

PLANNING REPORT

Planning and Zoning Commission

Thursday, June 18, 2026

Bright Road Reserve PUD Text Amendment 26-018AFDP

<https://dublinohiousa.gov/pzc/26-018/>

Case Summary

Address	4338 Bright Rd. and PID 273-011149
Proposal	Amended Final Development Plan with text modifications to allow for courtyard homes and reduced garage setbacks.
Request	Review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.055.
Zoning	PUD: Planned Unit Development District – Bright Road Reserve
Planning Recommendation	<u>Approval of the Amended Final Development Plan and Text Modifications with Conditions</u>
Next Steps	Upon approval of the AFDP, the applicant is eligible to apply for Building Permits.
Applicant	Curtis Echelberry, Advanced Civil Design
Case Manager	Rati Singh, Assoc. AIA, Planner II rsingh@dublin.on.us , (614) 410-4533

Community Planning and Development



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Site Location Map

26-018AFDP - Bright Road Reserve Text Amendment



Site Features

- 1 Existing asphalt entrance
- 2 Billingsley Creek
- 3 West wood



1. Request and Process

Request

The applicant is seeking approval of an Amended Final Development Plan with text modifications to allow for:

- Reduced setbacks for front and side-loaded garages
- A maximum of six courtyard garage configurations
- Single-story homes
- Attached outdoor living spaces within private open space

Process

Modifications to approved development texts in a PUD that exceed Staff's approving authority require review and approval of an Amended Final Development Plan (AFDP) by the Planning and Zoning Commission (PZC) per Code §153.053(G)(3).

1. *Concept Plan (CP) – PZC Consideration (non-binding feedback)*
2. *Preliminary Development Plan (PDP)/Rezoning – PZC Recommendation, City Council (CC) Determination*
3. *Final Development Plan (FDP) – PZC Determination*
4. *Amended Final Development Plan (AFDP) - PZC Determination*

2. Background

Site Summary

The 14.2-acre site is zoned Bright Road Reserve PUD and is located north of the intersection of Grandee Cliffs Drive and Bright Road. The eastern edge includes a steep, wooded ravine and a FEMA-identified detailed floodplain (Zone AE), with a floodway that follows Billingsley Creek and a branch tributary.

The site is bordered by single-family residential neighborhoods. Hopewell Elementary School is located across Bright Road to the southeast, while the Holder-Wright Earthworks and Ferris-Wright Park are to the southwest, also across Bright Road. It has a low traffic volume, especially after its connectivity to Riverside Drive was severed by the City in 2020.

Case History

June 2024 – Case 24-073CP

PZC reviewed and provided feedback on a Concept Plan for the site. Commission members expressed support for the proposal, finding it responsive to the natural features with the clustered layout. The members recommended adding connectivity to the surrounding area, designing open space as a focal point of the neighborhood and addressing residents' concerns.

February 2025 – Case 24-135Z-PDP/Case 24-151PP

PZC recommended approval to City Council of the proposed Rezoning/PDP/PP with 9 conditions. Applicant worked through the conditions except providing a continuous shared use path within Reserve A.

March 2025 – Ordinance 04-25

City Council approved an ordinance rezoning 14.12 acres to the Bright Road Reserve PUD while requiring subdivision sidewalks on both sides and a naturalized path for Reserve A. In response to Council concerns, maintenance of Reserves A and B was shifted from the City to the HOA, excluding city-retained stormwater and waterway functions.

May 2025 – Resolution 33-25

CC approved the Preliminary Plat, supported 4-foot sidewalks on both sides of the streets, and a compacted aggregate path to the stormwater basin. CC’s approval included a condition requiring the applicant to place easements outside of the Tree Preservation Zone.

October 2025 – Case 25-079FDP/25-081FP

PZC approved the FDP with 5 Text Modifications and 3 conditions and recommended to City Council approval of the Final Plat with one condition.

Approved Development Text Modifications

- 1) Reduced the minimum lot area requirement to 9,817 square feet.
- 2) Reduced the required tree preservation zone to 15 feet for Lots 5–10.
- 3) Established a 60-foot minimum rear setback for principal structures on Lots 1 and 2.
- 4) Established a 55-foot minimum rear setback for principal structures on Lots 5–10.
- 5) Approved minor revisions to the development text to improve clarity and consistency.

Final Development Plan Conditions

- 1) Coordinate with the City's Trail Plan implementation and install a pedestrian crossing when the future shared-use path is extended along the south side of Bright Road.
- 2) Continue working with Engineering to demonstrate compliance with City stormwater regulations, including revisions to the proposed major flood routing design, as required by Chapter 53 of the Dublin Code.
- 3) Correct any identified waterway deficiencies within Reserve B to the satisfaction of the City Engineer.

Final Plat Condition

- 1) Make any necessary minor technical revisions to the plat before submitting it to City Council for final acceptance.

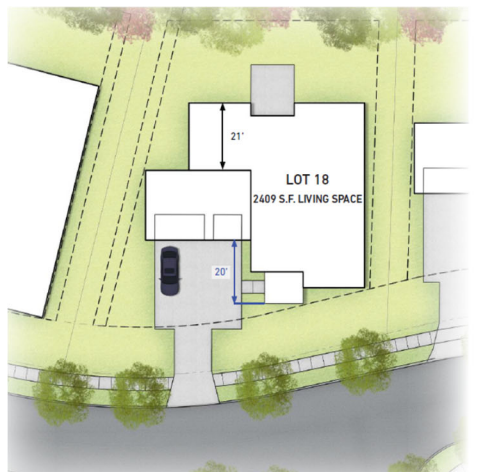
3. Project

Overview

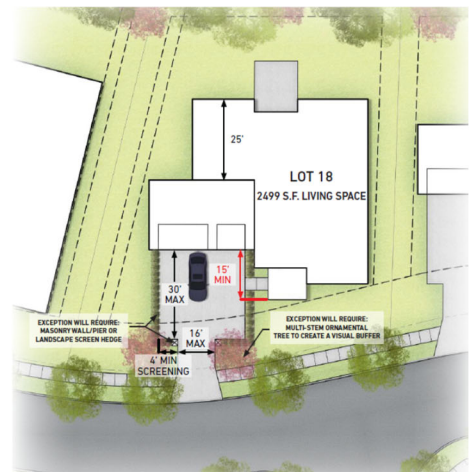
The applicant is proposing several modifications to the development text as outlined below.

Front Facing Garages

The current development text states that front-facing garages must be set back a minimum of 20 feet from the front façade. The applicant is requesting a setback reduction to 15-feet in order to achieve a desirable, functional space at the rear of the garage and optimize first-floor livable space.



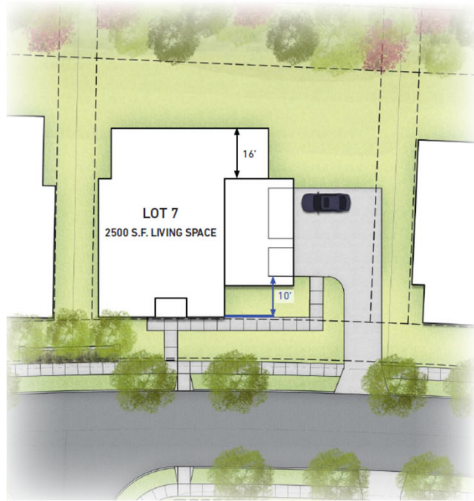
Current Development Text Requirement



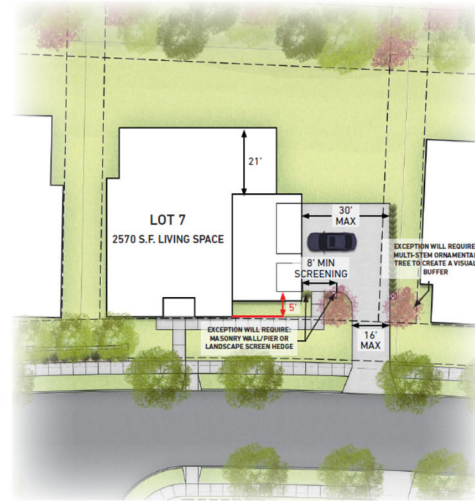
Proposed

Side Loaded Garages

The current text requires garage doors on side-loaded garages to be setback 10 feet from the front façade of the house. The applicant is requesting a setback reduction to 5 feet in order to achieve a desirable, functional space at the rear of the garage and optimize first-floor livable space.



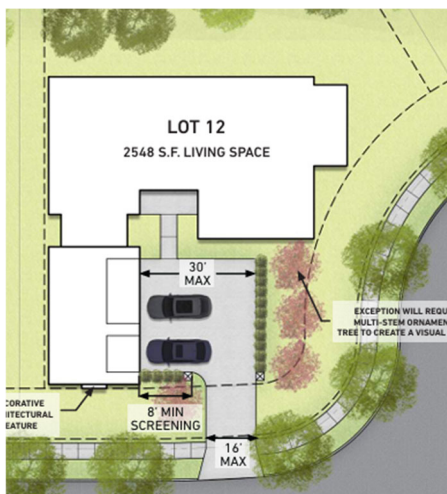
Current Development Text Requirement



Proposed

Courtyard Garage Option and Standards

The conceptual depictions of the representative architectural schemes did not originally include courtyard garages; it was anticipated the homes would utilize front or side-loaded garages with the main entrance situated closer to the street to achieve an intimate, pedestrian-oriented streetscape character and not dominated by garages and driveways. However, due to unique lot configurations and specific site challenges, the applicant proposes to permit courtyard-style garages under limited circumstances for a maximum of six homes.



Courtyard Garage



Anticipated location of homes with courtyard-style garage

To ensure courtyard garages do not negatively impact the streetscape and meet the intent of *Neighborhood Design Guidelines*, the applicant proposes new development standards for courtyard garage configurations. The new development standards limit the driveway width to a maximum of 16 feet into the auto-court area, with a maximum auto-court depth of 30 feet and a

maximum width of 28 feet for garage door openings.

Open Air Outdoor Living Structures

Because the development text is currently silent on attached open-air structures, the applicant is requesting to explicitly allow attached open-air outdoor living structures (within private open spaces), with the restriction that they may not be converted into a four-season room in the future.

Architectural Character

The Bright Road Reserve PUD text states that the development is intended to include 1.5- and 2-story single-family homes. To provide flexibility for custom homes, the applicant requests approval to allow single-story homes while maintaining the neighborhood's intended architectural character. To preserve that character, all single-story homes will be designed to appear as 1.5- to 2-story homes from the street.

Proposed Text Language

The applicant is proposing the following text modification that will address the above mentioned changes. The proposed new language is indicated in italics.

Section C (8) Architecture

Exterior Material and Elements: Garages

- Front-facing garages to be set back a minimum of 20' from the front façade of the residence. *Where less than 20' setbacks are proposed from the front façade to the garage façade, the use of architectural elements as visual extensions of the primary structure, architectural elements and/or landscape treatments that buffer views of auto parking areas in front of garages are required. In no case shall the setback be less than 15' from the front façade to the garage façade for front loaded garages.*

- Side loaded garage doors are to be set back 5' from the front façade.

- *Courtyard style garages are permitted to provide flexibility in siting homes on lots having unique configurations or site conditions. To ensure that the streetscape maintains consistent, intimate character, front entrances are prominently addressed and provide a high-quality entry experience. Courtyard garages are permitted on not more than 6 lots. Vehicles parked in courtyard are to be buffered, as stated above for Front-facing garages. Street-facing*

facades of courtyard style garages shall be articulated to provide visual interest along the streetscape and maintain a residential scale and mitigate visual impact of garage structures. This shall be achieved through the use of architectural elements or treatments consistent with the dwellings style including but not limited to, exterior cladding materials, windows, shutters, projecting bays, cross gables, and dormers. All architectural elements and landscape treatments will be privately maintained as enforced by the HOA. Street-facing views of auto court garage openings shall be screened by an architectural and/or landscape feature extending a minimum of 8'-0" perpendicular from the garage façade. Garage facades with direct exposure to the public right-of-way shall incorporate perimeter landscape elements to mitigate and buffer the street-side elevation.

- *All residences to include a maximum 16'-0" driveway threshold into the auto court area. The auto court area will be a 30'-0" maximum depth with a 28'-0" width at the garage doors.*

Section C (3) Lot Standards

- Private Open Spaces to include lawns, terraces, decks, patios, fireplaces, open air garden structures, *attached covered open air outdoor living structures (open on three sides, outdoor fireplace/chimney may be placed on one of the three open sides but shall not account for the entire side)*, swimming pools/decks/barriers, ornamental fountains, gardens and seating areas. *Attached covered open air outdoor living area may not be converted to a three- or four-season room in the future. Motorized screening may be allowed on the open-air structure.*
- Side yard setback minimum dimensions for either side of a lot are described with a total combined side yard setback no less than 14 *feet* per each lot. (Correcting a text error noting 14 inches instead of the intended 14 feet)

Section C (8) Architecture

General Character

The character of the development is to be *1.0 (design will give the appearance of a 1.5 or 2-story home)*, 1.5 and 2 story single-family, high-quality homes with 2 or 3 car garages with possible accessory structures that complement the quality of the surrounding homes in adjacent neighborhoods and will adhere to the City of Dublin Residential Appearance Standards and Neighborhood Design Guidelines, as applicable.

In addition, the applicant is requesting a Minor Text Modification to update the architectural firm record listed within the approved development text.

4. Plan Review

Minor Text Modification: Section 153.053(E)(2)(b)(4)(b)

Criteria

- 1) The Planning and Zoning Commission determines that, for this Planned District, the code compliance is not needed in order to ensure that the Planned District is consistent with the Community Plan and compatible with existing, approved, or planned adjacent development;
- 2) The Planning and Zoning Commission determines that the proposed modification does not significantly alter the list of permitted or conditional uses, cause an inappropriate increase in density or cause inconsistencies with the Community Plan;
- 3) The proposed modification results in a development of equivalent or higher quality than that which could be achieved through strict application of the requirement(s);
- 4) The principles of §153.052(B) are achieved; and
- 5) The development, as proposed on the final development plan, will have no adverse impact upon the surrounding properties or upon the health, safety or general welfare of the community.

Request	Review
To amend the Bright Road Reserve Development Text to allow single-story homes with a 1.5 or 2-story appearance, allow limited courtyard garage configurations with specific dimensions, establish standards for attached open-air outdoor structures, and reduce setbacks associated with front and side-loading garages.	<p>Criteria Met. The request meets the criteria given the following factors:</p> <ul style="list-style-type: none"> • The proposed use will not change. • Traffic volumes and parking demands are not affected. • The resulting development will be of equivalent, or higher, quality than originally approved. • The Code’s general development criteria are maintained: no uses are affected, no building or landscaping changes are proposed, and circulation and parking are unaffected.

- The text modifications will not adversely impacts on the surrounding properties.
- The courtyard garage option would address challenges that are unique to certain lots.

Amended Final Development Plan

Criteria	Review
1) The plan conforms in all pertinent respects to the approved Preliminary Development Plan.	Criterion Met: The proposal is consistent with the approved PDP. The requested text modifications address unique site constraints and challenging lot configurations. The proposed amendments provide necessary design flexibility to achieve higher-quality private open spaces and optimized building footprints while fully maintaining the architectural character.
2) Adequate provision is made for safe and efficient pedestrian and vehicular circulations within the site and to the adjacent property.	Not Applicable: The AFDP does not impact the proposed pedestrian and traffic circulation of the site.
3) The development has adequate public services and open spaces.	Not Applicable: The proposed modifications do not impact proposed public services or open space.
4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in the Code.	Criterion Met: The proposed modifications are intended to provide design flexibility on lots with challenging configurations and site constraints, allowing for an optimized and efficient use of the developable area. These amendments are strictly limited to the buildable footprints and will have no adverse impact on the natural features. The development continues to preserve and remain sensitive to all existing natural characteristics.
5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity.	Not Applicable: The proposed improvements do not impact the lighting of the site.

- 6) The proposed signs are coordinated within the PUD and with adjacent development. **Not Applicable:** No signs are proposed with this AFDP.
- 7) The landscape plan will adequately enhance the principle building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate. **Criterion Met:** The proposed text modifications incorporate specific landscaping and auto-court screening requirements to ensure that garage configurations are appropriately integrated to mitigate the appearance of the garage and maintain the intended character of the *Neighborhood Design Guidelines*.
- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in the Code and any other design criteria established by the City or any other government entity which may have jurisdiction over such matters. **Not Applicable:** No stormwater management changes are proposed.
- 9) the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage. **Not Applicable:** The proposed text modifications apply to the entire development text and do not introduce or alter any progressive stages. The subdivision will be built out continuously as individual custom homes are developed.
- 10) The City believes the project to be in compliance with all other local, state, and federal laws and regulations. **Criterion Met:** The proposed modifications in the AFDP are in compliance with all local, state, and federal laws and regulations.

Recommendation

Planning Recommendation: Approval of the following Text Modifications:

1. Front Facing Garages setback: 15 feet
2. Side Loaded Garages setback: 5 feet
3. Permit a maximum of six Courtyard Garages
4. Allow attached open-air outdoor living structures (within private open spaces)
5. Allow single-story homes

Planning Recommendation: Amended Final Development Plan with following conditions:

- 1) The applicant shall submit a clean, finalized copy of the updated development text incorporating

all approved modifications to Planning staff within 30 days of this approval.

- 2) With each building permit application submitted for a courtyard-style garage layout, the applicant shall submit an updated tracking log to ensure the configuration does not exceed the maximum of six permitted lots across the development.