



PLANNING REPORT

Planning and Zoning Commission

Thursday, November 3, 2022

CMR/CH HOTEL AND CONDOMINIUMS 22-152INF

www.dublinohiousa.gov/pzc/22-152

Case Summary

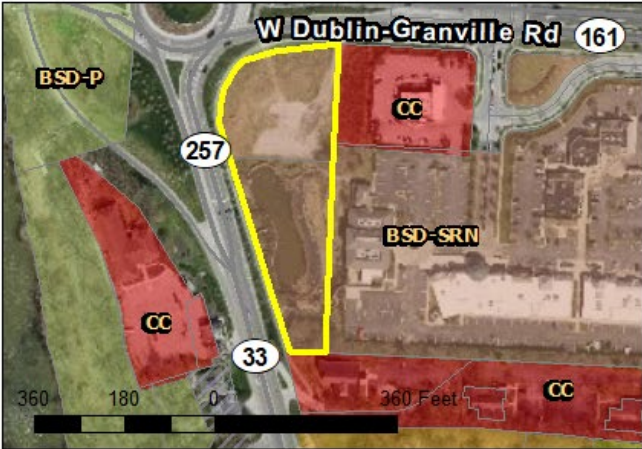
Address	PID: 273-012909 & 273-008269
Proposal	Informal review and feedback on the construction of a nine-story condominium building, a seven-story hotel, and an event center over two-story podium parking with building amenities and a pedestrian bridge.
Request	Request for an informal review and feedback 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	Brian Peterson, Meyers Architects
Case Manager	Zach Hounshell, Planner II (614) 410-4652 zhounshell@dublin.oh.us Jennifer Rauch, AICP, Planning Director (614) 410-4690 jrauch@dublin.oh.us

Site Location Map

22-152INF | CMR/CH Hotel and Condos



- Site Features**
- 1 Existing Retention Pond
 - 2 Significant Grade Change



1. Background

Site Summary

The 2.85-acre site is zoned BSD-SRN, Bridge Street District - Scioto River Neighborhood and is located southeast of the roundabout at Riverside Drive and West Dublin-Granville Road. This site was included in a rezoning that was approved by City Council in March 2022. The rezoning changed the zoning classification from BSD-C, Commercial to BSD-SRN, Scioto River Neighborhood to better align with the adopted Community Plan recommendations for this site.

Site Information

Surrounding Zoning and Land Use

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

East: BSD-SRN, Scioto River Neighborhood District (Shoppes at River Ridge)

South: CC, Community Commercial District (Office)

West: CC, Community Commercial District (Office)

Natural Features

The northern half of the site, adjacent to the roundabout of Riverside Drive and W. Dublin-Granville Road, is vacant, with minimal vegetation on site. The southern half of the site includes a retention pond designed to provide stormwater management for the Shoppes at River Ridge to the east. Removal of the pond would require additional analysis regarding stormwater management for this site and adjacent sites in which compliance with stormwater management requirements will need to be demonstrated in accordance with Chapter 53 of the City of Dublin Codified Ordinances. The site features significant grade change along the east property line, increasing from west to east ± 30 feet closer to existing development.

Road, Pedestrian, and Bike Network

The site has ± 260 feet of frontage along W. Dublin-Granville Road, and ± 550 feet of frontage along Riverside Drive. The site currently has a single access point on W. Dublin-Granville Road, which will be removed should the site be redeveloped. Sidewalks and shared-use paths are provided along all frontages.

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.

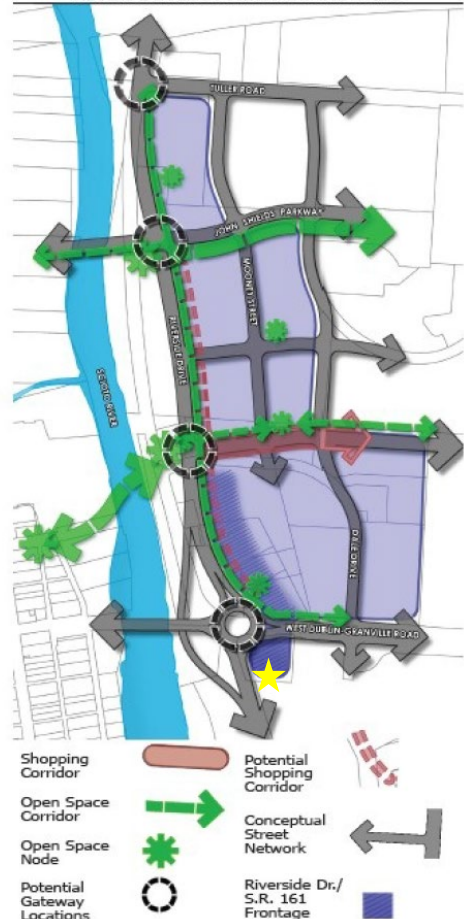
The site is located in the southwest corner of the neighborhood. Although this site was not originally included in the Neighborhood District, the site is located where a potential gateway location is contemplated adjacent to the roundabout. Gateways are points of identification that provide a sense of arrival to the area.

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, both Riverside Drive and W. Dublin-Granville Road are designated as a Corridor Connector and PFS. Vehicular access is not permitted from Corridor Connector streets

FIGURE 153.063-D. ILLUSTRATION OF SCIOTO RIVER DEVELOPMENT STANDARDS

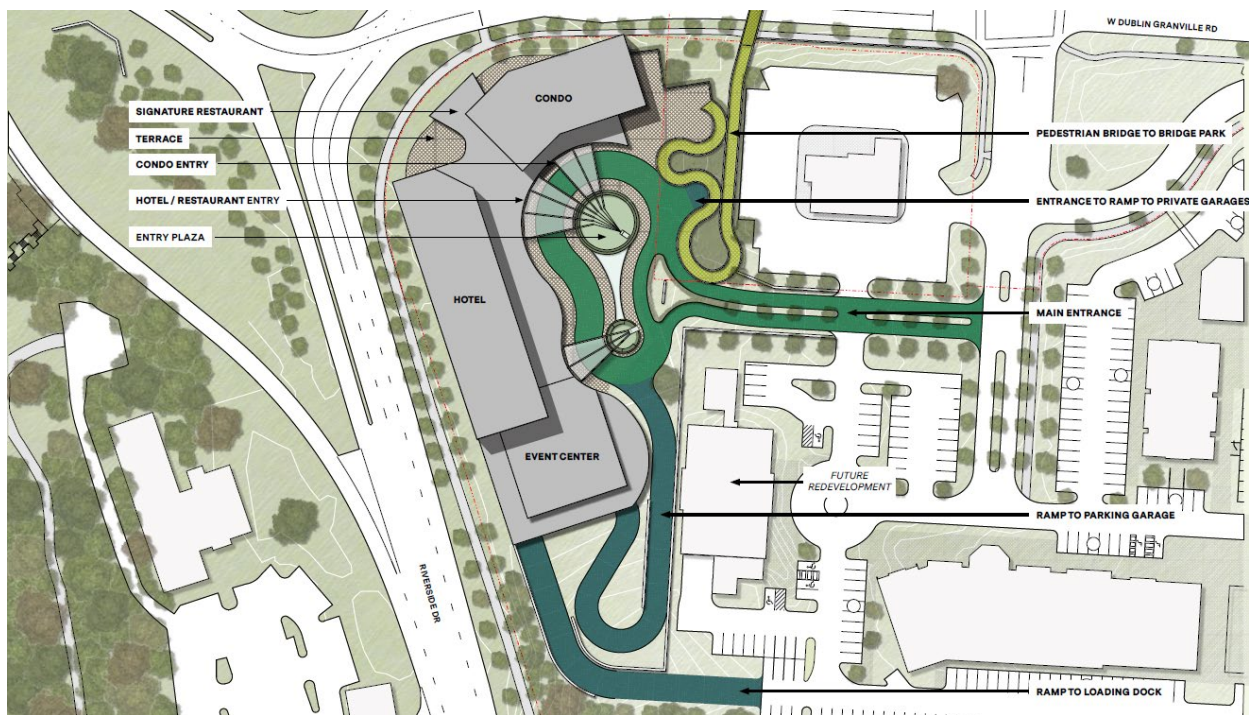


if a suitable alternative access location is available. The applicant is proposing access to the east, connecting to the future street extension of Dale Drive. Dale Drive is projected as a future neighborhood street that connects to a future extension of Stoneridge Lane to the east of the site.

3. Project

The applicant is proposing the construction of a new nine-story condominium building, a seven-story hotel, and an event center over two-story podium parking with building amenities and a pedestrian bridge.

Development Concept



4. Informal Review and Discussion Questions

Discussion Questions

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

The applicant is proposing new development at the intersection of W. Dublin-Granville Road and Riverside Drive on the 2.85-acre site that contains 4 uses within the buildings, including a condominium use along W. Dublin-Granville Road, a restaurant use at the roundabout of W. Dublin-Granville Road and Riverside Drive, a hotel use along Riverside Drive, and an event center at the southern end along Riverside Drive. The buildings features podium parking beneath the complex, with no surface parking proposed on site. The site plan conceptually calls for terrace space at the roundabout, with an entry

plaza on the east side of the building. All proposed uses are permitted within the BSD-SRN district.

The development of the site would be required to meet the Scioto River Neighborhood requirements listed in the Code. Some of these requirements reference 'Walkable Urbanism', which requires that sites are developed to create safe and comfortable pedestrian-oriented development, and include functional, well-designed open spaces to enhance the quality of life for residents, visitors, and businesses. Additionally, a gateway feature at the northwest corner of the development will be required to be proposed. Given the prominent nature of this intersection of two Corridor Connector and PFS streets, the creation of a gateway feature is important to create visual interest and a sense of arrival to the Scioto River Neighborhood. 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 proposed massing of the mixed-use building?

The applicant is proposing a building complex that includes multiple different forms and heights. The site includes a 9-story condominium massing in the northern portion of the complex, a 7-story hotel and amenity roof massing located centrally in the complex, and a 2-story event center massing in the southern portion of the complex. The proposed development fronts on two Principal Frontage Streets, as required by Code. The renderings show two lower levels (LL1 and LL2) and ground level parking garage that appear elevated above grade, which would increase the amount of stories provided for the building. The applicant would need to provide additional detail with a future application to indicate whether these will be above or below grade. Parking within a building is conditionally permitted in many building types in the District, but is only allowed to the rear of the first 3 floors. Based on the provided plans, LL1 appears to be visible above grade, with the ground level being the first main floor of the building. Parking is permitted to be fully within the basement of many building types in the District.

The applicant has not provided building types for the proposed development. However, the maximum story height permitted in the Bridge Street district is 6 stories (Corridor Building). A Waiver would be required to exceed the maximum story height in this location. Based on the topography of the site, this is the lowest lying site within the BSD-Scioto River Neighborhood and the lowest along Riverside Drive. To the east of the site, the Shoppes at River Ridge features a shopping center with buildings not exceeding 2 stories in height, with an existing office complex not exceeding 2 stories in height immediately south of the property.

This property bookends the Scioto River Neighborhood from the south side of Riverview Street, creating an opportunity to transition from the suburban-style office complexes south of the site. The Commission should consider whether the proposed massing complements the existing character of the adjacent area and Scioto River Neighborhood along Riverside Drive, and is designed to appropriately accommodate pedestrian-scaled development.

3) Is the Commission supportive of the proposed vehicular and pedestrian access for the site?

The site is accessed from the east by a split boulevard connecting to a private portion of Dale Drive between Wendy's and the Shoppes at River Ridge. The boulevard provides access to a covered entry plaza, and continues to provide access to the podium parking below the development. At the southern end of the property, vehicular access is provided to the loading dock from an existing drive aisle to the southeast of the development. Vehicular access is not provided from either of the principal frontage streets of the development, consistent with the Bridge Street Code. The proposed vehicular access to the east of the site is consistent with the Code, requiring access to the lowest designated street adjacent to the site. Dale Drive is considered a neighborhood street in the Street Network Map, and would require additional analysis as to where the public portion of the site should be extended with the development of this site. Given the nature of the uses of the site and limitation of access points to the east, the site appears to be developed with more vehicular focus than pedestrian focus. The Commission should consider whether the layout of the site contributes to the goals of pedestrian-oriented development within the District.

Currently, the proposal does not show a connection to the existing pedestrian infrastructure along Riverside Drive or W. Dublin-Granville Road. The applicant is proposing a new pedestrian bridge in the northeast corner of the site, crossing W. Dublin-Granville Road. The pedestrian bridge is accessed on site through a proposed terrace to the east of the condominium tower, before crossing W. Dublin-Granville Road to connect to Bridge Park on the north side of the street. The pedestrian bridge is a type of facility that is not contemplated in our Code, and would require additional discussion with City Staff if the opportunity were pursued. The City is in the introductory stages of conducting a streetscape corridor study along W. Dublin-Granville Road to identify opportunities to make the W. Dublin-Granville Road Corridor more pedestrian friendly. The study will identify speed management strategies, implement more urban-style access management along the corridor, and improve crosswalks along the corridor. The goal of the Bridge Street District is to create a safe and comfortable pedestrian-oriented development at a street level. The pedestrian bridge is proposed to only be accessed on site and does not connect to the existing pedestrian network along the street frontages. The Commission should consider how the proposed pedestrian facilities would affect the vision of making the District a walkable environment.