

PLANNING REPORT

Planning and Zoning Commission

Thursday, July 17, 2025

Bridge Park, Block J 25-055FDP, 25-056PP, 25057FP, & 25-066CU

<https://dublinohiousa.gov/pzc/25-055> | <https://dublinohiousa.gov/pzc/25-056> | <https://dublinohiousa.gov/pzc/25-057> | <https://dublinohiousa.gov/pzc/25-066>

Case Summary

Address	4457 Bridge Park Avenue, PIDs: 273-008242, 273-012836, 273-011148, 273-008805, 273-012911
Proposal	Request for review and approval of a Final Development Plan and recommendation of approval of a Preliminary / Final Plat to allow a new mixed-use development, and a request for review and approval of a Conditional Use for COTA Park & Ride located in a new parking structure.
Request	Review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.066; a Preliminary Plat and Final Plat under the provisions of Zoning Code Chapter 152 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>Approval of 2 Administrative Departures</u> <u>Approval of 17 Waivers</u> <u>Approval of the Final Development Plan with Conditions</u> <u>Recommendation of Approval to City Council of the Preliminary / Final Plat with Conditions</u> <u>Approval of the Conditional Use</u>
Next Steps	Upon review and approval of the Final Development Plan (PDP) and Conditional Use (CU), and the approval of the Preliminary Plat (PP) and Final Plat (FP) by City Council, the applicant may be eligible to apply for site and building permits.
Applicant	Sarah Wilson, EMH&T
Case Manager	Zach Hounshell, Planner II (614) 410-4652 zhounshell@dublin.oh.us



Community Planning and Development



5200 Emerald Parkway
Dublin, Ohio 43017



614.410.4600
dublinohiousa.gov

Sustainable | Connected | Resilient

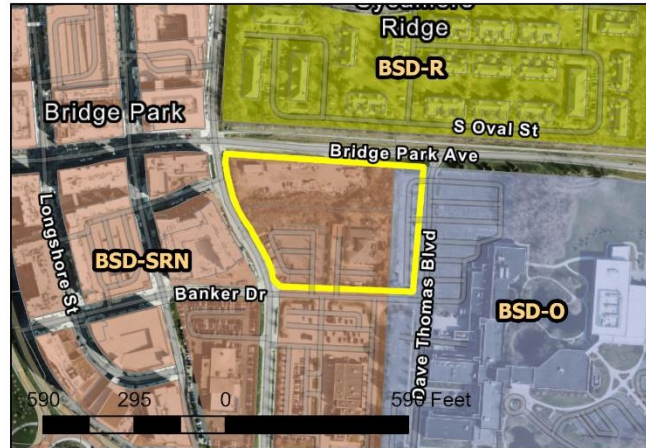
Site Location Map

25-055FDP, 25-056PP, 25-057FP, & 25-066CU - 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 Final Development Plan, Preliminary / Final Plat, and Conditional Use for a new mixed-use development within the Bridge Park development.

Application Type and Process

The Final Development Plan (FDP) is the final 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) / Conditional Use (CU) / Preliminary Plat (PP) / Final Plat (FP)*

The FDP is generally intended to finalize materials and specific details of a development ahead of permitting. Review of the FDP should include architectural and material details of buildings, landscaping, and open space treatments. The FDP includes the consideration of Waivers not addressed with the PDP, which are deviations from specific code requirements that can be granted by the Planning and Zoning Commission. Waiver and Administrative Departure 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 and Administrative Departure 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 submitted 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 the acceptance 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

May 2025

Planning and Zoning Commission approved a Preliminary Development Plan and Conditional Use for the proposed development. The Commission provided the following comments and recommendations as part of their approval:

- Emphasized the resolution of the design of the road and how pedestrian and vehicular traffic would be addressed
- Expressed some concerns regarding the thin brick material on the condominium building
- Recommended adding a vista point at the end of the central open space
- Expressed concern with the HPL material on the office building
- Expressed concern over the potential condition of the park-and-ride site during construction of the development
- Expressed concern over the façade treatment of the garage building

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),

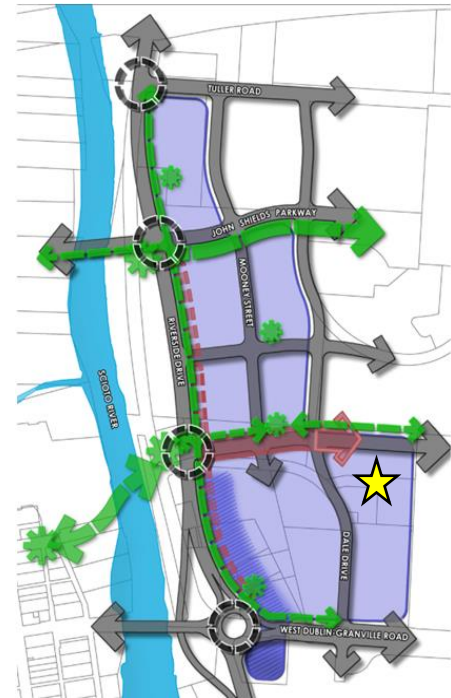
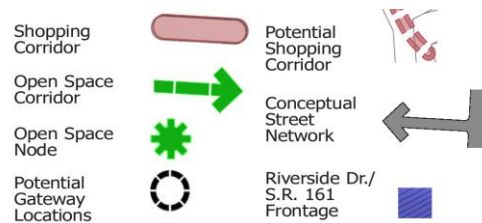
which are intended to ensure certain street types are lined with continuous, pedestrian-oriented block faces of front building facades. Additionally, the neighborhood map shows a potential continuation of the shopping corridor along Bridge Park Avenue. However, the shopping corridor is not required to 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 the approval of phase 1 of Block J, which includes a new office building, condominium building, parking garage, and public green open space. The Final Development Plan is accompanied by Preliminary and Final Plats for the dedication of public right-of-way, and a Conditional Use for the COTA Park-and-Ride facility to occupy a portion of the proposed garage.

Site Layout

The layout of the site is consistent with the approved Preliminary Development 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 Public Street A (Dave Thomas Boulevard); and a garage building in the southeast corner of the site at the intersection of Banker Drive and Public Street A. Green Street 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.



Lots, Blocks, and Streets

The block is defined by Bridge Park Avenue (north), Public Street A (formerly known as 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. However, Green Street does provide a mid-block pedestrianway, which is required for block lengths that exceed 400 feet. A Waiver for block width and perimeter was approved with the Preliminary Development Plan.

The conversion of Public Street A 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 requires approval with the Final Development Plan. The applicant has worked with staff to determine best practices for on-street parking and streetscape design for each of the public street improvements, which are represented in the submitted plans. Staff and the applicant are working through details on the treatment of Bridge Park Avenue and how this section of the street should transition from the Bridge Park streetscape character to a greenway character as defined in the Bridge Street Character Guidelines. The applicant should continue to work with Staff on the final streetscape design of Bridge Park Avenue, subject to Staff approval.

Additionally, Staff has identified that additional right-of-way is required to be dedicated on the east side of Dale Drive with this development. This additional right-of-way is intended to contribute to the future streetscape improvements of Dale Drive that the City of Dublin will develop. These improvements are currently not contemplated in the 5-year Capital Improvement Plan. The applicant should work with Staff on the dedication of right-of-way on the east side of Dale Drive.

Green Street

Green Street was a specific topic of discussion by PZC at the Concept Plan and Preliminary Development Plan, as several members discussed the design of the street and whether a continuous street connection was appropriate with this development. Staff reviewed the proposed street connection and are supportive of the current configuration of the street. Green Street 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 through the site. The Washington Township Fire Department is also supportive of the proposed circulation through the site, as the street connection provides necessary access to all buildings and open space in the development.



The applicant has made several updates to the private woonerf street design, which includes decorative concrete pavement designed to emphasize east-west pedestrian circulation over the north-south vehicular movement, natural barriers to delineate the vehicular circulation, and locations for removable bollards when events occur in the open space / private street space. The private street is proposed as a southbound one-way street to limit northbound traffic from the garage through the pedestrian area.

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, the size of both office and residential uses, and a 10 percent reduction to the required parking due to the proximity of the COTA Park-and-Ride facility, the development is required to provide at least 618 parking spaces (including Phase 2).

Although a parking plan was approved with the Preliminary Development, a modification to the parking plan is required with the Final Development Plan. The Block J development is proposing 545 parking spaces split between the parking garage (500 spaces) and on-street parking (45 spaces). The revised parking plan is required based on revisions to the plans and additional review by Staff to determine what could be counted for the development. 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. Additionally, loading spaces required for the Office/Restaurant building are not designated on the site, but are anticipated to occur only on Green Street, which is permitted. The applicant is not providing designated spaces for loading since access to the private street is available adjacent to the Office / Restaurant building. Staff supports the revised Parking Plan.

Several areas of the proposed parking garage include parking spaces and drive aisles that do not meet the code requirements for width and length. Many parking spaces are impacted by structural columns that reduce their length. These spaces and dimensions can be mitigated by designating spaces as 'Compact' spaces, or by adjusting the striping. The applicant should work with Staff to finalize the parking space and drive aisle designs to align with the requirements listed in Code, subject to Staff approval.

The applicant is also providing 111 bicycle parking spaces, where 135 spaces are required. These spaces are provided within the Block J parking garage. The applicant should work with Staff to meet the bicycle parking requirements and add the necessary spaces throughout the development, subject to Staff approval.

Open Space

Phase 1 of the Block J development requires approximately 0.46 acres of open space, with the full buildout (including Phase 2) requiring a total of approximately 0.94 acres of publicly-accessible open space in the development. Based on Staff's calculations, the applicant is providing approximately 0.92 acres of open space on Phase 1 of the development, with opportunities for additional open space as part of Phase 2. With Phase 2, the applicant will need

to either meet the minimum open space requirements with additional open space, or request a Waiver to the open space requirements.

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 contains a bio-retention basin and a lawn area, which will be enhanced with benches, a decking/boardwalk, and additional greenspace. The public green feeds into the pocket park, which provide a variety of landscaping and seating options. Much of the pocket park is currently located within the right-of-way, with limited improvements occurring on the site. The space currently operates as a pocket plaza instead of a pocket park. The size and prominent visibility of the area designated for the open space provides an opportunity to introduce public art or some other characteristic to this open space to facilitate a dynamic triangulation of interest between the restaurant patio, the pocket park, and the intersection of Dale Drive and Bridge Park Avenue. The applicant should continue to work with Staff on the final design of the pocket park, subject to Staff approval.

Waivers

The applicant is requesting approval of 2 Waivers for the public green open space outlined below:

- 1) Public Green – Open Space Proportion
- 2) Public Green – Open Space Access

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers.

Office / Restaurant Building

Summary

The office building is a 4-story Mixed-Use building type and approximately 105,000 square feet in size, with approximately 6,500 square feet of restaurant space in the western half of the first floor. 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.



Updates

Based on previous comments by the Commission and Staff the applicant has made the following updates to the office building with the FDP:

- Building Material – Replaced the use of HPL (not permitted) with a metal panel (permitted)
- Building Color – Updated the color of the building materials to better complement the rest of the block
- North Elevation – Updated the window divisions to reduce the horizontal appearance of the windows on the upper floors
- South Elevation – Updated the lighting throughout the façade, provided more divisions throughout the façade to break up the face of the building, and introduced a more prominent corner treatment at the southwest corner of the building

Staff Conditions

Staff have identified the following conditions that will be applied to this building:

- 1) Right-of-Way Encroachments – The applicant is proposing retaining walls which encroach into the Bridge Park Avenue right-of-way. Engineering Staff are supportive of these encroachments, but the applicant will be required to obtain a right-of-way encroachment permit through the Engineering department.

Waivers / Administrative Departures

At the PDP, the applicant received approval of 5 Waivers for the office building. The applicant is requesting an additional 5 Waivers and 2 Administrative Departures as outlined below:

Waivers

- 1) Façade Material Transitions
- 2) Front Property Line Coverage – Bridge Park Avenue & Dale Drive
- 3) Front RBZ – Dale Drive
- 4) Upper Story Height – 5th Story
- 5) Façade Divisions – Vertical Increments Required – North, East, and West Elevations

Administrative Departures

- 1) Façade Divisions – Vertical Increments Required – South Elevation
- 2) Façade Divisions – Required Change in Roof Plane or Type – North Elevation

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers and Departures.

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 building is generally consistent with the Preliminary Development Plan. The building has 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 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. Thin brick is not a permitted primary material and would require approval of a Waiver. The thin brick material is a clay / shale wire-cut thin brick manufactured in Ohio. Staff reviewed this thin brick material with our architectural consultant and are supportive of the material, as it is a trusted material that has been used in various project across the Columbus region.



Updates

Based on previous comments by the Commission and Staff the applicant has made the following updates to the office building with the FDP:

- Building Color – The applicant has updated the accent colors of the building to bring more consistency with the rest of the development
- Entry Stoops – The applicant has added entry stoops for first floor tenants along Bridge Park Avenue. These were originally included, but encroached into the right-of-way. The proposed stoops do not encroach into the right-of-way.

Staff Conditions

Staff have identified the following conditions that will be applied to this building:

- 1) Window Details – No details have been provided for windows located within the flat metal wall panel siding portions of the elevations. To verify that the windows are not flush-mounted, window details and wall sections should be provided with the submittal of building permits.

Waivers

At the PDP, the applicant received approval of 6 Waivers for the condominium building. The applicant is requesting an additional 6 Waivers as outlined below:

- 1) Façade Material Transitions
- 2) Front RBZ – Bridge Park Avenue
- 3) Max Impervious Lot Coverage
- 4) Façade Divisions – Vertical Increments Required – South and North Courtyard Elevations
- 5) Permitted Primary Materials – Thin Brick
- 6) Primary Façade Materials – North, South, East, West, and North Courtyard Elevations

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers.

Garage Building

Summary

The garage building is a 5-story Parking Structure building type and includes 500 parking spaces in an approximately 169,000-square-foot building. The massing of the building is consistent with the Preliminary Development Plan. The garage is expected to have rooftop parking, which requires 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 – COTA Park-and-Ride

A Conditional Use is required for the COTA Park-and-Ride to utilize a portion of the garage. The facility is currently located in the southwest corner of the site, but is proposed to be relocated to the Block J garage. The applicant has stated that the park-and-ride facility will reserve up to 100 parking spaces during business hours in the southwest corner of the building, with a built-in driver-only restroom and small waiting area within the garage. On the north side of Banker Drive, it is expected that a dedicated COTA bus loading zone will be provided for the facility. The temporary relocation of the park-and-ride is expected to occur at the northwest corner of Dale Drive and Bridge Park Avenue while the development of Block J occurs. The temporary



relocation will require approval of a separate Conditional Use, which will be presented at a future Planning Commission meeting. Staff is supportive of this Conditional Use.

Updates

Based on previous comments by the Commission and Staff the applicant has made the following updates to the office building with the FDP:

- Northwest Tower – The applicant has made significant improvements to the tower feature in the northwest corner of the site, immediately adjacent to the public open space. The tower now features a variety of vertical sunshades, frosted storefront glazing, and clear storefront glazing to create a more iconic architectural feature for the building. This tower will be uniquely illuminated in the evenings.
- Elevations – The applicant has modified the first floor façade material color to provide more activation along the ground level of the structure. The applicant has also added horizontal elements to each façade to break up the repetitiveness of the building.
- Corner Treatments – The corners remain open air, but the material cladding the structural concrete piers has been updated to a metal panel.
- Landscaping – The applicant has updated the landscaping along the base of the garage to better screen the internal circulation of the garage and create a green buffer between the streetscape and the garage.

Staff Conditions

Staff have identified the following conditions that will be applied to this building:

- 1) Façade Treatments and Design – Although the applicant has made updates to the garage façade design to address concerns and comments from Staff, City Council, and Planning Commission, Planning Staff would like to continue to work with applicant to further refine the facades of the building and minimize the number of Waivers required. Staff is supportive of the changes to the northwest tower, but would like to see the following actions taken to bring the building closer to compliance with the requirements of the Code:
 - a. Principal Pedestrian Entrance Design Updates
 - b. Screening parked cars from the street
 - c. Treatment of corners of the garage
 - d. Reducing exposed concrete as a façade material
 - e. Garage lighting

The applicant should continue to work with Staff on the exterior elevations of the proposed garage building, subject to Planning and Zoning Commission approval at a future date. Staff is supportive of the structural design of the garage and are recommending approval of Waivers necessary for the foundation and footings of the garage. The primary concern is the façade treatment of the building and how that is modified for future review. Should the façade of the garage be required to come back to Planning Commission, the applicant would be allowed to proceed with the foundations and structural permitting of the garage while the façade is being reviewed.

Additionally, the proposed art scrim on the south elevation of the building will need to be reviewed by the Public Art Board, which is the determining body for public art in Dublin. The

applicant should coordinate with the PAB to determine the artwork for the proposed garage scrim.

Waivers

At the PDP, the applicant received approval of 6 Waivers for the condominium building. The applicant is requesting an additional 4 Waivers as outlined below:

- 1) Maximum Impervious Lot Coverage
- 2) Street Facades - Number of Pedestrian Entrances Required – E S Elevations
- 3) Garage Floors – Banker Drive
- 4) Entry / Exit Lanes

The plan review section of this report provides explanations for the requested waivers. Staff supports these Waivers.

Stormwater Management, Utilities, and Services

Stormwater Management and Public Utilities

The applicant has provided 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. Additional details and refinement are required for all public and private utilities and stormwater management practices on the site. The applicant will continue to work with Engineering Staff on final civil plan details at the Site Permit submittal stage and adhere to all the City's regulations and design requirements.

Screening

The applicant is proposing multiple locations for transformers and utility equipment along Green Street and along Dale Drive. These locations are required to provide service to the development. However, no details have been provided to address how these areas will be screened from the public. The applicant should provide Staff with screening details as part of the site permit, subject to Staff approval.

Lighting

The applicant has provided a photometric plan for the development, but the plan needs to be updated with additional information about combining existing photometric data emanating from the surrounding streetlights. The applicant should submit an updated photometric plan with their site permits, subject to Staff approval. The applicant should also submit additional specifications for all decorative lighting proposed on the site, subject to Staff approval.

Preliminary and Final Plat

The applicant is requesting review and recommendation of approval for a combined Preliminary / Final Plat for the creation of 2 developable lots, 2 private reserves, and the dedication of 2 private streets. The proposed plat creates Lots 20 (1.03 ac.) and Lot 21 (2.10 ac.) for the development of the phase 1 of Block J. The plat also creates Reserve C for the creation of the central open space and Reserve D for the creation of Green Street, a private street owned and maintained by Crawford Hoying. Banker Drive and Public Street A (formerly-known as Dave

Thomas Boulevard) will be dedicated public right-of-way that will be owned and maintained by the City of Dublin. The plat does not impact the existing parcel located at the intersection of Banker Drive and Dale Drive which is currently occupied by the COTA Park-and-Ride facility.

Prior to submitting to City Council, the applicant will be required to update the Preliminary and Final Plats to reflect all necessary changes to the plan made with the Final Development Plan, to the satisfaction of the City Engineer.

4. Plan Review

Administrative Departures [153.066(J)]

Mixed-Use Building Type (Office Building)

1) 153.062(O)(5)(d)(4) – Façade Divisions – Vertical Increments Required

No greater than 45 feet

Request: To allow a vertical increment of approximately 47 feet on the south elevation

Criteria Met: Although the vertical increment requirement is not met, the deviation is minimal in nature and will not negatively impact the intent of the requirement.

2) 153.062(O)(5)(d)(4) – Façade Divisions – Required Change in Roof Plane or Type

No greater than every 80 feet

Request: To allow an approximately 84-foot continuous roof plane at the northwest corner of the building.

Criteria Met: The deviation from the roof plane requirement is minor in nature and contributes to a key architectural element of the building at the intersection of Dale Drive and Bridge Park Avenue.

Waivers [153.066(I)(6)]

Open Space Types

1) 153.064(G)(1)(b) – Open Space Proportion

With the exception of the Greenway, all Open Space Types shall be sized at a ratio of not more than 3:1, length to width.

Request: To allow a ratio of approximately 3.875:1 for the proposed Public Green.

Criteria Met: Although the proposed open space exceeds the length ratio, the open space is located centrally in the development with access to all buildings and streets. The extended length does not negatively impact the intent of the requirement.

2) 153.064(G)(2)(a) – Open Space Access

Greens less than 1.25 acres in size shall have a minimum of 100% perimeter along public streets or buildings.

Request: To allow the proposed Green to not be 100% perimeter along public streets or buildings.

Criteria Met: The open space is largely contained by proposed buildings on the north and south (Phase 2), a public street on the west (Dale Drive), and a private street on the east (Green Street). The proposal meets the intent of the perimeter requirement.

Mixed-Use Building Type (Office / Restaurant Building)

3) 153.062(E)(2)(a) – Façade Material Transitions

Vertical transitions in façade materials shall occur at inside corners.

Request: To allow vertical façade material transitions to not occur at the inside corners on the north, south, and west elevations where thin brick piers abut metal panels over storefront windows.

Criteria Met: The transition of materials at inside corners is not possible at these locations, as there are no inside corners to transition the materials. These material abutments do not negatively impact the construction and quality of the building.

4) 153.062(O)(5)(a)(1) - Front Property Line Coverage

Minimum 95 percent.

Request: To allow approximately 76 percent FPLC along Bridge Park Avenue and 0 percent FPLC along Dale Drive.

Criteria Met: The FPLC for Bridge Park Avenue largely cannot be met due to existing grading issues along the street, which requires the addition of retention walls within the right of way. The FPLC for Dale Drive cannot be met due to grading challenges that require the building to be setback significantly from the street.

5) 153.062(O)(5)(a)(1) - Front Required Build Zone

0-10 feet with up to 25% of the front façade permitted between 10-20 feet.

Request: To allow a minimum front RBZ of approximately 43 feet along Dale Drive.

Criteria Met: Similar to the FPLC, the front RBZ cannot be met along Dale Drive due to grading challenges that require the building to be setback significantly from the street.

6) 153.062(O)(5)(b) - Upper Story Height

Maximum of 14 feet for upper stories of a building.

Request: To allow the 5th floor of the building to be approximately 16 feet.

Criteria Met: The 5th floor is the top floor of the building, and the additional height does not significantly alter the height of the building. The additional height is due to the roof deck being 2 feet above the joist bearing point, necessitating the need for the Waiver.

7) 153.062(O)(5)(d)(4) – Façade Divisions – Vertical Increments Required

No greater than 45 feet.

Request: To allow a vertical increment of approximately 66 feet on the east elevation, approximately 79 feet on the north elevation, and approximately 66 feet on the west elevation.

Criteria Met: Vertical increments are intended to minimize long stretches of unbroken façade on large buildings. Although these facades exceed the requirement, the applicant is providing material breaks and small articulations in the facades that meet the intent of these requirements.

Apartment Building Type (Condominium Building)

8) 153.062(E)(2)(a) – Façade Material Transitions

Vertical transitions in façade materials shall occur at inside corners.

Request: To allow vertical façade material transitions to not occur at the inside corners throughout the building on balconies where thin brick and metal shingles meet.

Criteria Met: The transition of materials at inside corners is not possible at these locations, as there are no inside corners to transition the materials. These material abutments do not negatively impact the construction and quality of the building.

9) 153.062(O)(3)(a)(1) - Front Required Build Zone

5-20 feet.

Request: To allow a minimum front RBZ of approximately 3 feet along Bridge Park Avenue.

Criteria Met: Although the apartment building does not meet the 5-foot minimum RBZ requirement, the building is still set back several feet from the edge of the streetscape. This creates the desired setback of the building and ground-story residential units from the Bridge Park Avenue streetscape.

10) 153.062(O)(3)(a)(2) – Maximum Impervious Lot Coverage

70 percent.

Request: To allow a maximum impervious lot coverage of approximately 86 percent, which includes the parking structure building type.

Criteria Met: When considering the whole block of development (including Phase 2), the lot coverage for the site is approximately 72 percent. Although the building exceeds the lot coverage for an apartment building, the entire development provides significant amounts of natural open space to offset impervious improvements to the site.

11) 153.062(O)(3)(d)(4) - Façade Divisions – Vertical Increments Required

No greater than 40 feet.

Request: To allow a vertical increment of approximately 74 feet on the south elevation, and approximately 49 feet on the north courtyard elevation.

Criteria Met: Both elevations are internal to the building and will not be easily viewed from the private green street. These vertical increment deviations do not negatively impact the design and quality of the development.

12) 153.062(O)(3)(d)(5) - Permitted Primary Materials

Permitted primary materials are stone, brick, and glass

Request: To permit thin brick as a primary material for the building.

Criteria Met: Staff and our architectural consultant have reviewed the requested 'Somerville' thin brick material and are supportive of the material as a permitted primary material. This thin brick material is a clay/shale brick that has been used in various projects in Central Ohio, is manufactured in Ohio, and has been used on various projects by the architectural consultant.

13) 153.062(O)(3)(d)(5) - Primary Façade Materials

Each façade of the building should contain a minimum of 80 percent primary façade materials.

Request: To allow a minimum of approximately 59 percent primary materials on the east elevation, approximately 44 percent on the north elevation, approximately 46 percent on the west elevation, approximately 58 percent on the south elevation, and approximately 26 percent on the north courtyard elevation (includes thin brick as a primary material).

Criteria Met: The reduction in primary materials for all facades contributes to the more modern design of the condominium building. This results in a high-quality building design that contributes to the urban nature of Bridge Park.

Parking Structure Building Type (Garage Building)

14) 153.062(O)(12)(a)(2) – Maximum Impervious Lot Coverage

80 percent (70 percent maximum per shared lot with an apartment building type)

Request: To allow a maximum impervious lot coverage of approximately 86 percent, which includes the apartment building type.

Criteria Met: When considering the whole block of development (including Phase 2), the lot coverage for the site is approximately 72 percent. Although the building exceeds the lot

coverage for a parking structure building, the entire development provides significant amounts of natural open space to offset impervious improvements to the site.

15) 153.062(O)(12)(d)(3) – Street Facades - Number of Pedestrian Entrances Required

1 per 75 feet of façade minimum

Request: To allow 2 entrances where 3 are required on the east elevation (Street A) and south elevation (Banker Drive)

Criteria Met: The entrances into the garage are located on the corners of the garage. The addition of a 3rd entrance on both elevations would negatively impact the circulation of pedestrian and vehicular traffic, and negatively impact the amount of parking spaces within the first floor of the parking structure.

16) 153.062(O)(12)(d)(4) – Garage Floors

Garage Floors shall be horizontal along all street facades.

Request: To allow a parking ramp facing the Banker Drive frontage.

Criteria Met: Since the garage has frontage on 2 public streets, the parking ramps would not be able to be horizontal to at least 1 street frontage. The south elevation is largely screened by the metal mesh art wall, which will minimize the visibility of the internal circulation of the garage.

17) 153.065(B)(5)(a)(1) - Entry / Exit Lanes

One entrance lane shall be required for every 300 spaces or part thereof and one exit lane shall be provided for each 200 spaces or part thereof.

Request: Based on 500 parking spaces, the applicant is requesting 2 exit lanes where 3 are required.

Criteria Met: The addition of an extra exit lane would significantly alter the design and vehicular flow of the garage. The applicant is providing 2 access points on the east and west elevations of the building, which has been identified as adequate by Staff.

Final Development Plan	
Criteria	Review
1. The FDP shall be substantially similar to the approved PDP, and consistent with the record established by the required reviewing body, the associated Staff Report, and the Director's recommendation;	Criterion Met with Parking Plan, Administrative Departures, and Waivers: The proposal is largely similar to the PDP and consistent with the record established by the Planning and Zoning Commission, with the approval of a revised Parking Plan, Administrative Departures, and Waivers.

2. The proposed development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted City plans, and citywide administrative and financial policies;
3. The proposed land uses conform to all applicable requirements and use specific standards of §153.059 Uses;
4. The proposed buildings are appropriately sited and conform 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, as amended;
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, architecture, and materials of buildings is consistent with the BSD Design Guidelines, while integrating with nearby development, and avoids

Criterion Met: The proposal is largely consistent with all planning policies applicable to the site.

Criterion Met with Conditional Use: The proposal conforms with all use requirements.

Criterion Met with Administrative Departures and Waivers: The proposal conforms to the development standards of the BSD with the approval of Administrative Departures and Waivers.

Criterion Met: The proposal conforms to the lots and blocks requirements of the BSD.

Criterion Met with Conditions: The proposal largely conforms to the street requirements of the BSD. The applicant should continue to work with Staff on the final streetscape design of Bridge Park Avenue, subject to Staff approval. Additionally, the applicant should work with Staff on the dedication of right-of-way on the east side of Dale Drive.

Criterion Met with Condition: The proposed circulation through the site creates a safe and efficient access for pedestrians and vehicles. The applicant should work with Staff to finalize the parking space and drive aisle designs to align with the requirements listed in Code, subject to Staff approval. Additionally, the applicant should work with Staff to meet the bicycle parking requirements and add the necessary spaces throughout the development, subject to Staff approval.

Criterion Met with Conditions, Waivers, and Administrative Departures: The proposed buildings are largely consistent with the character of the adjacent Bridge Park development. The applicant should provide window details and wall

overshadowing of existing or proposed development;

sections of the condominium building with the submittal of building permits to ensure the windows are not flush-mounted. Additionally, the applicant should continue to work with Staff on the exterior elevations of the proposed garage building, subject to Planning and Zoning Commission approval. Finally, the applicant should coordinate with the PAB to determine the artwork for the proposed garage scrim.

9. The proposed site design, landscaping, screening, and buffering is consistent with the BSD Design Guidelines;

Criterion Met with Condition: The development is largely consistent with the BSD Design Guidelines. The applicant will be required to obtain a right-of-way encroachment permit through the Engineering department. Additionally, the applicant should provide Staff with screening details as part of the site permit, subject to Staff approval. The applicant should submit an updated photometric plan with their site permits, subject to Staff approval. The applicant should also submit additional specifications for all decorative lighting proposed on the site, subject to Staff approval.

10. The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community, benefit the community both within and outside the proposed development, and conform to the requirements of §153.064 Open Spaces;

Criterion Met with Conditions and Waivers: The proposal largely meets the requirements for open space. The applicant should continue to work with Staff on the final design of the pocket park, subject to Staff approval.

11. 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;

Criterion Met: The proposal allows the provision of public services to and around the site.

12. The proposed development conforms to the requirements of §153.063 Neighborhood Standards, as applicable;

Criterion Met: The proposal meets all requirements of the Scioto River Neighborhood.

13. The proposed development provides adequate stormwater management systems and facilities that comply 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;

Criterion Met with Conditions: The applicant will continue to work with Engineering Staff on final civil plan details at the Site Permit submittal stage and adhere to all of the City's regulations and design requirements.

14. 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 proposal will meet all requirements for public and private infrastructure improvements.

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

Criterion Met: The development is split into 2 phases. Phase 2 will be required to gain PZC approval at a future date.

16. 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 proposal is consistent with applicable policies and documents to the BSD.

Conditional Use (153.236)

Criteria

1. Harmonious with the Zoning Code and/or Community Plan.

Review

Criterion Met: The COTA Park and Ride was originally approved at the location immediately west of the garage. The relocation of the facility is harmonious with the zoning code and strengthens the goals of the Community Plan to create alternative modes of transportation throughout the City.

- | | |
|---|---|
| 2. Complies with applicable standards. | Criterion Met: The use meets all applicable zoning standards. |
| 3. Harmonious with existing or intended character of the general vicinity. | Criterion Met: The use currently exists adjacent to the site and will maintain its harmonious state in the new structure. |
| 4. The use will not have a hazardous or negative impact on surrounding uses. | Criterion Met: The use will not have negative impacts on surrounding uses, as the use has been fully integrated with the development of the garage. |
| 5. The use will be adequately served by public facilities and services. | Criterion Met: The use will be adequately served by public facilities and services. |
| 6. The use will not harm the economic welfare. | Criterion Met: The use will not negatively impact the economic welfare of the area, as the use already exists. |
| 7. The use will not be detrimental to any person, property, or the general welfare. | Criterion Met: The use will not be detrimental to any person or property adjacent to the site. |
| 8. Vehicular circulation will not interfere with existing circulation. | Criterion Met: The use will not interfere with existing circulation, as the use currently exists adjacent to the site. |
| 9. Not detrimental to property values in the vicinity. | Criterion Met: The use will not be detrimental to property values of adjacent sites, since the use is an accessory to the garage. |
| 10. Will not impede the development or improvement of surrounding properties. | Criterion Met: The use will not impede the development or improvement of surrounding properties, as the use is fully contained with the proposed garage. |

Preliminary / Final Plat (Chapter 152 Subdivision Regulations)	
Criteria	Review

- | Criteria | Review |
|---|--|
| 1. Plat Information, Zoning Code, and Construction Requirements | Criterion Met with Condition: Prior to submitting to City Council, the applicant will update the Preliminary and Final Plats to reflect all necessary changes to the plan made with the Final Development Plan. |
| 2. Lots, Street, Sidewalk, and Bike Path Standards | Criterion Met: The proposed lots, streets, and easements meet the zoning standards. |

3. Utilities.

Criterion Met with Condition: The applicant is continuing to work with Staff on utilities and stormwater management for the development of the site and will provide updated information as part of the City Council and/or Site Plan submission.

4. Open Space Requirements

Not Applicable: Open Space is determined by the uses on sites in the Bridge Street District, not by platting requirements.

Recommendation

Planning Recommendation: Approval of 2 Administrative Departures.

Planning Recommendation: Approval of 17 Waivers.

Planning Recommendation: Approval of Final Development Plan with a revised Parking Plan with the following conditions:

- 1) The applicant continues to work with Staff on the final streetscape design of Bridge Park Avenue, subject to Staff approval;
- 2) The applicant works with Staff on the dedication of right-of-way on the east side of Dale Drive;
- 3) The applicant works with Staff to finalize the parking space and drive aisle designs to align with the requirements listed in Code, subject to Staff approval;
- 4) The applicant works with Staff to meet the bicycle parking requirements and add the necessary spaces throughout the development, subject to Staff approval;
- 5) The applicant continues to work with Staff on the final design of the pocket park, subject to Staff approval;
- 6) The applicant obtains a right-of-way encroachment permit through the Engineering department;
- 7) The applicant provides window details and wall sections of the condominium building with the submittal of building permits to assure the windows are not flush-mounted;
- 8) The applicant continues to work with Staff on the exterior elevations of the proposed garage building, subject to Planning and Zoning Commission approval;
- 9) The applicant coordinates with the PAB to determine the artwork for the proposed garage scrim;
- 10) The applicant works with Engineering Staff on final civil plan details at the Site Permit submittal stage and adhere to all of the City's regulations and design requirements;
- 11) The applicant provides Staff with screening details as part of the site permit, subject to Staff approval;
- 12) The applicant submits an updated photometric plan with their site permits, subject to Staff approval.; and,
- 13) The applicant submits additional specifications for all decorative lighting proposed on the site, subject to Staff approval.

Planning Recommendation: Approval of a Conditional Use with no conditions.

Planning Recommendation: Approval of a combined Preliminary and Final Plat with the following condition:

- 1) Prior to submitting to City Council, the applicant will be required to update the Preliminary and Final Plats to reflect all necessary changes to the plan made with the Final Development Plan, to the satisfaction of the City Engineer.