

## PLANNING REPORT

# Planning and Zoning Commission

Thursday, May 1, 2025

## Bridge Park, Block J 24-157PDP & 25-037CU


<https://dublinohiousa.gov/pzc/24-157> | <https://dublinohiousa.gov/pzc/25-037>


### Case Summary

Address	4455 Bridge Park Avenue & 4370 Dale Drive
Proposal	Request for review and approval of a Preliminary Development Plan to allow a new mixed-use development; and a request for review and approval of a Conditional Use to allow a parking structure along the street in a mixed-use development.
Request	Review and approval of a Preliminary Development Plan under the provisions of Zoning Code Section 153.066; and review and approval of a Conditional Use (CU) under the provisions of Zoning Code Section 153.236.
Zoning	BSD-SRN, Bridge Street District, Scioto River Neighborhood
Planning Recommendation	<u>Recommendation of Approval of the Preliminary Development Plan with Conditions</u> <u>Recommendation of Approval of the Conditional Use</u>
Next Steps	Upon review and approval of the Preliminary Development Plan (PDP) and Conditional Use (CU), the applicant may be eligible to file an application for a Final Development Plan (FDP).
Applicant	Sarah Wilson, EMH&T
Case Manager	Zach Hounshell, Planner II (614) 410-4652 <a href="mailto:zhounshell@dublin.oh.us">zhounshell@dublin.oh.us</a>

### Community Planning and Development



 5200 Emerald Parkway  
Dublin, Ohio 43017

 614.410.4600  
[dublinohiousa.gov](http://dublinohiousa.gov)

Sustainable | Connected | Resilient

Site Location Map

24-157PDP & 25-037CU - Bridge Park, Block J



Site Features

- 1 COTA Park and Ride
- 2 Vacant Daycare building and parking lot
- 3 Significant grade change from Dale Drive



## 1. Introduction

### Request

Review and approval of a Preliminary Development Plan and Conditional Use for a new mixed-use development addition to the Bridge Park development.

### Application Type and Process

The Preliminary Development Plan (PDP) is the second step in the development process, as outlined below:

1. *Informal Review (optional)*
2. *Concept Plan (CP)*
3. *Preliminary Development Plan (PDP)*
4. *Final Development Plan (FDP)*

The PDP is generally intended to provide a thorough review of code requirements and define the locations of buildings, streets, and open spaces. Review of the PDP should include architectural details and scale/massing details of buildings, with further refinement of materials, landscaping, and open space details provided at the Final Development Plan (FDP). The PDP includes the consideration of Waivers, which are deviations from specific code requirements that can be granted by the Planning and Zoning Commission. Waiver requests are typically expected as part of the development process under the Bridge Street Code and are important tools for applicants to create high-quality development that is unique from other developments in the area. They are also designed to permit the form-based standards in the Bridge Street code to be softened based on unique site characteristics for high development quality. All Waiver requests are required to meet the criteria listed in the Code, which generally requires requests to improve the quality of the development and alignment with the intent of the Bridge Street District.

A Conditional Use (CU) application has also been submitted and requires determination by the Planning and Zoning Commission. Finally, the applicant will submit a combined Preliminary and Final Plat with the FDP to dedicate public right-of-way to the City. This process will require a recommendation to City Council for adoption of a resolution.

## 2. Background

### Site Summary

The combined ±5.37-acre site is zoned BSD, Bridge Street District – Scioto River Neighborhood, located southeast of Dale Drive and Bridge Park Avenue. The site consists of 5 properties containing an existing COTA Park and Ride lot, a vacant daycare facility, parking for Wendy's property, and the staging area for The Bailey development to the west. The site features a significant grade change from the northwest corner to Dave Thomas Boulevard and the southwest corner. An abandoned stream bed is located centrally on the site, with mature vegetation lining the bed.

### Case History

*April 2025*

City Council approved the Concept Plan which accompanied a Development Agreement. Council provided the following comments and recommendations for consideration moving forward:



- Emphasized a need for more interest and attractiveness on the roof to screen mechanicals from adjacent buildings.
- Emphasized the need to enhance the architectural design of the building at the corner of Bridge Park Avenue and Dale Drive.
- Recommended a terminal vista at the east end of the open space.
- Highlighted the need for key creative sign locations throughout the development
- Expressed concern with the architecture of the garage and a desire to see it further integrated with the block, similar to the garage in Block G.
- Expressed intrigue in the proposed open space and how it would be programmed.
- Expressed a desire to see Street A become more pedestrian and create a seamless transition between the public open space and the courtyard of the Phase 1 condo building.

*December 2024*

Planning and Zoning Commission recommended approval of a Concept Plan (CP) to City Council with conditions. PZC provided the following comments and recommendations for consideration moving forward:

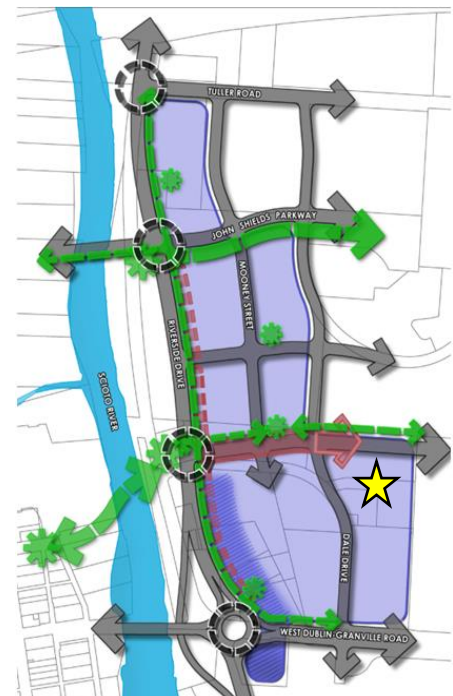
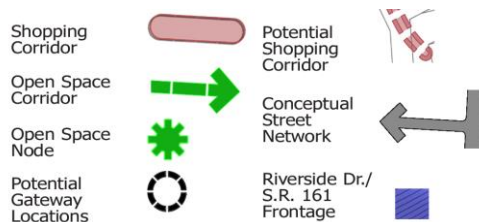
- Generally supportive of the layout of the site and location of buildings / open space.
- Expressed concern over the design of Street A and how it could interfere with the pedestrian circulation of the development.
- Recommended additional emphasis and articulation on the architecture of the garage
- Emphasized the need for a parking study for the site to address parking needs
- Recommended building materials be more complementary throughout the site

### 3. Bridge Street District BSD-SRN, Scioto River Neighborhood

The BSD Code establishes Neighborhood Districts, where special attention to the location and character of buildings, streets, and open spaces is essential 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-SRN 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 strongly connects these diverse but complementary land uses.

The site is located in the neighborhood's southeast corner, bordered by Bridge Park



Avenue to the north, Dale Drive to the west, a private section of Banker Drive to the south, and Dave Thomas Boulevard to the east. Dale Drive and Bridge Park Avenue are both designated as Principal Frontage Streets (PFS), which are intended to ensure certain street types are lined with continuous, pedestrian-oriented block faces of front building facades. Additionally, the neighborhood map shows a potential continuation of the shopping corridor along Bridge Park Avenue. However, the shopping corridor is not required to be extended with this development, as a shopping corridor has already been established along Riverside Drive and Longshore Drive. Only one shopping corridor is required in the neighborhood, and Staff has determined that this portion of Bridge Park Avenue would not be appropriate for an additional shopping corridor.

## Project

This request is for phase 1 of Block J, which includes a new office building, condominium building, parking garage, and public green open space. Phase 2 of the development includes an additional condominium building to be approved with a subsequent application.

## Site Layout

The layout of the site is consistent with the approved Concept Plan. The office building is proposed in the northwest corner of the site adjacent to the intersection of Bridge Park Avenue and Dale Drive; the condominium building in the northeast corner of the site at the intersection of Bridge Park Avenue and Dave Thomas Boulevard; and a garage building in the southeast corner of the site at the intersection of Banker Drive and Dave Thomas Boulevard. Green Street (Street A) is a proposed new north-south private service street that splits the property in half. Public open space is proposed in the western half of the development, connecting Dale Drive and Green Street. Additional open space is provided across Green Street creating a transition from public to private open space within the condominium building courtyard area.

## Lots, Blocks, and Streets

As proposed, the block is defined by Bridge Park Avenue (north), Dave Thomas Boulevard (east), Dale Drive (west), and Banker Drive (south). Private streets, such as Green Street, are typically considered service streets, which are not used to measure block length or perimeter. Dave Thomas Boulevard is a public street extension outlined in the BSD Street Network Map, but it does not allow the block to meet the maximum block dimensions for length and perimeter outlined in the Code. A Waiver is required for these requirements. However, the intent of the block length and perimeter requirements are met with the addition of Green Street as it provides additional pedestrian and vehicular circulation that is consistent with the Bridge Park development. Green Street also provides a mid-block pedestrian way, which is required for block lengths that exceed 400 feet.

Green Street (previously Street A) was a specific topic of discussion by PZC at the Concept Plan, as several members expressed concern regarding whether a continuous street connection was appropriate with this development. The applicant has worked with Staff to make changes to the design of the street to include a visual material break adjacent to the open spaces. Vehicular access is required for both the garage and the office building from Green Street. Staff reviewed the proposed street connection and supports the current configuration which achieves the goals of creating smaller blocks of development with pedestrian facilities to create an urban, pedestrian-friendly environment. Terminating the central section of the street would not be acceptable to Staff, as the applicant would be required to provide an alternative means of

egress from the site. This would also impact the circulation of EMS vehicles, which is not recommended. The brick paver material change and improvements to the sidewalk area are intended to address the Commissioner's comments about connecting the open space with the courtyard of the condominium building to create a consistent open space connection.

The conversion of Dave Thomas Boulevard from an access drive to a public street requires the street to meet Bridge Street streetscape design standards and a 60-foot right-of-way, which is provided. This improvement requires alterations to Wendy's site circulation and parking, which will require approval with the Final Development Plan. Additionally, the applicant is proposing on-street parking on all streets except Dale Drive. The applicant has worked with staff to determine best practices for on-street parking and streetscape design for each of the street improvements. Council members did raise concerns regarding the on-street parking of Bridge Park Avenue due to the significant change in grade, and existing concerns of vehicular sightlines at Dale Drive conflicting with parking on Bridge Park Avenue to the west. The applicant will continue to work with Staff to address the streetscape design at the FDP to address these concerns. The applicant should also continue to work with staff to provide streetscape improvements as required by the City Engineer.

### Parking

Parking is determined by the square footage of a specific use or the number of residential units in a development. Based on the estimated number of condominium units and the size of both office and residential uses, the development is required to provide at least 667 parking spaces (including Phase 2).

The proposed development is proposing 583 parking spaces split between the parking garage (508 spaces) and on-street parking (75 spaces). The applicant is requesting approval of a parking plan to allow for an Adjustment to Required Vehicle Parking through Shared Parking Calculations. The applicant has provided a parking diagram that includes adjacent parking garages in Blocks B, C, and G, and identifies the amount of available parking within 900 feet of the development based on peak parking demand times. The intent behind this request is to minimize the amount of excess parking provided on the site, as indicated on the plans. Similar parking plans have been approved for various blocks of the Bridge Park development that utilize shared parking across different garages. Staff supports the Parking Plan.

### Open Space

The applicant proposes approximately 1.24 acres of public open space, which meets the minimum size requirements for the development. Per the open space plan, the open space is split between a pocket park (0.13 acres) at the intersection of Dale Drive and Bridge Park Avenue, a public green (0.91 acres) located centrally on the site, and a pocket park (0.20 acres). The applicant has not provided an analysis of each open space type and whether it meets the minimum requirements. This analysis must accompany the FDP to assess if further Waivers are necessary.

The public green is a passive open space, including a proposed revitalization of an existing stream bed to assist in the site's stormwater management strategy. The open space comprises a bio-retention basin and a lawn area, which will be enhanced with benches, a decking/boardwalk, and additional greenspace. Both ends of the public green feed into

the two pocket parks, which provide a variety of landscaping and seating options. The applicant should continue to work with staff on the design of the pocket park at the intersection of Dale Drive and Bridge Park Avenue to create a more seamless transition between the streetscape and the office building.

## Office / Restaurant Building

### *Summary*

The office building is a 4-story Mixed-Use building type and approximately 108,000 square feet in size, with approximately 6,500 square feet of restaurant space in the western half of the first floor. The massing of the building is consistent with the Concept Plan.

The building will have frontage on two principal frontage streets, with outdoor patio seating areas adjacent to the intersection of Dale Drive and Bridge Park Avenue for the restaurant user. The upper stories of the building will also feature balconies for office tenants. The proposed building will use brick, cast stone, and storefront systems, with synthetic panels as a complementary material. The applicant has updated the color palette of the building to be more muted and complementary with the rest of the development.



### *Staff Comments*

Based on previous comments by City Council, PZC, and Staff, Planning has made the following comments that will continue to be addressed with the Final Development Plan:

- Front Property Line Coverage – This is shown incorrectly and will need to be updated with the Final Development Plan submission. Due to the private street and public open space impacting the placement of buildings, a Waiver will likely be necessary.
- Lot Coverage—The plans do not show this correctly, and it will need to be updated to accommodate the entire site's lot coverage.
- Alternative Material (HPL Panels) – The applicant is requesting the approval of phenolic panels as a permitted material on the building. The applicant will need to provide additional details for staff's review of the material, but the applicant is requesting the Commission's feedback on whether this material would be considered.
- Architectural Elements – The applicant is working with staff to address the redundancy of the south facade of the building along the public green. Staff has made recommendations to break up the roof plane to better align with the intent of the Code and provide more visual relief on the facade, similar to other facades of the building. Additionally, staff has made recommendations to address the wide windows on the north facade to be more consistent with the remainder of the building.

The applicant is working on revising the plans to respond to these comments, and have worked with staff to identify potential solutions. These comments will be incorporated into the conditions of approval for this application and will be addressed with the FDP.



### *Waivers*

The applicant is requesting approval of 5 Waivers for the office building with the PDP outlined below:

- 1) Primary Façade Materials – North, South, and West Facades
- 2) Blank Walls – N Facade
- 3) Ground Story Height
- 4) # of Entrances – North and South Facades
- 5) Horizontal Façade Divisions – North and East Facades

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers. Based on the staff comments provided above, the applicant could request additional waivers with the FDP.

## **Condominium Building**

### *Summary*

The condominium building is a 5-story Apartment building type and includes 89 residential units in an approximately 160,000-square-foot building. The massing of the building is consistent with the Concept Plan. The building will have frontage on one principal frontage street (Bridge Park Avenue), which will serve as the primary street frontage. An amenity deck with a swimming pool is



proposed at the center of the building, which will open up to Green Street and the public open space. The south side of the building connects to the garage, allowing residents to have direct access. The building is proposed to be constructed of cast stone, thin brick, and metal panels. Staff has identified that thin brick is not a permitted material and would require approval of a Waiver. The applicant had previously expressed a desire to utilize a material called 'NewBrick', which is a brick-clay veneer that would be used for the upper floors of the building. Although it is not currently proposed with the PDP, the applicant has expressed a desire to utilize it with this building if the PZC is supportive. Staff has included a material review memo from our consultants for PZC's consideration. No approval is requested at this time, but consideration and recommendations for building materials are requested.

### *Building Height*

As previously proposed in the Concept Plan, the applicant is proposing a 5-story tall Apartment building type where 4.5 stories is permitted. Building height is a Code requirement that is dictated by the selected building type, and each building type provides Code requirements that affect massing, height, appearance, and placement of the building. Per the Code, an Apartment building type would permit a building to be 56 feet tall based on maximum allowable floor heights for ground and upper stories. The proposed 5-story building would be approximately 56 feet in height as measured along Dave Thomas Boulevard, which is the highest facade location



for the building. Since the height of the proposed building would align with the permissible height of the Code, Staff is supportive of the Waiver request.

#### *Staff Comments*

Based on previous comments by City Council, PZC, and Staff, Planning has made the following comments that will continue to be addressed with the Final Development Plan:

- Thin Brick – Staff has provided comments regarding the use of thin brick and the Commission’s previous concerns with this material. Staff has provided a consultant report for the potential use of ‘NewBrick’, which would be an alternative building material requiring approval by PZC. This material choice will impact the percentage of primary/secondary building materials, so waivers addressing these requirements would be presented with the FDP.
- Front Property Line Coverage and Lot Coverage – See previous comments in the office building section.
- Street Engagement from ground floor units – The applicant originally provided stoops that extended to the sidewalk along both Bridge Park Avenue and Dave Thomas Boulevard, but the stoops were removed along Bridge Park Avenue since they encroached in the public right-of-way. Staff has provided recommendations to find alternative ways to connect these units to the street, and the applicant is working on solutions to achieve this.

The applicant is working on revising the plans to respond to these comments, and have worked with staff to identify potential solutions. These comments will be incorporated into the conditions of approval for this application and will be addressed with the FDP.

#### *Waivers*

The applicant is requesting approval of 5 Waivers for the condominium building with the PDP, outlined below:

- 1) Story Height – 5 stories
- 2) Max Floor Height – First Floor – West Façade only
- 3) Minimum Finished Floor – East Façade
- 4) Vertical Increments – North, East, and West Facades
- 5) Change in Roof Plane – All Facades

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers. Based on the staff comments provided above, the applicant could request additional waivers with the FDP.

## Garage Building

### *Summary*

The garage building is a 5-story Parking Structure building type and includes 508 parking spaces in an approximately 169,000-square-foot building. The massing of the building is consistent with the Concept Plan. The garage is expected to have rooftop parking, which includes the addition of two towers in the northwest and southeast corners of the building. Parking structures are permitted to include parking on the roof, consistent with other parking garages in Bridge Park. The garage is proposed to be clad in brick, cast stone, and storefront systems with a perforated aluminum scrim on the south facade that will incorporate artwork in the future.



### *Conditional Use*

A Conditional Use is required for any parking garage that is not completely lined by space available for occupancy along a public or private street frontage, or when a garage is not separated from the street frontage. The proposed parking garage is located directly along the street and does not provide occupiable space along the frontage. Conditional Use applications have been approved for various Bridge Park blocks when the proposed garage is located at the interior of the development. The proposed garage location is located in the least prominent location and is not fronting Principal Frontage Street, which would meet staff's expectations for garage location. Staff supports the Conditional Use request, but recognizes that additional design recommendations should be considered as explained below.

### *Staff Comments*

Based on previous comments by City Council, PZC, and Staff, Planning has made the following comments that will continue to be addressed with the Final Development Plan:

- Front Property Line Coverage and Lot Coverage – See previous comments in the office building section.
- Corner Façade Treatments – Staff has provided recommendations to update the exposed concrete corners of the building to provide a consistent façade treatment across the entire building.
- Garage Appearance – City Council provided several comments about the architectural treatment of the garage and were concerned with the existing architectural details provided. Council encouraged the applicant to ensure the façade of the garage provides improved screening of the operations of the garage and integrates the building design more completely with the development. Council members identified the Block G garage as an example of expectations for design, façade articulation, and screening of internal operations. The applicant should continue to work with Staff to address concerns about the façade treatment of the garage.

The applicant is working on revising the plans to respond to these comments, and have worked with staff to identify potential solutions. These comments will be incorporated into the conditions of approval for this application and will be addressed with the FDP.

### *Waivers*

The applicant is requesting approval of 6 Waivers for the garage building with the PDP, outlined below:

- 1) Number of Towers – 2
- 2) Tower Height – Both Towers
- 3) Primary Materials – South Façade
- 4) # of Entrances – East, West, and South Facades
- 5) Vertical Increments – East and West Facades
- 6) Tower Location – Southeast Tower

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers. Based on the staff comments provided above, the applicant could request additional waivers with the FDP.

## **Stormwater Management and Utilities**

The applicant has provided preliminary civil plans for both stormwater management and the extension of public utilities throughout the site. The public green open space will provide opportunities for stormwater management through bioretention and underground detention. The applicant will continue to work with Engineering Staff on final civil plan details with the Final Development Plan.

## **4. Plan Review**

### **Waiver Requests [153.066(I)(6)]**

#### **Lots and Blocks**

#### **1) 153.060(C)(2)(a) – Maximum Block Size**

A maximum block length of 500 feet and a maximum block perimeter of 1,750 are required in the Scioto River Neighborhood.

Request: To a maximum block length of  $\pm 640$  feet and a maximum block perimeter of  $\pm 1,950$  feet for block J.

**Criteria Met:** The proposed block aligns with the approved BSD Street Network Map. Although the block is slightly larger than the code allows, the block includes the addition of Green Street, which operates as a mid-block pedestrian way and contributes to the intent of creating a walkable, pedestrian-scaled development, consistent with other blocks of Bridge Park.

## Waiver Requests [153.066(I)(6)]

### Office Building (Mixed-Use Building Type)

#### 2) 153.062(E)(1)(a) – Primary Façade Materials

A minimum of 80% of each façade visible from a street or adjacent property, exclusive of windows and doors, shall be constructed of permitted primary materials.

Request: To allow 72.8% primary materials on the north facade; 74.1% on the south facade; 74.2% on the west facade

**Criteria Met:** The mix of materials on these facades create a modern, contemporary design aesthetic and create a distinctive presence at a pedestrian level. The secondary materials used are quality materials that contribute to the high-quality design of the building.

#### 3) 153.062(N)(4)(a)(3) – Blank Walls

Blank, windowless walls are prohibited. No more than 30% of each building façade per story, as measured from floor to floor, and no horizontal distance greater than 15 feet per story shall be blank or windowless.

Request: To allow for the middle portion of the north facade to be a blank wall.

**Criteria Met:** Architectural variations have been added to the façade to break the massing of the blank wall. The intent of the limitation is met through architectural detailing.

#### 4) 153.062(O)(6)(b) – Ground Story Minimum Height

A minimum height of 16 feet is required for Mixed-Use Building Types.

Request: To allow a 14-foot tall ground story height on the eastern half of the building.

**Criteria Met:** The requested height is due to the change in grade along the west end of the building, and creating a consistent second floor plate throughout the entire building. Increasing the height of this story would increase the height of the west end of the building, which exceeds the maximum height already. This height is consistent with the upper story heights of the building, and does not negatively impact the intent of the requirement.

#### 5) 153.062(O)(6)(b) – Ground Story Maximum Height

A maximum height of 24 feet is required for Mixed-Use Building Types.

Request: To allow a 25-foot tall ground story height for the restaurant space located on the west end of the building.

**Criteria Met:** The requested height is due to the change in grade along the west end of the building and creating a consistent second floor plate throughout the entire building. This leads to an increased floor height at the west end of the building. Reducing the height of this area of the building would reduce the height of the eastern half of the first floor, which would not be preferable to Staff. This deviation does not negatively impact the intent of the requirement.



**6) 153.062(O)(6)(d)(3) – Street Facades: Number of Entrances**

1 entrance per 75 feet of façade.

Request: To allow 2 entrances on the north facade where 4 are required; and to allow 2 entrances on the south facade where 4 are required.

**Criteria Met:** The primarily office use of the building and internal layout drive the need for entrances into the building. Entrances are provided for the restaurant space on the west end, and for the office tenants on the east end. The reduced number of entrances is appropriate for this building.

**7) 153.062(O)(6)(d)(4) – Horizontal Façade Divisions**

On buildings 3 stories or taller, or where the maximum ground floor height is used, required within 3 feet of the top of the ground story.

Request: To allow no horizontal façade divisions on the north and east facades.

**Criteria Met:** The architectural massing is contemporary and modern. The horizontal lines add continuity to the design.

**Waiver Requests [153.066(I)(6)]**

**Condominium Building (Apartment Building Type)**

**8) 153.062(O)(3)(b) – Maximum Height of Building**

Apartment building types have a maximum of 4.5 stories.

Request: To allow a 5-story apartment building where 4.5-stories is the maximum.

**Criteria Met:** An Apartment building type would permit a building to be 56 feet tall based on maximum allowable floor heights for ground and upper stories. The proposed 5-story building would be approximately 56 feet in height as measured along Dave Thomas Boulevard, which is the highest facade location for the building. The building is also comparable in size to the office building, as the condominium building is approximately 1-foot taller. Since the height of the proposed building would generally align with the permissible height of the Code, Staff is supportive of the waiver.

**9) 153.062(O)(3)(b) – Maximum Height of Stories**

Each story of an Apartment building type shall have a maximum height of 14 feet.

Request: To allow a first-floor story height of 17 feet – 2 inches on the northwest corner of the building.

**Criteria Met:** The requested height is due to the change in grade along the west end of the building and creating a consistent second floor plate throughout the entire building. This leads to an increased floor height at the west end of the building for the main entrance. Reducing the height of this area of the building would reduce the height of the eastern half of the first floor, which would not be proportional with the remaining stories of the residential building. This deviation does not negatively impact the intent of the requirement.

**10) 153.062(O)(3)(b) – Minimum Finished Floor Elevation**

The first floor shall be a minimum of 2.5 feet above the adjacent sidewalk facade.

Request: To allow a finished floor level of 1.1 feet on the east façade of the building adjacent to the sidewalk.

**Criteria Met:** The finished ground floor height does not impact the overall scale of the building and engagement with the street.

**11) 153.062(O)(3)(d)(4) – Vertical Increments**

No greater than 40 feet.

Request: To allow the north, east, and west facades of the building to exceed the maximum 40 feet for vertical increments.

**Criteria Met:** The architectural massing provides a unique and visually interesting design in addition to the material changes.

**12) 153.062(O)(3)(d)(4) – Required Change in Roof Plane or Type**

No greater than every 80 feet.

Request: To allow a change in roof plane no greater than ±117 feet on the north façade and ±98 feet on the east façade.

**Criteria Met:** The architectural massing and incorporation of windows and balconies breaks up the facades of the building, and this design feature contributes to the intent of the required change.

**Waiver Requests [153.066(I)(6)]**

**Garage Building (Parking Structure Building Type)**

**13) 153.062(D)(4)(a) – Tower Quantity**

Where permitted by building type, only one tower is allowed per building unless otherwise approved by the required reviewing body

Request: To allow 2 towers for the parking structure where 1 is permitted.

**Criteria Met:** The design of the tower is to accommodate an internal pedestrian circulation throughout the building. It adds some varied height to the overall mass with a functional space.

**14) 153.062(D)(4)(b) – Tower Height**

Towers may exceed the maximum building height and do not count as an additional story. Maximum tower height shall be measured from the top of the roof deck to the base of the parapet or eave of the tower's roof, and the tower shall not be greater than the height of one additional upper floor of the building to which the tower is applied. The width of a tower shall not exceed its height.

Request: To allow the northwest tower to be ±18 feet tall and ±29 feet wide, and the southeast tower to be ±23 feet wide.

**Criteria Met:** The design of the towers are intended to accommodate an internal stairwell for circulation throughout the building. It adds varied height to the overall mass with a functional space.

**15) 153.062(E)(1)(a) – Primary Façade Materials**

A minimum of 80% of each façade visible from a street or adjacent property, exclusive of windows and doors, shall be constructed of permitted primary materials.

Request: To allow 30% primary materials on the south façade.

**Criteria Met:** This deviation is due to the proposed perforated metal scrim that will be on the south façade of the building. This scrim will be an artistic piece of the building, and does not negate the intent of the requirement.

**16) 153.062(O)(11)(d)(3) – Street Facades: Number of Entrances**

1 entrance per 75 feet of façade.

Request: To allow 2 entrances on the south, east, and west facades where 3 are required.

**Criteria Met:** The key entrances are proposed at the corners of the building to avoid potential conflicts of pedestrians and vehicles. The reduction in designated pedestrian entrances is not detrimental to the intent of the requirement.

**17) 153.062(O)(11)(d)(4) – Vertical Increments**

No greater than 30 feet.

Request: To allow the east and west facades of the building to exceed the maximum 30 feet for vertical increments.

**Criteria Met:** The architectural massing provides a unique and visually interesting design in addition to the material changes.

**18) 153.062(O)(11)(d)(6) – Tower Locations**

Permitted on facades only at terminal vistas, corners at two principal frontage streets, and/or adjacent to an open space type.

Request: To allow a tower in the southeast corner of the garage.

**Criteria Met:** The tower is provided to cover pedestrian circulation to the roof of the garage.

Preliminary Development Plan	
Criteria	Review

1. The PDP shall be consistent with the approved CP, the record established by the required reviewing body, the associated staff report, and the Director's recommendation.
2. The development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted city plans, and related policies.
3. The proposed land uses align with all applicable requirements and use specific standards of 153.059 Uses.
4. The proposed buildings are appropriately sited and scaled to create a cohesive development character that complements the surrounding environment, and conforms to the requirements of 153.062 Building Types and 153.065 Site Development Standards.
5. The proposed lots and blocks conform to the requirements of 153.060 Lots and Blocks.
6. The proposed street types conform to the requirements and standards of 153.061 Street Types, including the general pattern of streets, blocks, and development reflected on the BSD Street Network Map and the conceptual locations of access points to surrounding streets to avoid adverse impacts on surrounding

**Criterion Met:** The application is generally consistent with the approved Concept Plan and the surrounding development pattern.

**Criterion Met with Waivers and Conditions:** The proposal is largely consistent with all adopted plans and policies. However, the applicant is requesting approval of Waivers, which will allow for additional flexibility in site design and building design when developing multiple buildings in a block at a time.

**Criterion Met with Conditional Use:** All proposed uses are permitted in accordance with the Code. The unlined parking structure requires approval of a Conditional Use. The unlined parking structure is not along a Principal Frontage Street, which is consistent with other garages in the district.

**Criterion Met with Conditions and Waivers:** The proposal is appropriately scaled and complements the surrounding environment. A Waiver to the size of the condominium building is required, but is generally consistent in height and size to the other buildings in the development. The applicant will need to provide additional details surrounding lot coverage and front property line coverage with the FDP.

**Criterion Met with Waivers:** The lots and blocks require a waiver to permit the proposed length and perimeter requirements, but generally aligns with the walkability requirements of the district.

**Criterion Met:** The proposed streets generally align with the recommendations of the BSD Street Network Map.



neighborhoods and traffic infrastructure.

7. The proposed design of the internal circulation system, driveways, and any connections to the public realm provide for safe and efficient access for pedestrians, bicyclists, vehicles, and emergency services.
8. The proposed design of buildings conforms to the BSD Code and is consistent with the BSD Design Guidelines, while integrating with nearby development.
9. The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community both within and outside the proposed development, and conform to the requirements of 153.064 Open Spaces.
10. The scale and design of the proposed development allows for the adequate provision of services currently furnished by or that may be required by the city or other public agency including, but not limited to, fire and police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services.
11. The proposed development conforms to the requirements of 153.063 Neighborhood Standards, as applicable.
12. The proposed development provides adequate stormwater management systems and facilities that comply

**Criterion Met with Conditions:** The applicant should continue to work with Staff to address the streetscape design of Bridge Park Avenue at the FDP and provide streetscape improvements as required by the City Engineer.

**Criterion Met with Conditions and Waivers:** The proposed design of the buildings generally conforms to applicable requirements with several waivers. As indicated in the report and conditions, the applicant should continue to work with Staff on the design of each building.

**Criterion Met with Conditions:** The proposed open spaces meet the size requirement, but additional information will be needed to determine if additional Waivers are needed for the open space types selected. The applicant should continue to work with Staff on the design of the pocket park at the intersection of Dale Drive and Bridge Park Avenue to create a more seamless transition between the streetscape and the office building.

**Criterion Met:** The proposed development allows for the provision of services to the site and adjacent sites.

**Criterion Met:** The development meets the requirements of the Scioto River Neighborhood standards.

**Criterion Met with Conditions:** The applicant should continue to work with Engineering Staff on

with the applicable regulations of this code and any other applicable design criteria or regulations as adopted by the city or required by other government entities.

final civil and stormwater plan details with the Final Development Plan.

13. The proposed development can be adequately serviced by existing and/or planned public or private infrastructure consistent with the city's most recently adopted capital improvements program.

**Criterion Met:** The development will be adequately serviced.

14. If the development is to be implemented in phases, each phase has adequate infrastructure to serve the development independently without the need for further phased improvements.

**Criterion Met:** Both phases of development will be able to serve independently of each other.

15. The proposed development demonstrates consistency with the recommendations, principles, and intent of all applicable design standards and guidelines, including but not limited to buildings, open spaces, and streetscapes.

**Criterion Met:** The proposed development is generally consistent with the established character of Bridge Park.

**Conditional Use**

Criteria	Review
1. Harmonious with the Zoning Code and/or Community Plan.	<b>Criterion Met:</b> The unlined portion of the parking garage is identified as a conditional use in the BSD-Scioto River Neighborhood and the proposal strives to meet all the standards outlined in the Zoning Code and recommendations of the Community Plan. This garage is not located along a Principal Frontage Street and is located internally to those street frontages.
2. Complies with applicable standards.	<b>Criterion Met:</b> The proposal strives to meet the standards of the Bridge Street District Zoning Code except as modified through the public review process. Additional zoning approvals will be required to ensure all standards of the zoning code are met or addressed prior to construction commencing.

3. Harmonious with existing or intended character of the general vicinity.

**Criterion Met with Conditions:** The proposed use complements the mix of uses within the block and the overall development by providing structured parking for the residences and general public visiting the area. Based on Staff and City Council's comments regarding the architecture of the garage, the applicant should continue to work with Staff to address concerns about the façade treatment of the garage as outlined in the report.

4. The use will not have a hazardous or negative impact on surrounding uses.

**Criterion Met:** The use complements many of the existing uses and will not detract from the suitability of developing sites for future uses. The proposal also provides public parking that will aid in activating the tenant and office spaces in the area.

5. The use will be adequately served by public facilities and services.

**Criterion Met:** The site will be served by existing utilities provided on site or through extending services as part of the overall development. Any existing utilities for public utilities will remain in place to ensure future connections and maintenance.

6. The use will not harm the economic welfare.

**Criterion Met:** The parking garage provides a much-needed amenity to the overall development, and the unlined portions allow for ventilation as required by building code. The added parking creates additional economic growth opportunities on the site and in the vicinity.

7. The use will not be detrimental to any person, property, or the general welfare.

**Criterion Met:** The use, although accessible 24 hours a day, is intended to provide benefit to the proposed development and surrounding environment.

8. Vehicular circulation will not interfere with existing circulation.

**Criterion Met:** The proposal includes the dedication of new public and private streets that will improve the vehicular circulation of the area.

9. Not detrimental to property values in the vicinity.

**Criterion Met:** The proposal will be able to successfully integrate into the vicinity and will provide additional economic value through the development of the parcel and construction of a parking garage available for private and public use.

10. Will not impede the development or improvement of surrounding properties.

**Criterion Met:** The proposed use uses an existing site to provide orderly development adhering to the requirements of the zoning district. Additionally, the construction of a parking garage will allow for additional development to occur in the surrounding area without additional pressure on parking within the development.

## Recommendation

**Planning Recommendation:** Approval of 18 Waivers.

**Planning Recommendation:** Approval of Preliminary Development Plan and Parking Plan with the following conditions:

- 1) The applicant continues to work with Staff to address the streetscape design of Bridge Park Avenue at the FDP.
- 2) The applicant continues to work with Staff to provide streetscape improvements as required by the City Engineer;
- 3) The applicant continues to work with Staff on the design of the pocket park at the intersection of Dale Drive and Bridge Park Avenue to create a more seamless transition between the streetscape and the office building;
- 4) The applicant update the plans to accurately represent lot coverage and front property line coverage;
- 5) The applicant work with Staff to address the façade recommendations of the office building as outlined in the report;
- 6) The applicant work with Staff to provide a connection between residential units and Bridge Park Avenue with the condominium building;
- 7) The applicant work with Staff to address concerns about the façade treatment of the garage as outlined in the report; and,
- 8) The applicant continue to work with the Engineering Staff on final civil plan details with the Final Development Plan.

**Planning Recommendation:** Approval of a Conditional Use with 1 condition:

- 1) The applicant continue to work with Staff to address concerns about the façade treatment of the garage as outlined in the report.