alternative utilization of the garage have not been identified. The Commission should consider whether the design of the open spaces throughout the development create usable, purposeful open space and contribute to the fabric of the neighborhood.

5) What design considerations does the Commission recommend for the gateway features?

This site is required to provide two gateway features, located at the northwest and southwest corners of the site. The northwest corner of the site is occupied by a residential building adjacent to the intersection of Tuller Road and Riverside Drive, and the southwest corner of the site is occupied by an office building adjacent to the intersection of John Shields Parkway and Riverside Drive. Currently, there is no design or representation for these feature locations. The applicant states that further study and development is necessary for each feature as the design of the development proceeds.

Gateway features are defined as points of identification that provide a sense of arrival to the area. Gateway designs shall be pedestrian-oriented in scale and shall include a combination of architectural elements, landscape features, and/or public open spaces. Gateway elements should enhance the character of the public realm and coordinate with the design of nearby streetscape, open spaces and architecture.

The northwest corner of the site represents an entrance into the Scioto River Neighborhood, with the southwest corner of the site represents a potential future bridge extension to the Historic District with the extension of John Shields Parkway. Each gateway location is unique, and should be designed to complement the surrounding character of the neighborhood, and create a point of identification within the Scioto River Neighborhood. The Commission should consider what opportunities could be explored for the development of each gateway feature to complement the district.