

PLANNING REPORT

Planning and Zoning Commission

Thursday, November 6, 2025

Bridge Park, Block Y 25-065PDP, 25-106CU

<http://www.dublinohiousa.gov/pzc/25-065>

<http://www.dublinohiousa.gov/pzc/25-106>

Case Summary

Address	PID: 273-012909 & 273-008269
Proposal	New mixed use development on a 4.5-acre site southeast of the Riverside Drive and W. Dublin-Granville Road roundabout.
Request	Review and approval of a Preliminary Development Plan under the provisions of Zoning Code Section 153.066 and a Conditional Use under the provisions of Zoning Code Section 153.236.
Zoning	BSD-SRN, Bridge Street District, Scioto River Neighborhood
Planning Recommendation	<u>Approval of 14 Waivers</u> <u>Approval of the Preliminary Development Plan with Conditions</u> <u>Approval of the Conditional Use</u>
Next Steps	Should the Preliminary Development Plan be approved, the applicant would be able to pursue a Final Development Plan.
Applicant	Krystin Schmid, Crawford Hoying
Case Manager	Zachary C. Hounshell, Planner II (614) 410-4652 zhounshell@dublin.oh.us



Community Planning and Development



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Site Location Map

25-065PDP, 25-106CU - Bridge Park, Block Y



Site Features

- 1 Existing Retention Basin
- 2 Existing Montgomery Inn Building
- 3 Significant grade change from Riverside Drive



1. Request and Process

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. *Concept Plan (CP)*
2. *Preliminary Development Plan (PDP)*
3. *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.

2. Background

Site Summary

The 2.85-acre site is zoned BSD-SRN, Bridge Street District - Scioto River Neighborhood, and located southeast of the roundabout at Riverside Drive and West Dublin-Granville Road. This site was rezoned by City Council in March 2022 from BSD-C, Commercial to BSD-SRN, Scioto River Neighborhood to align with the adopted Community Plan.

The northern half of the site, adjacent to the roundabout of Riverside Drive and W. Dublin-Granville Road, is vacant and minimally vegetated. The southern half includes a retention pond to manage stormwater for the Shoppes at River Ridge to the east. Significant grade change is present on the site, with the lowest portion of the site along Riverside Drive, and the highest portion along Dale Drive.

Case History

January 2025

A Concept Plan was reviewed by the Planning and Zoning Commission in 2025. The Commission approved the plan with the following conditions:

- 1) The applicant work with Staff to consider the conversion of Dale Drive from a private street to a public street;
- 2) The applicant continues to work with Staff to identify opportunities to integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District;
- 3) The applicant continues to work with Staff to continue to develop the street network and determine the appropriateness of the access point along W. Dublin-Granville Road;
- 4) The applicant continues to work with Staff to Provide functional and well-designed open spaces throughout the development that aligns with the intent of the Code;
- 5) The applicant continues to work with Staff to develop the design of both the W. Dublin-Granville Road and Riverside Drive streetscapes and pedestrian corridors, and how this will integrate with the proposed development;
- 6) The applicant works with Staff on the determination of building types and how they relate to the design of the buildings; and,
- 7) The applicant continues to work with Staff to determine the necessary site improvements to meet the stormwater management requirements for both the proposed development and the Shoppes at River Ridge.

The applicant has worked with Staff to address the conditions outlined above and has incorporated them into the PDP submittal.

November 2022

An informal application was reviewed by the Planning and Zoning Commission in 2022. The Commission provided the following feedback:

- The Commission supported the proposed uses and site layout.
- The Commission expressed concern with the mass and height of the development, stating additional concern about the development being disconnected from the larger district.
- The Commission expressed concern over pedestrian connectivity to and from the site along Riverside Drive and W. Dublin-Granville Road.
- The Commission encouraged the applicant to continue their neighborhood engagement throughout the development of the project.

Neighborhood Engagement

The applicant has had multiple discussions with adjacent residents about the development. The most recent neighborhood engagement was in October 2025, where the applicant hosted a neighborhood meeting to share updates to the plans and gain insight from the residents. The meeting also included a discussion about potential improvements to the intersection of Martin Road and Riverside Drive to ease existing concerns about the safety of the intersection and traffic congestion due to left turn stacking on Martin Road. The residents in attendance raised concerns about the height of the buildings and the potential traffic impacts. Additional public engagements include April 2023, when the applicant conducted a drone test to display the expected heights of buildings to the residents and how the buildings could or could not be seen

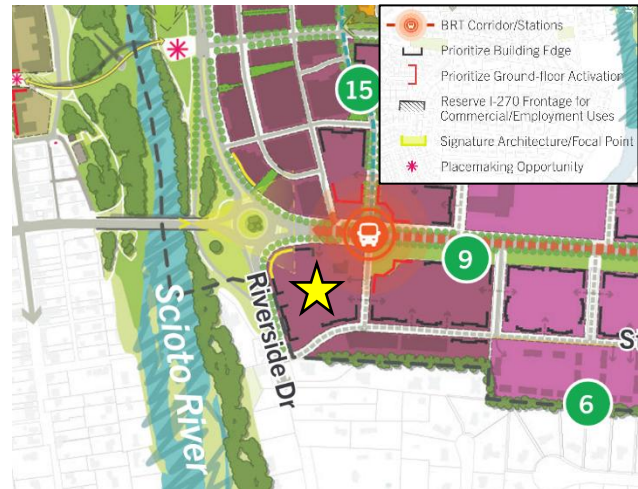
from their properties. Staff have also had discussions with neighbors to understand their concerns and speak about the application process.

3. City Plans and Policies

Community Plan

Bridge Street Special Area Plan

The Bridge Street District Plan, which was updated and adopted in August 2024 as part of the Envision Dublin Community Plan, outlines a vision that reinforces the City's long-term fiscal health and sustainability, and promotes competitiveness and market adaptability by creating new living environments and amenities to attract and retain the next generation of employees, businesses and residents to Dublin. The Plan envisions a vibrant and walkable center of the city, with a dynamic mix of land uses and housing that is integrated with the natural spaces that tie the district together.



The Shoppes at River Ridge is identified as a key site, and the plan provides the following recommendations applicable to this site:

"This shopping center sits along an important southern boundary of the district. Properties to the south are principally single-family residential and small-scale offices, while to the north is Bridge Park, consisting of several mid-rise mixed-use development sites. Redevelopment of the site is expected, with an extension of Bridge Park at the southeast corner of West Dublin-Granville Road and Riverside Drive. Similar to the AC Hotel, this development should frame the roundabout and create a distinctive character as a landmark of the district. The desired character is for buildings ranging between three to eight stories at the intersection with contemporary architecture. The remainder of the site should begin a transition from the intensity of the district to the existing small-scale office and residential to the south. The desired character is for buildings ranging from two to five stories, with smaller buildings along the southern boundary. Additional street connections should be accommodated for Dale Drive and Stoneridge Lane." (pg. 224)

Bridge Street District Zoning Code

Scioto River Neighborhood

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

The BSD Scioto River Neighborhood District provides a significant opportunity for a well-planned and designed neighborhood with a balanced mix of land uses. Predominant land uses include a

residential presence to complement and support a strong mix of uses, with office employment and supporting service and commercial uses. A comfortable, walkable street network is intended to convey a strong sense of connection between each of these diverse but complementary land uses.

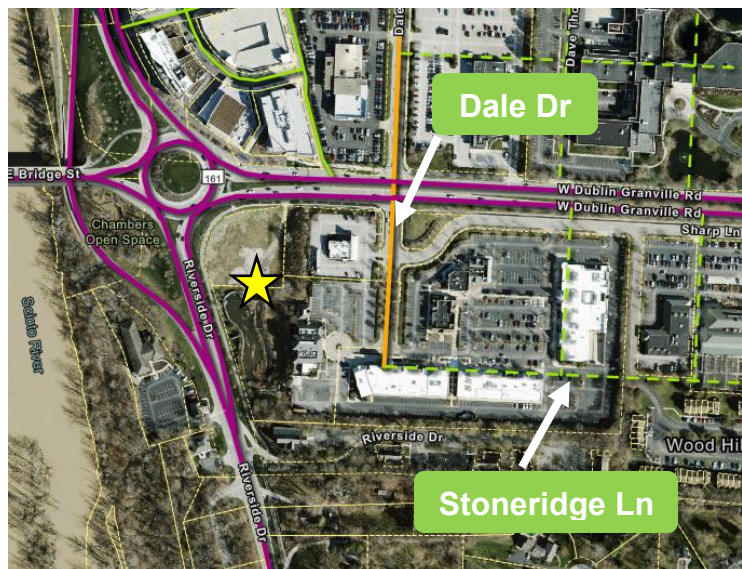
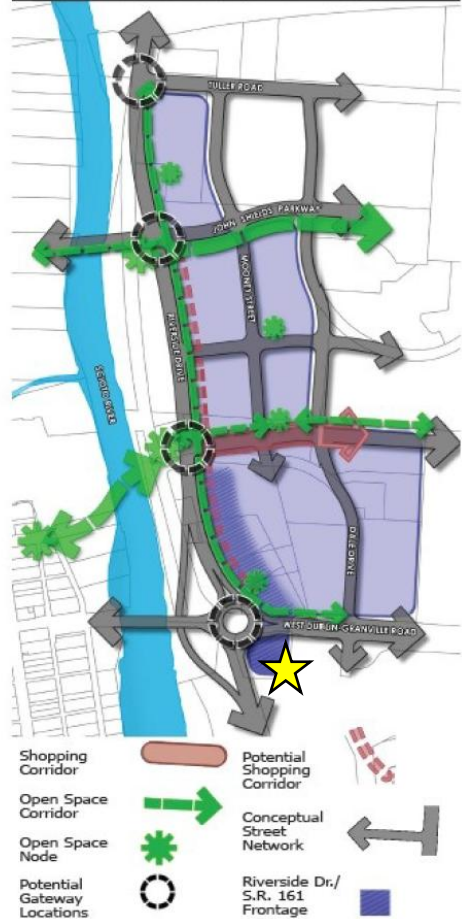
The site is located in the southwest corner of the neighborhood (shown with the yellow star). Although this site was not originally included in the Neighborhood District, it is located where a potential gateway location is contemplated adjacent to the roundabout. Gateways are points of identification that provide a sense of arrival to the area. A gateway requirement can be achieved through open space, public art, or engaging architecture.

BSD Street Network Map

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

Adjacent to the site, both Riverside Drive and W. Dublin-Granville Road are designated as Corridor Connectors and PFS. Vehicular access is not permitted from PFS if a suitable alternative access location is available. The applicant is proposing a new access point to the east, connecting to the private portion of Dale Drive. Dale Drive is a future public street that is projected as a District Connector that connects to a westward extension of Stoneridge Lane. Stoneridge Lane is contemplated to intersect Riverside Drive in the SAP and Multi-modal Thoroughfare Plan at or near the

FIGURE 153.063-D. ILLUSTRATION OF SCIOTO RIVER DEVELOPMENT STANDARDS



south end of the subject site. Following direction from Staff, the remainder of Dale Drive is being dedicated as a public street to further comply with the street network map.

East Bridge Street Corridor Visioning Study

East Bridge Street (S.R. 161 / W. Dublin-Granville Road) between Riverside Drive and Sawmill Road was improved to its current form in the late 1990s to support suburban-type development along the corridor, which was desirable then. Now, decades later, the corridor is primed for redevelopment as part of the more significant BSD initiatives. As the surrounding land use changes to a more urban type of development, it is appropriate to consider changes to East Bridge Street that would better support denser, more pedestrian-oriented land uses. Therefore, the city has studied East Bridge Street to imagine a more urban street typology consistent with the City's Bridge Street District vision.

The study began with data collection in early 2023 and continued with the creation of a redevelopment concept plan, street grid pattern, and traffic volume projections. The study team evaluated alternative street sections and intersection layouts, and incorporated input received through the Envision Dublin Community Plan process. Elements evaluated for East Bridge Street include enhanced pedestrian mobility and multimodal options, including micro-mobility and bus rapid transit (BRT) service, as part of the LinkUS system. This study was completed in 2025.

4. Proposal

The proposal includes three buildings: two corridor buildings consisting of restaurants, condominiums, an event center, podium parking, and a hotel, and an office building with ground-level retail. The development is currently proposed in a single phase.

Staff's review of the Preliminary Development Plan has primarily focused on location of buildings, massing of buildings, and the layout of the site. Finer details, such as material selections, transparency, open space design, etc. would be reviewed more in depth at a Final Development Plan stage, should the application be approved.

Master Planning

Staff have met with the applicant to discuss how this development fits within the context of the Shoppes at River Ridge development. Based on the recommendations of the Community Plan and Bridge Street Network Map, both Dale Drive and Stoneridge Lane are expected to extend throughout the Shoppes at River Ridge and adjacent to the Block Y development. The applicant should work with Staff to provide a conceptual master plan that will show how the development fits within the existing character of Shoppes at River Ridge, and any potential redevelopment of the shopping center.

Site Layout

The site's layout is generally consistent with the Concept Plan, with the condominium and hotel buildings in the northwest corner of the site adjacent to the roundabout. The proposed office building is shown in the southeast corner of the development, replacing the existing commercial building on the site. A courtyard and drop-off area is provided for the hotel and event space east of the two buildings. Access to the garage and service areas are located on the northeast and southern sides of the buildings through private streets.

The site's development is required to meet the Scioto River Neighborhood requirements listed in the Code. The standards include functional, well-designed open spaces to enhance residents', visitors', and businesses' quality of life. The Bridge Street District was designed based on the principles of 'Walkable Urbanism,' which guides the zoning requirements to place emphasis on quality architecture and urban design emphasizing aesthetics and human comfort, pedestrian-friendly design, and creation of engaging and convenient destinations within walking distance for visitors as well as ordinary activities in life. During the Concept Plan review, the Commission expressed concerns about pedestrian connectivity and assuring the development activates the streets. The applicant has since made significant improvements to the streetscape, open spaces, and building designs along W. Dublin-Granville Road and Riverside Drive, and should continue to work with Staff to further integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District.



Lots, Blocks, and Streets

As proposed, the block is defined by W. Dublin-Granville Road (north), Riverside Drive (west), and the public extension of Dale Drive (east). Although the block is not fully formed on the southern side of the site, the general form of the block exists based on the public street extension of Dale Drive. Private streets are typically considered service streets, which are not used to measure block length or perimeter. For those reasons, the block cannot meet the limits on maximum block length and perimeter as 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 private streets throughout the site as they provide additional pedestrian and vehicular circulation that is consistent with the character of Bridge Street.

Vehicular access is primarily provided from Dale Drive to the east of the site. The applicant proposes an additional access point along W. Dublin-Granville Road to the northeast of the condominium building. This access point is shown as a right-in only. Per the Code, access onto a principal frontage street is not permitted unless determined otherwise by the City Engineer. Following review of the access point with City Staff and the Washington Township Fire Department, it was determined that an access point is required for EMS to effectively access the site. However, this access point will not be open to the public and will be for emergency vehicles only. The applicant should continue to work with Staff on the design of the access point to ensure a consistent streetscape character along W. Dublin-Granville Road that maintains EMS access while prohibiting private vehicles and trucks.

The remaining streets within the development will be private streets. A new east-west street connects the courtyard of the building to Dale Drive. This street is proposed to be 25 feet wide, which exceeds the 22-foot maximum width. The purpose of the extended width is to accommodate delivery trucks and their wider turn radiuses entering the site. A Waiver is required for this additional width. Following direction from Staff, the applicant has removed an existing private drive that separated the proposed office building from the existing Shoppes at River Ridge retail building. This change allows for additional public open space and pedestrian circulation through the site.

Parking

Parking is determined by the square footage of a specific use or the number of residential units in a development. Based on the number of condominium units and the size of the combined uses on the site, the development is required to provide at least 840 parking spaces. The applicant is proposing 621 parking spaces split between the parking garage (412 spaces), on-street parking (12 spaces), and off-site surplus parking (197 spaces) available in the Shoppes at River Ridge. The applicant has provided a parking diagram that includes adjacent parking within the Shoppes at River Ridge to show how much available parking there is at certain dates/times of the week. The intent behind this request is to minimize the amount of excess parking provided on the site, as indicated on the plans. The applicant will be requesting approval of a parking plan to allow for an Adjustment to Required Vehicle Parking through Shared Parking Calculations at the Final Development Plan stage. Similar parking plans have been approved for various blocks of the Bridge Park development that utilize shared parking across different garages. Staff are generally supportive of a future parking plan, with additional analysis needed to verify the approach.

Open Space and Streetscape

The applicant is proposing approximately 0.57 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 (0.15 acres) at the intersection of W. Dublin-Granville Road and Riverside Drive, a pocket park (0.10 acres) located in the southwest corner of the site, and a public plaza (0.33 acres) located northeast of the office building. The applicant has not provided an analysis of each open space type and whether it meets the minimum requirements. Based on Staff's initial review, it is likely that Waivers will be needed for the proportions of each open space (length: width ratio). This analysis must accompany the FDP to assess if further Waivers are necessary.

The pocket park at the roundabout of W. Dublin-Granville Road and Riverside Drive is a terraced open space that introduces landscaping to soften the view from the roundabout, while utilizing patio terraces to accommodate the significant grade change from the street. The southwest pocket park also offers new vegetation while making a shared-use path connection along the south side of the site to the central plaza. The public plaza replaces the previous private drive and adds additional passive open space while connecting the new development with the existing retail building.

The applicant is proposing to replicate the Bridge Park typical streetscape design along Riverside Drive and W. Dublin-Granville Road to match the streetscape north of the site. At the

southern end of Riverside Drive, a transition from the Bridge Park streetscape to the typical Riverside Drive treatment south of the site is provided. The private street connecting Dale Drive to the courtyard of the hotel will maintain a typical Bridge Park streetscape.

Hotel Building

Summary

The hotel building is a 7-story Corridor Building Type containing 130 guestrooms, a 589-occupancy ballroom, a spa and wellness center, and other accessory uses. The massing of the building is generally consistent with the Concept Plan, although the height of the building has increased to ~104 feet from ~96 feet at the Concept Plan, as measured from the base of the lobby level to the tallest screenwall. The building primarily fronts Riverside Drive, which is a Principal Frontage Street. The bottom 3 floors of the building are podium parking, which are only visible on the west elevation due to significant grade change from the west to the east. The building shares the ground floor with the condominium building, which also extends to fill the space between the two buildings and includes a rooftop pool and amenities on the roof of this extension. The building features a combination of both primary and secondary materials, with a majority of the building utilizing glass curtain walls, brick, metal panels, and ceramic panels. Analysis of the architectural elements of the building, including façade materials and transparency requirements, will be provided with the Final Development Plan.



Conditional Use – Unlined Garage

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 Riverside Drive and W. Dublin-Granville Road and does not provide occupiable space along the frontage. The applicant has worked with Staff to address the blank wall conditions that were originally proposed on the elevation. The applicant has added new architectural elements and a variety of building materials that blend the façade of the exposed garage floors and integrate them with the design of the building.

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 along a Principal Frontage Street; however, the applicant has worked to creatively

minimize the appearance and prominence of the garage structure along the street. Staff support the Conditional Use 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:

- Retaining Wall Design – Although details have not been fully provided, Staff has concerns with the design of the retaining wall southwest of the service bay. Renderings have shown a large, solid concrete retaining wall that will be visible from Riverside Drive and alongside the pocket park in the southwest corner of the site. The applicant should continue to work with Staff on the design and treatment of the retaining wall adjacent to the service bay.

This comment will be incorporated into the conditions of approval for this application.

Waivers

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

- 1) Front Property Line Coverage
- 2) Height – Minimum and Maximum Number of Stories
- 3) Permitted Range of Story Heights
- 4) Principal Entrance Location
- 5) Parking Structure – Exit Lanes

The plan review section of this report provides explanations for the requested Waivers. Staff support these Waivers. The PDP does not consider Waivers to architectural requirements such as materials and transparency. These requirements will need to be analyzed with the FDP, which could require additional Waivers.

Condominium Building

Summary

The condominium building is an 8-story Corridor building type containing 24 residential units, a signature restaurant, and a speakeasy. The massing of the building is generally consistent with the Concept Plan, although the height of the building has increased to ~114 feet from ~106 feet at the Concept Plan, as measured from the base of the lobby level to the tallest screenwall. The building primarily fronts W. Dublin-Granville Road, which is a Principal Frontage Street. Similar to the hotel, the bottom 3 floors of the building are podium parking, which are partially visible on the north elevation due to significant grade change from the west to the east. The building features a combination of both primary and secondary materials, with a majority of the building utilizing glass curtain walls. The design of both the hotel and condominium are intended to complement each other with material selections and architectural features, such as the angled parapets screening mechanicals. Analysis of the architectural elements of the building, including façade materials and transparency requirements, will be provided with the Final Development Plan.



Waivers

The applicant is requesting approval of 4 Waivers for the condominium building with the PDP as outlined below:

- 1) Front Property Line Coverage
- 2) Height – Minimum and Maximum Number of Stories
- 3) Permitted Range of Story Heights
- 4) Principal Entrance Location

The plan review section of this report provides explanations for the requested Waivers. Staff support these Waivers. The PDP does not consider waivers to architectural requirements such as materials and transparency. These requirements will need to be analyzed with the FDP, which could require additional Waivers.

Office Building

Summary

The office building is a 4-story Corridor building type and approximately 73,000 square feet in size, with an additional 10,600 square feet of restaurant space on the first floor. The massing of the building is generally similar to the concept plan, however not much information was provided for this building at previous stages. The



The building's principal frontage is along Dale Drive, and is set back almost 90 feet from the street. The larger setback is provided due to the geometry of the site and the existing retail buildings limiting the location of the office. The building's primary entrance is located on the east side of the building, connecting to the public plaza space and aligning with the future extension of Stoneridge Lane. The building is rectangular in design and draws elements from the

hotel/condo buildings. The building will be clad primarily with brick and glass, while utilizing metal panel as a secondary material.

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:

- Building Design – The applicant has made several revisions to the architecture of the office building during the review process. Staff have shared concerns about the façade massing at the northeast corner of the building, which is most prominent on Dale Drive, and the southwest corner, which will be most prominent from Riverside Drive. The northeast corner of the building is located in a terminal vista point when Stoneridge Lane is extended from the east. Staff would recommend that the corners be softened with a physical break in the façade or a variety in building materials, similar to the northwest corner of the building. The applicant should continue to work with staff on the design of the office building and how the design and materials will complement the hotel/condo building.

These comments will be incorporated into the conditions of approval for this application.

Waivers

The applicant is requesting approval of 3 Waivers for the office building with the PDP as outlined below:

- 1) Front Required Building Zone
- 2) Front Property Line Coverage
- 3) Upper Story Height

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 Retention

The site contains an existing retention basin that services the Shoppes at River Ridge development to the east of the site. With the development removing the retention basin, the applicant should work with Engineering to refine the stormwater management controls for the site to include quantity and quality control for areas east of Dale Drive that are tributary to the project and quality control for areas west of Dale Drive. Additionally, the applicant should work with engineering to provide cross access easements and agreements between properties for the long-term maintenance and operation of the stormwater management control features of the site.

5. Plan Review

Waiver Requests [153.066(I)(6)]

Lots and Blocks

1) 153.060(C)(2) – Maximum Block Size

In the BSD Scioto River Neighborhood District, the maximum block length permitted is 500 feet, and the maximum block perimeter permitted is 1,750 feet.

Request: To allow a maximum length of 615 feet and a perimeter of 3,260 feet.

Criteria Met: The extension of Dale Drive brings the existing block closer to compliance with the requirements of the Code. With the site being located at the southern boundary of the district, the creation of a full block is unlikely. This request meets the intent of the requirements.

Waiver Requests [153.066(I)(6)]

Site Development Standards

2) 153.065(B)(6)(c) – Driveways

Driveways shall be no wider than 22 feet at the intersection with the adjacent street right-of-way.

Request: To allow a width of 25 feet.

Criteria Met: The additional width is required to accommodate delivery trucks entering the site from Dale Drive. Since Dale Drive will be the primary entrance for deliveries, the additional width provides needed space for trucks to enter the site.

Waiver Requests [153.066(I)(6)]

Hotel Building (Corridor Building Type)

3) 153.062(O)(5)(a) – Front Property Line Coverage

Minimum 75% FPL Coverage is required within the front required building zone for Corridor Building Types.

Request: 67% FPL Coverage is provided.

Criteria Met: The curvature of the lot frontage limits the amount of FPL Coverage that can be provided. The proposal meets the intent of the requirement.

4) 153.062(O)(5)(b) – Height – Minimum and Maximum Numbers of Stories

A minimum of 3 Stories is required and a maximum of 6 Stories are permitted for Corridor Building Types.

Request: A minimum of 7 Stories and a maximum of 9 Stories are proposed.

Criteria Met: The challenges associated with the topography of the site, and the size and configuration of the lot combine to direct the development vertically—7-story Corridor Building supported by a 3-story podium parking structure (partially exposed above finished grade)—to make the most of the prominent site and address the intent of the Bridge Street District Special Area Plan.

5) 153.062(O)(5)(b) - Permitted Range of Story Heights

A minimum of 12 feet is required and a maximum of 16 feet is permitted for the Ground Story.

Request: The proposed Ground Story height is 18 feet.

Criteria Met: The Ground Story is the Lobby Level of the hotel and condominium and is the proposed location of a Grand Stair and several uses that are typically higher volume spaces, including a Ballroom and Event Center.

6) 153.062(O)(5)(d)3 – Principal Entrance Location

Primary street façade of the building.

Request: Riverside Drive is the Primary Street Façade, and the Principal Entrance Location is on the interior side (east façade) of the building at the terminus of the new east/west private street.

Criteria Met: Due to the significant grade change along Riverside Drive, the parking structure forms the first several stories of the building along the frontage. The principal entrance would not be practical on this frontage and operates better on the rear side of the building where all guests will enter. A secondary entrance is proposed at the roundabout.

7) 153.065(B)(5)(a)(1) – Parking Structure Design – Entrance/Exit Lanes

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

Request: 412 parking spaces are provided in the building, requiring 2 entrance lanes and 3 exit lanes. 2 entrance lanes and 2 exit lanes are provided.

Criteria Met: Having 2 exit lanes provides a consistent circulation path throughout the site.

Waiver Requests [153.066(I)(6)]

Condominium Building (Corridor Building Type)

8) 153.062(O)(5)(a) – Front Property Line Coverage

Minimum 75% FPL Coverage is required within the front required building zone for Corridor Building Types. West Dublin-Granville Road is the FPL for the Condo Corridor Building.

Request: 27% FPL Coverage is provided.

Criteria Met: The curvature of the lot frontage limits the amount of FPL Coverage that can be provided.

9) 153.062(O)(5)(b) – Height—Minimum and Maximum Numbers of Stories

A minimum of 3 Stories is required and a maximum of 6 Stories are permitted for Corridor Building Types.

Request: A minimum of 8 Stories and a maximum of 9 Stories are proposed.

Criteria Met: Similar to the hotel building, the challenges associated with the topography of the site, and the size and configuration of the lot combine to direct the development vertically— 8-story Corridor Building supported by a 3-story podium parking structure (partially exposed above finished grade)—to make the most of the prominent site and address the intent of the Bridge Street District Special Area Plan.

10) 153.062(O)(5)(b) - Permitted Range of Story Heights

A minimum of 12 feet is required and a maximum of 16 feet is permitted for the Ground Story.

Request: The proposed Ground Story height is 18 feet.

Criteria Met: The Ground Story is the Lobby Level of the hotel and condominium and is the proposed location of a Grand Stair and several uses that are typically higher volume spaces, including a Ballroom and Event Center.

11) 153.062(O)(5)(d)3 – Principal Entrance Location

Primary street façade of the building.

Request: Riverside Drive is the Primary Street Façade, and the Principal Entrance Location is on the interior side (east façade) of the building at the terminus of the new east/west private street.

Criteria Met: Due to the significant grade change along W. Dublin-Granville Road, the parking structure forms the first several stories of the building along the frontage. The principal entrance would not be practical on this frontage and operates better on the rear side of the building where all guests will enter. A secondary entrance is proposed at the roundabout.

Waiver Requests [153.066(I)(6)]

Office Building (Corridor Building Type)

12) 153.062(O)(5)(a) – Front Required Building Zone

0 feet-15 feet RBZ Required for Corridor Building Types.

Request: Office Corridor Building is 105 feet from Dale Drive ROW.

Criteria Met: Existing buildings that are to remain and the lot configuration impedes siting of the building within the RBZ.

13) 153.062(O)(5)(a) – Front Property Line Coverage

Minimum 75% FPL Coverage is required within the front required building zone for Corridor Building Types. Dale Drive is the FPL for the Office Corridor Building.

Request: 0% FPL Coverage is provided.

Criteria Met: 0% FPL Coverage is provided, due to existing buildings that are to remain in place, and the limited amount of public right-of-way frontage available based on the configuration of the lot.

14) 153.062(O)(5)(b) – Upper Story Height

A minimum of 10 feet is required and a maximum of 14 feet is permitted for Corridor Building Types.

Request: A maximum of 15.17 feet (4th floor).

Criteria Met: The increased height at the top of the building allows additional architectural designs that add to the appeal of the building.

Preliminary Development Plan	
Criteria	Review
1. The PDP shall be consistent with the CP, the record established by the required reviewing body, the associated staff report, and the Director's recommendation.	Criterion Met with Condition: The proposal is generally consistent with the Concept Plan and the record established by the Planning Commission. The applicant should continue to work with Staff to further integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District.
2. The development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted city plans, and related policies.	Criterion Met with Conditions: The proposal generally aligns with the recommendations of the BSD Special Area Plan and other adopted plans and policies of the City. To assure the development will fit within the existing and future fabric of the Shoppes at River Ridge, the applicant should work with Staff to provide a conceptual master plan that will show how the development fits within the existing character of Shoppes at River Ridge, and any potential redevelopment of the shopping center.

3. The proposed land uses align with all applicable requirements and use specific standards of 153.059 Uses.

Criterion Met with Conditional Use: The proposed uses on the site are consistent with the requirement of the Code, with the approval of a Conditional Use for the unlined garage building.

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.

Criterion Met with Waivers: The proposed buildings are sited consistently with previous applications and generally align with the requirements with the approval of Waivers. The massing of the buildings is indicative of the recommendations of the BSD Special Area Plan, recommending buildings of greater prominence at the roundabout of W. Dublin-Granville Road and Riverside Drive.

5. The proposed lots and blocks conform to the requirements of 153.060 Lots and Blocks.

Criterion Met with Waivers: The proposed lots and blocks align with the intent of the requirements with the approval of Waivers.

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 neighborhoods and traffic infrastructure.

Criterion Met: The proposed public streets generally meet the requirements and standards for public streets.

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.

Criterion Met with Waivers and Conditions: The proposed streets, driveways, and pedestrian paths throughout the development generally align the requirements with the approval of some Waivers. However, the applicant will need to work with Staff on the design of the access point to ensure a consistent streetscape character along W. Dublin-Granville Road that maintains EMS access while prohibiting private vehicles and trucks. Additionally, the applicant should continue to work with Staff on the design and treatment of the retaining wall adjacent to the service bay.

8. The proposed design of buildings conforms to the BSD Code and is consistent with the BSD Design Guidelines, while integrating with nearby development.

Criterion Met with Conditions and Waivers:

The proposed buildings generally conform with the BSD requirements at a PDP level with Waivers. Further review of architectural requirements will be required with a Final Development Plan. The applicant should continue to work with Staff on the design of the office building and how the design and materials will complement the hotel/condo building.

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.

Criterion Met: The open spaces generally meet the intent of the requirements in the Code. Additional analysis will be required with a Final Development Plan application.

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.

Criterion Met: The proposed development will not impact the delivery of services to the site or surrounding properties.

11. The proposed development conforms to the requirements of 153.063 Neighborhood Standards, as applicable.

Criterion Met: The proposed development meets the gateway requirements for the Scioto River Neighborhood.

12. 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 to refine the stormwater management controls for the site to include quantity and quality control for areas east of Dale Drive that are tributary to the project and quality control for areas west of Dale Drive. Additionally, the applicant will work with Engineering to provide cross access easements and agreements between properties for the long-term maintenance and operation of the

stormwater management control features of the site.

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 can 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: The development is not currently proposed to occur in phases.

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 development demonstrates consistency with previous iterations of the plans and incorporates feedback from previous Planning Commission meetings.

Conditional Use

Criteria

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

Review

Criterion Met: 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 of the standards outlined in the Zoning Code and recommendations of the Community Plan. Although this garage is located along 2 Principal Frontage Streets, the design of the garage and use of landscaping minimizes its appearance on the street.

2. Complies with applicable standards.

Criterion Met: 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: 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. The design and development of the parking garage is harmonious with the Bridge Street District by integrating the materials and character established with the design of the building and will help drive further development in the area by providing necessary parking.

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

Criterion Met: The use is complementary to many of the existing uses and will not detract from the suitability of developing sites for future uses.

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 economic welfare.

Criterion Met: The parking garage provides a much-needed amenity to the overall development. 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 garage is located underneath 2 buildings, minimizing vehicular circulation issues on the site. Both entrances and exits allow circular traffic movement throughout the development.

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 added pressure on parking within the development.

Recommendation

Planning Recommendation: Approval of 14 Waivers.

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

- 1) The applicant work with Staff to provide a conceptual master plan that will show how the development fits within the existing character of Shoppes at River Ridge, and any potential redevelopment of the shopping center;
- 2) The applicant continues to work with Staff to further integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District;
- 3) The applicant continues to work with Staff on the design of the access point to ensure a consistent streetscape character along W. Dublin-Granville Road that maintains EMS access while prohibiting private vehicles and trucks;
- 4) The applicant continues to work with Staff on the design and treatment of the retaining wall adjacent to the service bay;
- 5) The applicant continues to work with Staff on the design of the office building and how the design and materials will complement the hotel/condo building;
- 6) The applicant works with Engineering to refine the stormwater management controls for the site to include quantity and quality control for areas east of Dale Drive that are tributary to the project and quality control for areas west of Dale Drive; and,
- 7) The applicant works with Engineering to provide cross access easements and agreements between properties for the long-term maintenance and operation of the stormwater management control features of the site.

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