PLANNING REPORT

Planning and Zoning Commission

Thursday, November 12, 2026

Monterey Village
26-064AFDP

https://dublinohiousa.gov/pzc/26-064/

Case Summary

Address	191 W Bridge St & 201 W. Bridge Street; PIDs: 273-000205, 273-000207, 273-000209, 273-000210, 273-000211, 273-000212, 273-000213, 273-000214, 273000215, 273-000216, 273-000217; and 48 Corbins Mill Drive
Location	Both sides of Monterey Drive, south of its intersection with W. Bridge Street; east side of Crobins Mill Drive, approximately 225' south of W. Bridge Street
Proposal	Construction of a mixed-use development on a ±7.0-acre site; site improvements on a ±0.86-acre site
Request	Review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.066
Zoning	BSD-HTN, Bridge Street District – Historic Transition Neighborhood BSD-C, Bridge Street District – Commercial
Planning Recommendation	Montery Village: Approval of an amended Parking Plan Approval of 3 Administrative Departures Approval of 14 Waivers Approval of the Amended Final Development Plan with Conditions 48 Corbins Mill Drive: Approval of 1 Administrative Departure Approval of 1 Waiver with Condition
Next Steps	Upon review and approval of the Amended Final Development Plan, the applicant may file applications for a Preliminary Plat and Final Plat
Applicant	The Wood Companies; City of Dublin
Case Manger	Bassem Bitar, AICP, Deputy Director of Planning (614) 410-4635 bbitar@dublin.oh.us

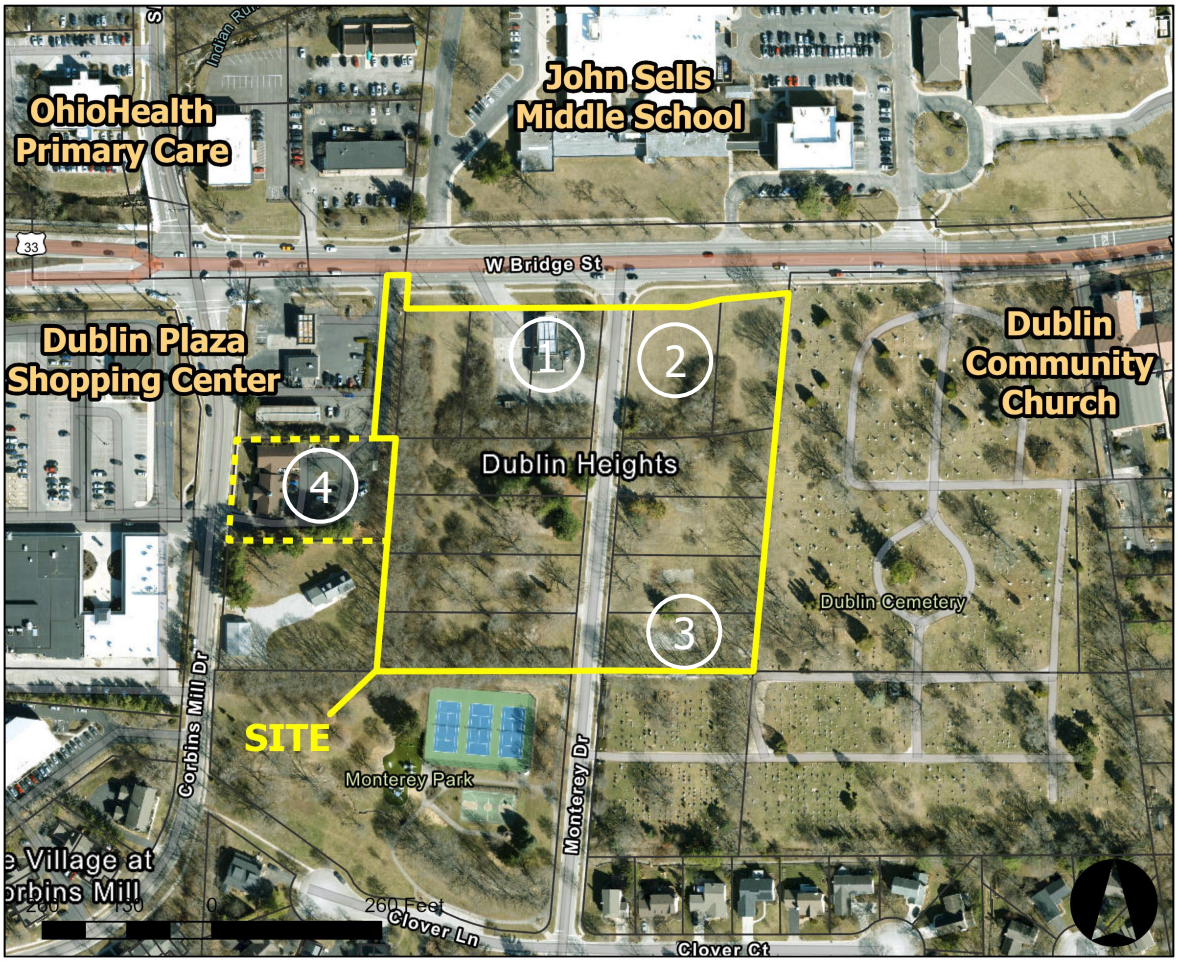
Site Location Map

26-064AFDP - Monterey Village

Site Features

1. Shell Gas Station
2. City-owned Parcel
3. Proposed Cemetery Expansion
4. 48 Corbins Mill Drive



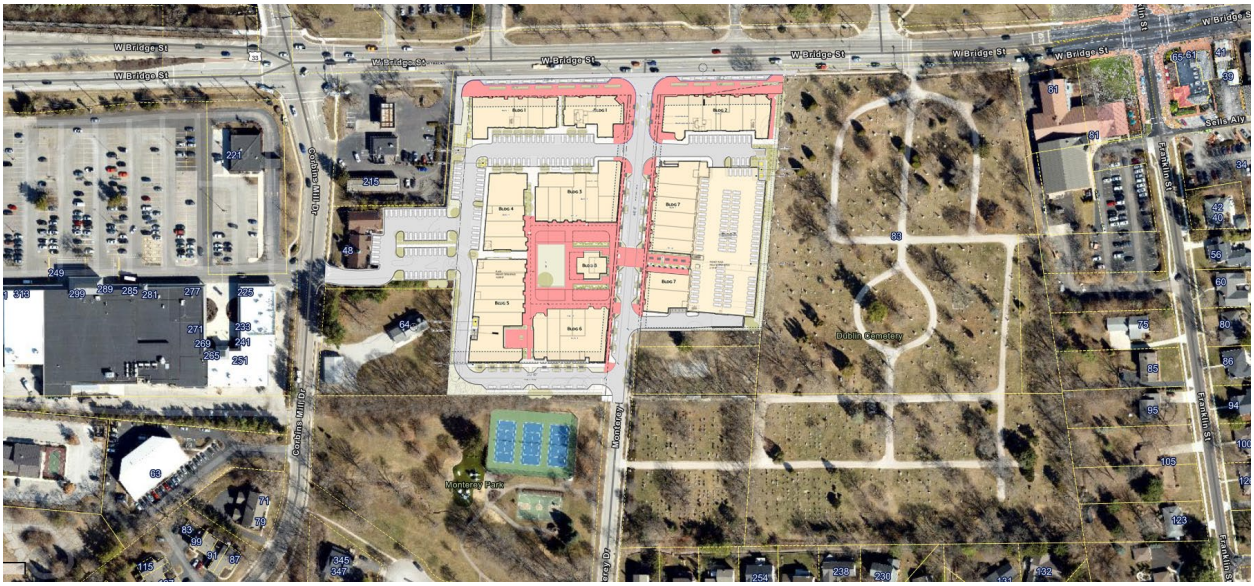


1. Request and Process

Request

The applicant is requesting review and approval of an Amended Final Development Plan for a previously approved mixed-use development consisting of approximately 144,000 square feet of retail, office, and eating and drinking space. The uses would be distributed among several buildings on the ±7-acre site. A "town square" is proposed on the west side of Monterey Drive, and a three-level parking structure is proposed on the east side of the site. The southeast corner of the site is proposed to be dedicated to the City for expansion of the adjacent Dublin Cemetery, and a new public street extending from Monterey Drive to the west property line is proposed to be constructed to accommodate future connectivity to Corbins Mill Drive.

The applicant is also proposing to make site improvements on the adjacent parcel at 48 Corbins Mill Drive to accommodate shared parking and access between the two sites.



Process

Development approval in the Bridge Street District is a three-step process. Modifications to an approved Final Development Plan (FDP) require approval of an Amended Final Development Plan (AFDP). The process is as follows:

1. *Concept Plan (CP) – Planning & Zoning Commission (PZC) Consideration (non-binding feedback)*
2. *Preliminary Development Plan (PDP) – PZC Determination*
3. *Final Development Plan (FDP) - PZC Determination*
4. *Amended Final Development Plan (AFDP) – PZC Determination*

The AFDP includes the consideration of any new Waivers or Administrative Departures not addressed with the FDP and any modifications to previously granted Waivers or Administrative Departures. All Waiver and Administrative Departure requests are required to meet the criteria listed in the Code, which are intended to address the unique site characteristics for each development in order to improve its quality and maintain alignment with the intent of the Bridge Street District.

Preliminary and Final Plats for the development will also be required and are subject to PZC review and recommendation, followed by final determination by City Council.

The applicant is planning to make improvements to the site at 48 Corbins Mill Drive. Section 153.062(B) of the Bridge Street Code allows improvements to existing buildings and sites even if they do not currently meet the applicable code standards. However, the improvements must not make the structure or site more non-conforming, unless Waivers or Administrative Departures are granted. This section also allows the required reviewing body to designate an existing structure as a specific building type upon finding that the structure is substantially similar in form and design to one of the permitted building types for the district in which the structure is located. The structure at 48 Corbins Mill Drive was previously interpreted as meeting the characteristics of the Commercial Center Building Type, which is permitted in the BSD-Commercial District where the site is located. In this case, the applicant is seeking approval of Waivers, which necessitates PZC consideration. All other building and site improvements could be reviewed and approved administratively.

2. Background

Site Summary

The ±7-acre site consists of 13 parcels along both sides of Monterey Drive, south of its intersection with W. Bridge Street. The individual parcels are owned by Dublin Development LLC, except for the parcel at the southeast corner of W. Bridge Street and Monterey Drive, which the City of Dublin owns. A Shell gas station and convenience store currently occupy the two parcels at the southwest corner of the intersection. The rest of the site is vacant, with a previous gas station located on the city-owned parcel and previous duplexes located on the southern parcels having been demolished in recent years. Several stands of mature trees are located on the site, especially along the east, west and south property lines and across the rear of the parcels that front on W. Bridge Street. A ±0.18-acre tract was added to the northwest corner of the proposed development site prior to the FDP approval. It is currently part of an L-shaped parcel located at 48 Corbins Mill Drive and is used to provide additional access to that parcel from W. Bridge Street through a joint curb cut with the adjacent Marathon Gas station. Unlike the rest of the development site, which is zoned BSD – HTN, Historic Transition Neighborhood, this parcel is zoned BSD – C, Commercial. The remainder of that parcel is approximately 0.68 acres in area and will remain as a separate tract.

The Dublin Cemetery borders the site to the east and extends along a portion of the south property line. Monterey Park is located south of the site, west of Monterey Drive. To the west of the site are the Marathon gas station, a former home goods store at 48 Crobins Mill Drive, and a single-family residence at 64 Corbins Mill Drive. Sells Middle School is located across W. Bridge Street to the north.

Case History

June 2025 – Case 25-043CP

PZC reviewed and provided non-binding feedback on a Concept Plan proposed by the Wood Companies for a commercial development consisting of approximately 93,900 square feet of retail and eating and drinking space distributed among several 1-2-story buildings arranged in an urban pattern with a central square. The proposal included a two-level parking structure on the east side of the site with the first level at grade and the second level extending over the

first-floor commercial space. Service drives were proposed to provide access to the parking structure as well as several surface parking spaces, including ones surrounding the central square. A drive at the southwest corner of the site was designed with the possibility of future conversion to a public street to connect to Corbins Mill Drive. On-street parking was proposed along both Monterey Drive and W. Bridge Street.

The Commission was generally supportive of the project including the layout and open space. Members were also appreciative of the applicant's communication with the neighbors. There were concerns raised about the lack of mix of uses with suggestions for incorporating some residential and/or office uses. Concerns were also voiced about traffic and the need for an additional access point to the west, but the Commission was not supportive of taking away park space to accommodate that access. Some suggestions included additional height on the buildings along W. Bridge Street and a pedestrianway through the building on the west side to break up its mass.

February 2026 – Case 25-093PDP

PZC reviewed a Preliminary Development Plan for the project, which was generally consistent with the Concept Plan but introduced office to the proposed mix of uses, expanded the structured parking to 3-levels, and added a traffic signal at the Monterey Drive/West Bridge Street intersection. The proposal included approximately 140,000 square feet of retail, office, and eating and drinking space. The Commission voted to approve the PDP with 11 conditions. While Waivers were discussed at that time, consideration was deferred to the FDP stage when more details could be provided.

July 2026 – Case 26-028FDP

PZC reviewed a Final Development Plan for the project, which maintained the character of the PDP but included various refinements to address comments previously raised by PZC and staff. These included the aforementioned incorporation of part of the adjacent parcel, the elimination of parking near the adjacent residential property to the west, increase in the size of the town square, and others. The proposal included 146,000 square feet of retail, office, and eating and drinking space. A Parking Plan was also provided, which included a shared parking agreement with the remainder of the parcel at 48 Corbins Mill Drive as well as a vehicular connection to Crobins Mill Drive through that parcel. PZC approved the Parking Plan along with 2 Administrative Departures, 14 Waivers, and 14 conditions. These are outlined below, with updates in green *italics* where applicable.

Parking Plan: *A modified Parking Plan is being proposed as part of the AFDP to accommodate some changes in the distribution of uses within the buildings.*

Administrative Departures:
HISTORIC MIXED USE BUILDING TYPE

1. **Section 153.062(O)(9)(a)(2) Impervious Lot Coverage** to allow 90% lot coverage for Block 1 where a maximum of 85% is permitted.
2. **Section 153.062(O)(9)(d)(3) Mid-building Pedestrianway** to allow a building length of 161' for the western part of Building 1 where a maximum of 150' is permitted.

Waivers:

LOTS AND BLOCKS

1. **Section 153.060(C)(2)(a) Maximum Block Size** to allow a future lot length of ±542 feet and a block perimeter of ±2,112 feet for Block 1, and a block length of ±964 feet (to Clover Court) with an incomplete perimeter for Block 2 where a maximum block length of 300' and the maximum block perimeter of 1,000' are permitted.

HISTORIC MIXED USE BUILDING TYPE

2. **Section 153.062(O)(9)(a)(1) Corner Side Required Building Zone (RBZ)** to allow Building 4 to be located outside the required RBZ.
3. **Section 153.062(O)(9)(a)(3) Parking Location** to allow parking along the sides of Buildings 3 and 4 where parking is only allowed at the rear of buildings.
4. **Section 153.062(O)(9)(b) Minimum Building Height** to allow each of Buildings 3, 4, 5, 6, and 8 and the western bay of Building 2 to be one story in height where a minimum of 1.5 stories is permitted.
5. **Section 153.062(O)(9)(b) Maximum Ground Story Height** to allow a ground story height of 16' for Buildings 1, 2, and 7; ±24'-8" for Building 3; ±28-10" for Building 4; ±28' for Building 5; and ±24'-4" for Building 6 where a maximum of 12' is permitted. *Heights have been revised. New Waiver with updated numbers addressed below with AFDP.*
6. **153.062(O)(9)(b) Maximum Upper Story Height** to allow an upper story height of ±16'-8" for Building 7 where a maximum of 12' is permitted. *Heights have been revised. New Waiver with updated number addressed below with AFDP.*
7. **153.062(O)(9)(d)(6) Roof Types** to allow flat/parapet roofs on parts of Buildings 3, 4, 5, 6, and 7 and mansard roofs (with no dormers or cross gables) on parts of Buildings 3 and 7 where a pitched roof is required unless permitted with approval.
8. **153.062(O)(9)(d)(5) Façade Materials** to allow the use of fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles as primary building materials where permitted primary materials are stone, brick and wood siding. *Additional primary building materials are requested. New Waiver with added materials addressed below with AFDP.*
9. **153.062(O)(9)(d)(3) Mid-Building Pedestrianways** to allow exclusion of mid-building pedestrianways for Building 2 (200' in length), Building 5 (193 feet in length), and Building 7 (172 feet in length) where they are required for buildings great than 150' in length.

BUILDING TYPES

10. **153.062(E)(3)(c) Roof Materials** to allow Spanish (clay) roof tiles at Building 7 where cedar shake, slate or metal are required.

PARKING STRUCTURE BUILDING TYPE

11. **153.062(O)(11)(a)(2) Impervious Lot Coverage** to allow 90% lot coverage in Block 2 where a maximum of 80% is permitted. *Impervious lot coverage has slightly increased. New Waiver addressed below with AFDP.*

OPEN SPACE TYPES

12. **153.064(G)(1)(a) Maximum Size** to allow a 2,100 square foot Pocket Plaza on the east side of Monterey Drive where the maximum size permitted is 1,200 square feet.

SITE DEVELOPMENT STANDARDS

13. **153.065(B)(7)(c)(1) Required Loading Spaces** to allow a single on-street loading space where 2 are required.
14. **153.065(D)(5)(c) Surface Parking and Circulation Area Landscaping** to allow tree grates/deciduous trees to fulfill this requirement for the parking area south of Building 1 where options include landscape islands with a maximum run of 12 parking spaces, interior tree lawn, or consolidated island.

FDP Conditions of Approval:

1. That the necessary right-of-way at the north end of the added tract be dedicated to the City. *Addressed in a note in the updated application materials.*
2. That the streetscape details of all public streets, including intersection widths and radii, loading zone parameters, and transitions to existing street conditions be coordinated with the City. *Still applies.*
3. That modifications be made to the design of the surface parking south of Building 2 and/or to the entrances on the south elevation of that building to allow for proper pedestrian circulation in that area per the intent of the Bridge Street District and the Historic Transition Neighborhood. *Addressed.*
4. That an intuitive pedestrian path be provided between the development site and Corbins Mill Drive through the shared parking area on the parcel to the west. *Addressed.*
5. That bicycle parking be incorporated in the open space areas and/or in locations visible from the open spaces and the buildings' front doors. *Still applies.*
6. That 2-3 electric car charging points be incorporated. *Still applies.*
7. That connectivity to the Dublin Cemetery to the east and Monterey Park to the south be provided with locations to be coordinated with the City. *Partially addressed.*
8. That the applicable tree replacement requirements be addressed at the Building and Site Permit stage. *Still applies.*
9. That Building 7, including the parking structure, be shifted two feet to the west to maximize protection of the exiting trees along the east property line. *Staff recommends removal of this condition as detailed in the AFDP discussion below.*
10. That the applicant coordinate with the City and the Dublin Arts Council to create an appropriate buffer from the cemetery expansion site without encroaching unto that site. *Still applies; coordination with Dublin Arts Council ongoing.*
11. That the landscape plan be updated to meet all applicable requirements and provide appropriate buffering. *Updates provided as detailed in the AFDP discussion below.*
12. That the applicant continue to work with City staff on refining the architectural details, including the parking structure, and submit an Amended Final Development Plan for review and approval of the remaining architectural development standards and any other site or landscaping updates. *Updates provided as detailed in the AFDP discussion below.*
13. That a photometric plan and light fixture cut sheets be provided at the Building Permit stage to verify compliance with all applicable requirements. *Still applies*
14. That the applicant continue to work with the City Engineering staff on all utility and site-related issues, including the design and configuration of the stormwater detention needed for the site for both public and private improvements to properly account for known capacity concerns in the existing storm sewer system. *Still applies.*

Neighborhood Engagement

The applicant met with the Waterford Homeowners Association leadership and held a neighborhood meeting to introduce the project on May 22, 2025. The HOA leadership shared that a majority of attendees were generally supportive of the proposal, especially since it does not include multi-story or high-density residential. However, they expressed concerns about cut-through business traffic into the neighborhood, noting that they felt the project would not work without a traffic signal at the intersection of Monterey Drive and W. Bridge Street. The applicant has since maintained communication with the neighborhood, including another meeting with its leadership on October 29. The applicant has also spoken multiple times with the owner of the residential property directly west of the development site to discuss any concerns or specific buffering needs. The FDP plans included some fencing and landscaping that were requested, by that property owner, and the current plans also note that the existing fence along the south side of 48 Corbins Mill Drive would be replaced.

3. City Plans and Policies

Envision Dublin Community Plan

The Community Plan is a key policy document used to guide decision-making regarding the future of Dublin's natural and built environment. It assists in evaluating development proposals and helps ensure that proposed development supports the community's long-term objectives.

Future Land Use

The Future Land Use (FLU) designation for this site is Mixed Use Village, which is intended to be a small-scale, pedestrian-oriented district developed with respect to the historic building context and character. The principal uses include office, retail, commercial, civic buildings, and single-family residential. Supporting uses include multi-family residential. Building height ranges from 1 to 3 stories, with massing and scale that are compatible with nearby historic structures.

Bridge Street District Special Area Plan

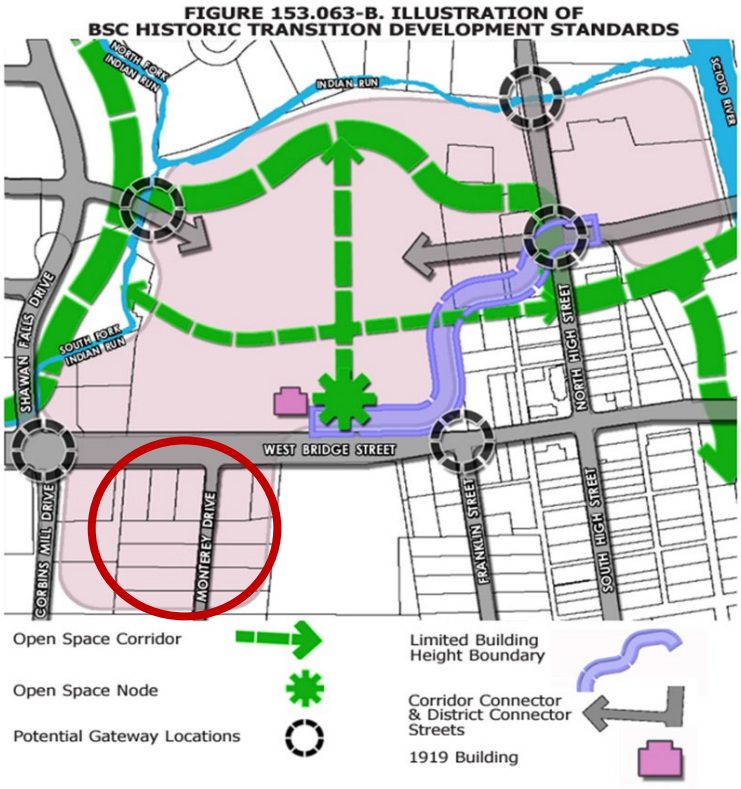
While the future land use plan ensures compatible and coordinated growth throughout Dublin, in key areas of the city where substantial development or redevelopment activity is likely, special area plans provide an illustrative framework for additional development design guidance. The plans are general guides and are not necessarily to be interpreted or applied literally.

The subject site is located within the Bridge Street District Special Area Plan and identified as a key site. The plan notes that it offers an opportunity to transition from the activity along W. Bridge Street to the quaintness of the Waterford Village neighborhood. It recommends that development on the site should include vertical, mixed-use buildings along W. Bridge Street at a height of two to three stories. South of the frontage, multi-family residential uses, such as townhomes, are noted as appropriate transitional uses to Monterey Park and the neighborhood. The plan also contemplates additional street connections for future development along Corbins Mill Drive.



Bridge Street District

The Bridge Street District (BSD) Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces is important to fulfill 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.



Neighborhood Standards

The site is zoned BSD-HTN, Historic Transition Neighborhood District. This district complements the HD-HC, Historic Core district by accommodating a variety of building types within a finer-grained street and block network. It also accommodates uses similar to those in the Historic Core district. Development allows an extension of the walkable mixed-use character of the Historic Core district on the larger parcels within this district. The district is subject to the specific neighborhood standards defined in the City Code. These requirements establish open space patterns and location requirements for building types, provide additional residential opportunities, and extend the small-scale commercial activities of the Historic Core district.

The site at 48 Corbins Mill Drive is zoned BSD-C, Commercial District. This district applies generally to existing retail centers and other low-rise commercial uses, including single-use freestanding retail buildings. Properties initially zoned into this district may be eligible for rezoning to other surrounding BSD zoning districts when future redevelopment to higher densities is desired. Based on the plans for this area, this site is expected to be rezoned to BSD-HTN in the future. No neighborhood standards apply specifically to the BSD-C district.

Street Network, Lots, and Blocks

The Code provides a hierarchy of requirements for establishing a gridded street network. The Street Network Map, part of the Thoroughfare Plan, identifies three families of streets: 1) Corridor Connectors, 2) District Connectors, and 3) Neighborhood Streets. Several streets are also listed as Principal Frontage Streets, which carry additional requirements.

The site currently has access via W. Bridge Street (a Corridor Connector/ Principal Frontage Street) and Monterey Drive (a Neighborhood Street). Principal Frontage Streets (PFS) are designated to ensure a continuous, pedestrian-oriented block. Development along a PFS should

include front-facing building facades and limited conflicts between pedestrian and vehicular traffic. Driveways are not permitted along a PFS without City evaluation and approval.

4. Project

The proposal continues to include several 1-2 story buildings arranged in a traditional walkable urban pattern with a central square. Since the FDP review, the applicant has made various refinements to the buildings' architecture as well as the site grading, landscaping and parking. Given that the overall project details are consistent with the approved FDP, the discussion below will focus only on the updates. The previous (FDP) Planning Report is posted along with the current application materials for reference.

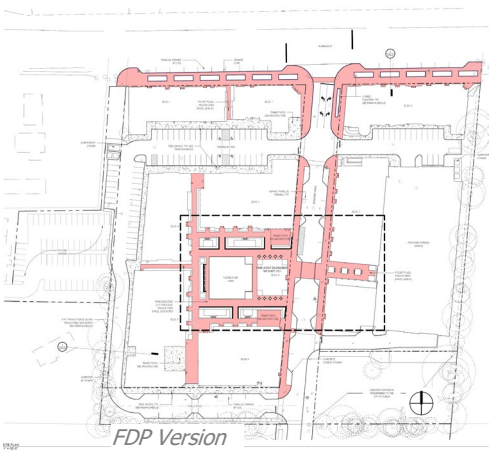
Use

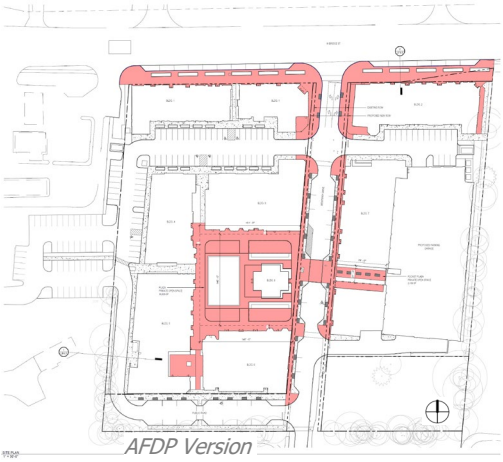
The applicant continues to propose a mixture of retail, eating and drinking, and office uses, all of which are permitted within the BSD-HTN district. However, in order to maintain maximum leasing flexibility (especially as it relates to parking requirements as further discussed below), the square footage assigned to each use has changed. As such, the development is now proposed to include ±60,600 SF of retail (previously shown at ±67,500 SF), ±55,500 SF of drinking and eating space (previously ±34,500 SF), and ±28,000 SF of second-floor office (previously ±39,000 SF). The upper floors of Buildings 1 and 2 (which front on W. Bridge Street) are still dedicated to office use, but the second floor of Building 7 (attached to parking structure) now contemplates uses other than office. The applicant has made it clear that this is a conservative approach and that some of the space within the development might still be leased for additional office and/or retail uses.

Streets

Consistent with the FDP, the proposed development would include improvements to W. Bridge Street and Monterey Drive as well as the construction of a new Neighborhood Street extending from Monterey Drive to the west property line. A new traffic signal would be installed at the intersection of W. Bridge Street and Monterey Drive. Since the FDP approval, the applicant (in coordination with the City) has revised the grading plan in an effort to make the development more walkable. This includes raising the grade of Monterey Drive near the center of the site by approximately 2 feet, which allows for a raised crosswalk connecting the parking structure's passageway (Pocket Plaza) on the east side of the street to the town square on the west side.

The streetscape treatment along Monterey Drive has also been updated to include 12'-wide sidewalks consisting of brick pavers and a concrete strip containing tree grates along the curb. The previous version included brick sidewalks with trees in grassy curb extensions on either side of the on-street parking spaces.


FDP Version


AFDP Version

The updated streetscape plan with the tree grates is more consistent with the new standard for the adjacent Historic District. However, to better maintain that consistency, staff recommends that brick pavers be utilized across the entire width of the sidewalk (i.e. eliminating the concrete strip). Staff also recommends that brick pavers be used for all crosswalks to enhance their visibility. As noted at FDP, the transition in sidewalk pattern and pavement width from the development's frontage to the rest of Monterey Drive to the south will need to be finalized in coordination with the City.

Site Layout

The overall site layout is consistent with the FDP version, but the applicant is proposing a few modifications as noted below.

Required Building Zone (RBZ)

As noted at FDP, the Monterey Drive frontage is considered the corner side property line, which carries an RBZ of 0'-10' for the Historic Mixed Use Building Type. The applicant is now proposing to further highlight the town square by slightly shifting the location of the building at within it (Building 8) back from Monterey Drive. This helps improve pedestrian circulation near the raised crosswalk and provides additional gathering space at the central entrance to the square. The front façade would be 11'-1" from the right-of-way line at its southern end, and 13'-8" from that line at the northern end. This requires a Waiver, which is supported by staff.

Lot Coverage

The maximum impervious lot coverage for the Parking Structure Building Type, which applies to the east side of Monterey Drive (Block 2) is 80%. A Waiver was granted at FDP to allow 90% lot coverage. Since then, the applicant has made slight modifications, including the addition of pedestrian connections to the adjacent cemetery and the W. Bridge Street sidewalk as requested by the Planning and Zoning Commission. This has resulted in an increase in the impervious lot coverage to 91%, thus requiring a new Waiver. Staff continues to support the Waiver, especially given the adjacency to open space (cemetery) and the orientation of the development around a central open space, which includes a 3,800 SF lawn.

Parking

Location

The applicant continues to propose a combination of structured, on-street, and on-site surface parking. The FDP report noted that the parking spaces south of Building 2 were in very close proximity to that building, rendering parts of the walkway inaccessible. Accordingly, the FDP approval included a condition that modifications be made at that location to allow for proper circulation. The applicant has made the adjustments, and the AFDP version includes walkway measurements verifying that adequate width is achieved.

Number

A Parking Plan was approved at FDP. It included the proposed structured, on-street, and on-site parking along with a shared parking agreement with the parcel at 48 Corbins Mill Drive. It also reflected code-permitted reductions associated with transit proximity, shared parking calculations, and other parking reductions per section 153.065(B)(2)(b)1 through 5. Based on those figures, the total number of required parking spaces (including those associated with the existing structure at 48 Corbins Mill Drive) was 473. The total number proposed on both sites

was 476. Both staff and Commission members acknowledged at that time that the number of actual spaces provided might be less depending on final roadway and site design details.

The minimum number of required parking spaces per the BSD code is based on use (3 per 1000 SF for retail; 10 per 1000 SF for eating and drinking; and 2.5 per 1000 SF for office). Based on the change in the square footage assigned to each use, the number of required parking spaces (after the permitted reductions) is now 575, while the total number of provided parking spaces across both sites is 472. The BSD code authorizes the Planning and Zoning Commission to approve a parking plan with fewer parking spaces based on a demonstration of parking need as outlined in section 153.065(B)(2)(b)6. The applicant has submitted an amended parking plan addressing the code criteria, including a demonstration of parking need. As noted above and in the plan, the square footage assignment is conservative and intentionally assigns the highest potential number of required spaces. The acquisition of the parcel at 48 Corbins Mill Drive and the inclusion of a traffic signal at the intersection of Monterey Drive and W. Bridge Street allow for better distribution of traffic. In addition, the mixture of uses within the development also allows for divergent peak demand for each use, thus mitigating some of the parking needs.

Staff is satisfied with the demonstration of parking need especially given the proximity of the Historic District and the adjacent residential neighborhoods. The ongoing planning effort to improve walkability along W. Bridge Street also factors into staff's evaluation. For those reasons, staff is supportive of the amended parking plan.

As noted at FDP, the use of shared parking with the adjacent parcel triggers a code requirement for pedestrian connectivity between the sites. The applicant has updated the plan to include this connectivity as further discussed below.

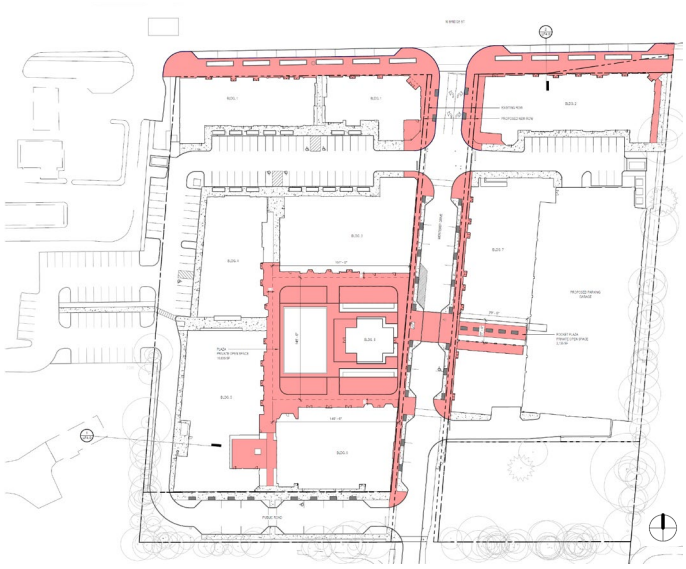
Bicycle Parking
The BSD code requires one bicycle parking space for every ten required vehicle parking spaces for commercial uses. Based on the updated parking numbers, 58 bicycle parking spaces are required. The plans submitted by the applicant include a total of 48 spaces, including 32 on the first level of the parking structure. The rest are shown along the W. Bridge Street frontage and off of the new east-west street at the southwest corner of the development. Staff recommends adding bicycle parking spaces around the plazas and in other more visible locations. This is addressed through a recommended condition of approval.

Electric Car Charging Points
The BSD code strongly encourages providing at least one electric plug-in service point for every 200 parking spaces. An FDP condition of approval was that at least 2-3 electric car charging points be included. The applicant's narrative indicates that 3 charging points will be provided on the top level of the parking structure. This will be reviewed at the permitting stage.

Stormwater and Utilities

The applicant is proposing underground stormwater chambers to address the applicable requirements. Details will need to be finalized for both public and private improvements to the satisfaction of the City Engineer to properly account for known capacity concerns in the existing storm sewer system. Other Engineering comments have also been provided to the applicant at both the FDP and AFDP stages and will need to be addressed at the Site Permit stage. These and other related items are addressed through proposed conditions of approval.

Open Space



The open space plan presented at the FDP stage included planting beds defined by stacked stone walls within the central Plaza (town square). The walls were needed due to varying grades. The updated grading plan noted above has allowed for more uniform grades across the town square, thus eliminating the need for the walls and maximizing the usability of the space. As now proposed, the square would still include a 3,800 SF open lawn directly west of Building 8, along with landscaped beds to the north and south of the building. Fenced-in private tenant patios are proposed north, west and south of the building, while open public seating is proposed north and south of the lawn. Both the private patios and public seating areas are proposed to be paved with brick pavers with openings for trees. The total space open to the general public within the Plaza is approximately 16,600 SF, well exceeding the minimum required area of 0.25 acres (10,890 SF).

A Pocket Plaza continues to be proposed on the east side of Monterey Drive in the area leading to the pedestrian entrance to the parking structure. At approximately 2,100 SF in size, it exceeds the maximum permitted area of 1,200 SF, but a Waiver to accommodate it was granted at FDP.

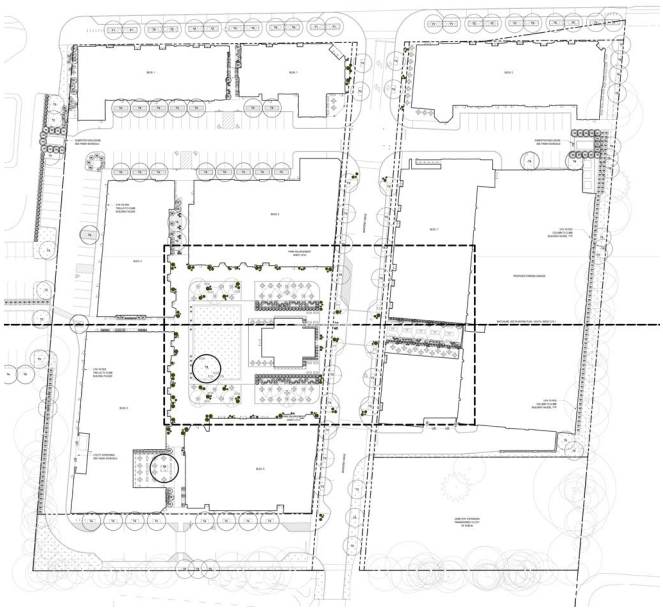
The BSD Neighborhood Transition District requires connectivity to existing or planned bicycle or pedestrian paths or other open space types. The pedestrian pathways between buildings help address that provision. As approved at the FDP stage, all those pathways were shown with brick paver pavement. Most are now shown in concrete. Staff notes that the paver treatment added a more welcoming character that helped better connect the open spaces. The applicant is requesting approval of both options with the intent of using pavers if feasible.

As noted above, pedestrian connectivity to the cemetery and the W. Bridge Street sidewalk is now shown south and east of Building 2, thus addressing one of the previous conditions of approval. The plan also shows connectivity to Monterey Park to the south, although the specific location should be coordinated with the City.

Landscaping

Perimeter Buffering

The BSD code requires perimeter landscape buffering when a development in any BSD zone abuts property in a non-BSD zone, or when a non-residential development is adjacent to a parcel containing only single family detached building types. In this case, the cemetery to the east of the site is zoned Historic Public, so a buffer with a minimum width of 15 feet is required. In addition to the existing trees along the east property line, the applicant is proposing to plant junipers and Boston Ivey along the side of the parking structure. At FDP, staff recommended that the parking structure's setback be increased from 15 feet to 17 feet to reduce the impact



on the large trees near the property line. The applicant has since retained an arborist who carefully studied the existing conditions and noted that, with the proper measures, the trees could be retained while allowing the structure to be within 15 feet of the property line. After further evaluating the impact of shifting the structure on the integrity of the Monterey Drive streetscape, staff is no longer recommending an increased buffer as long at the proper tree protection measures are taken. It should be noted, however, that the west side of the tree canopy would have to be trimmed back to accommodate the structure.

As recommended at the FDP stage, the applicant has been in communication with the Dublin Arts Council to explore an appropriate treatment along the south side of the parking structure's drive and entry ramp to help buffer the future cemetery expansion site. This treatment should extend to also screen the dumpster enclosure along the south side of Building 7.

Based on an agreement with the adjacent residential property owner to the west, the applicant is still proposing a 6-foot-high cedar fence, preservation of as many trees as possible, supplemental shrubs between the fence and circulation drive, and an allowance for additional plantings on the neighbor's property. The supplemental shrubs were missing at the FDP stage but have now been added. A hedge row and other plantings have also bee added to the northern portion of the west property line as previously recommended.

As note at FDP, the western section of the site includes a tract that will be split from the parcel at 48 Corbins Mill Drive. This tract currently includes an access drive that shares a curb cut with the gas station to the west. Staff recommends that some of the pavement immediately south of the curb cut be removed and the alignment of the access to the gas station be refined if possible (pending clarification of the provisions of an existing easement). This should be addressed at the Site Permit stage. The reduction in pavement would allow for enhanced landscaping/buffering in that area.

Site and Parking Landscaping

The BSD code requires a minimum of 5% of the interior parking area to be landscaped and provides three options for achieving this landscaping. These include landscape islands with a maximum run of 12 parking spaces, interior tree lawn, or consolidated island. Minimum dimensions for each are provided in Section 153.065(D)(5)(c). Since the parking area south of Building 1 is bordered by larger sidewalks with tree grates/deciduous trees, a Waiver was granted at FDP to accommodate this treatment as an added option. The applicant has since added an island with a tree west of Building 4, thus addressing the code requirement on the west side of the development. However, the parking south of Building 2 still includes a run of 13 parking spaces with no landscape islands. Given the trees proposed on the south side of the

parking aisle, staff is supportive of an Administrative Departure to accommodate the proposed parking.

A notable change from the landscape plan presented at FDP is that the applicant is now proposing to use planters around the entire site (mostly in lieu of foundation plantings). They would vary in diameter from 12" to 48" and in height from 15" to 42". They would be planted with seasonal annuals, select perennials, shrubs, and ornamental trees. Specific details will be required at the permit stage to ensure compliance with code requirements.

Another notable change is the proposed use of larger caliper trees (4" and 5") within the town square. An 8" Bloodgood London Planetree is also proposed in the lawn west of Building 8.

Code requires one street tree per 40 linear feet of street frontage. This equates to a minimum of 21 trees along Monterey Drive. Only 18 were proposed at the FDP stage, but the updated streetscape plan now accommodates 26 street trees.

Building Type

Consistent with the FDP, all buildings are proposed to utilize the Historic Mixed Use (HMU) Building Type except for the parking garage, which falls under the Parking Structure Building Type. Since the FDP approval, the applicant has made significant refinements to the architectural details of all buildings. The massing and articulation of the south facades of Buildings 1 and 2 have also been refined, while the style and character of Building 6 has been significantly updated to better address Monterey Drive, the town square, the new east-west street, and the pedestrian passageway to the west. Staff is satisfied with the updated architecture with a few notes as outlined in the discussion below.



Building 6 - FDP Version



Building 6 - AFDP Version

Floor Height

The minimum and maximum permitted ground story heights for the HMU Building Type are 10' and 12', respectively. Several Waivers from the maximum height were granted at FDP as it was determined that appropriate pedestrian-scale elements were incorporated into the design. However, the updated site grading and architectural design refinements have altered the previously approved figures as outlined in the updated table below. As such, new Waivers are required. It should be noted that, with the exception of Buildings 1, 2 and 7, all other buildings are considered one-story structures even though they are designed to replicate two-story buildings. This is reflected in the ground story height in the table. The data provided in the application materials (Sheet GF5.0) also includes an additional breakdown of story height in case an occupant of a building or portion thereof constructs a mezzanine. Since several buildings include bays of varying heights, the numbers below reflect the maximum floor height in each building.

Building	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Ground Story 10′ min - 12′ max	18′-8″*	16′-11″*	29′-7″*	29′-5″*	28′*	30′-5″*	16′-3″*	13′-5″*
Upper Story 9′ min – 12′ max	11′-7″*	13′-5″*	None	None	None	None	17′-9″*	None

* Waiver required

Parapet Height

Section 153.062(D)(1)(a)2 of the Bridge Street Code states that parapets shall be high enough to screen the roof and any roof appurtenances from view from the street(s) and any adjacent building of similar height or lower, provided that parapets shall be no less than two feet and no more than six feet high. Portions of the parapets at several buildings are less than 2 feet in height as follows: Building 3: 1′-10″; Building 4: 5″; Building 5: 1′-4″; Building 6: 8″; Building 7: 1′-3″. The reduced height occurs at the high points of roofs sloped for drainage, while the parapets otherwise meet the minimum at the low points. Waivers are requested to maintain the façade proportions and articulation. Rooftop equipment screening would be maintained, including placement at lower roof areas where needed to keep the equipment concealed. For those reasons, staff is supportive of the Waivers.

Primary and Secondary Materials

The permitted primary exterior cladding materials for the HMU Building Type are brick, stone and wood siding. A Waiver was granted at FDP to also allow the use of fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles as primary materials. Section 153.062(E)(1)(a) of the Bridge Street Code requires a minimum of 80% of each façade visible from a street or adjacent property, exclusive of windows and doors, to be constructed of permitted primary materials. It states that other facades shall use a combination of permitted primary and secondary materials as determined by the required reviewing body. Unlike many other building types, HMU does not include glass as a primary building material. Also, storefronts and curtain walls have been interpreted in the past as being different from windows and doors. Given the amount of proposed storefront glass (most significantly at Building 8) most buildings would fall short of meeting the required percentage. For that reason, the applicant is seeking a Waiver to add glass as a primary material. This is supported by staff given the intended character of the development.

At FDP, it was also noted that the applicant was proposing the use of concrete block from Spec-Brik (which resembles a larger brick module) in a gray color blend as a primary material on parts of the west facades of Buildings 4 and 5. Staff indicated at that time that a Waiver for this material would be supported if verification of color retention longevity is provided. The applicant has since provided examples of the use and longevity of the material and color in other Central Ohio locations (further information will be provided at the meeting). Accordingly, staff recommends approval of a Waiver to allow the use of Spec-Brik as a primary material.

For the Parking Structure Building Type, brick, stone and glass are listed as permitted primary materials. The applicant is requesting a Waiver to allow the use Spec-Brik in an orange/brown color blend as the primary building material, which is supported by staff.

Section 153.062(E)(1)(b) requires at least a second primary material for facades over 1,000 SF exclusive of windows and doors. The parking structure and portions of the west facades of Buildings 4, 5, and 6 each consist of a single primary material exceeding 1,000 square feet. Staff is supportive of Waivers for the three HMU buildings given the proposed façade articulations, the use of plant-supporting trellises, and the secondary nature of the respective walls. However, staff recommends the reintroduction of stone accents to the parking structure as noted later in this report.

Façade Transparency
The minimum street façade transparency for the HMU Building Type is 40% on the ground story (storefronts) and 20% on upper stories (windows). For non-street façades, the minimum transparency is 15%. The applicant is seeking Waivers/Administrative Departures from these requirements for Buildings 4, 5, and 6 as follows: Building 4 - south and west elevations (non-street): 5.5% and 2.9%, respectively; Building 5 – north and west elevations (non-street): 13% and 0%, respectively, and south elevation (street): 37%; Building 6 – west elevation (non-street): 13.7%. While visible, most of these elevations are secondary. The architectural articulation, trellises, faux windows, public art opportunities and similar features help mitigate the lack of transparency on otherwise highly accessible buildings. These articulations are strategically located on parts of the facades that would be most visible to pedestrians, such as the corners or the buildings, including the ones framing the passageways. For those reasons, staff is supportive of the Waivers and Administrative Departures.

Blank Wall Limitations
Section 153.062(N)(4)(a)(3) of the Bridge Street Code states that per story, no horizontal distance greater than 15 feet shall be blank or windowless, and no more than 30% of each building façade, measured floor to floor shall be blank or windowless. The applicant is seeking Waivers from these requirements for Buildings 1, 3, 4, 5, 6, and 7 as follows: Building 1 – west elevation; Building 3 – west elevation (upper level); Building 4 – south and west elevations; Building 5 – north, south and west elevations; Building 6 – west elevation; Building 7 – north and south elevations. Staff is supportive of the Waivers for Buildings 3, 4, 5, 6, and 7 for similar reasons to those noted under the Façade Transparency section. However, staff would suggest that full or thin brick be used on the upper level of Building 3's west elevation, and that a window be added to the southernmost bay of Building 6's west façade. The use of embossed doors at the service entrances to Buildings 4 and 5 would also help provide further articulation.

The reason provided for the Waiver along the west façade of Building 1 is that the northern portion of that façade at the ground floor could frame an area for potential art, branding or wayfinding at a prominent arrival point from the highway. Since such details will not be known until the applicant returns with a Master Sign Plan proposal, staff is unable to support a Waiver at this time.



Building Entrances

Principal entrances to Historic Mixed Use buildings are required to be along the principal frontage street. As proposed, entrances to the second floors of Buildings 1 and 2 are located on the parking lot side of the structures. Similarly, entrances to the second floor of Building 7 are through the parking structure and an exterior set of stairs on the north side of the building. Waivers are required and are supported by staff given the overall walkable nature of the proposed development and the articulation of those entrances on Buildings 1 and 2.

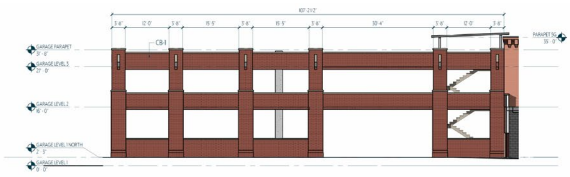
In addition, one entrance is required per 40 feet of façade for buildings over 60 feet in length. Given the orientation of much of the development towards the town square, only one entrance is currently shown along the Monterey Drive frontages of Buildings 3 and 6, where a minimum of 3 entrances is required for each. The north elevations of Buildings 3 and 4 face a parking lot but contain no entrances where at least one is required for each. The buildings are designed so that entrances could be added as needed. For that reason, staff is supportive of a Waiver.

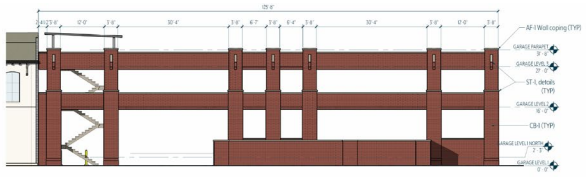
Vertical Façade Divisions

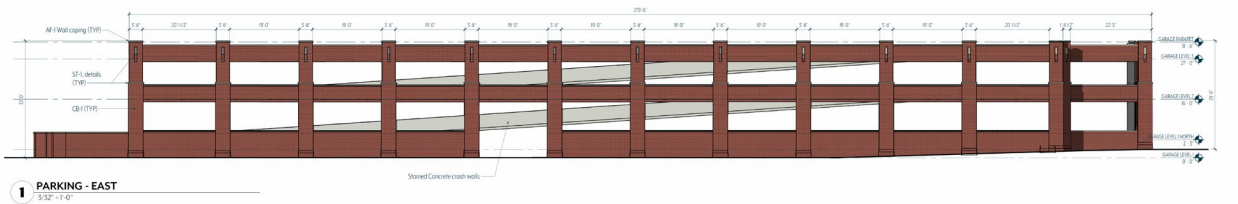
Vertical increments no greater than 30 feet are required for the HMU Building Type. None of the proposed buildings meets this requirement, thus Waivers are required. Staff is supportive of the Waivers as the buildings' designs maintain variety and appropriate façade articulation.

Parking Structure

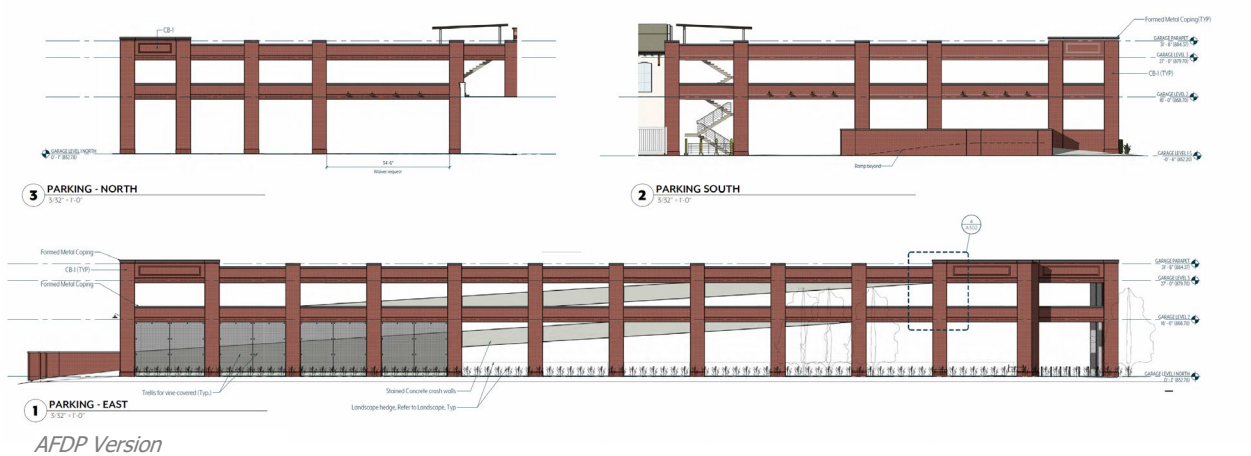
The applicant has made a few modifications to the parking structure design in response to concerns about its visual impact on the adjacent cemetery. In order to break up the massing, taller bays with brick details at the top have been added to the structure's corners. Vine-supporting screens have also been added to the four southern bays on the east elevation. Other revisions include the removal of the brick crash walls at the lowest level, elimination of the stone details at the top of the support columns, and the replacement of stone coping with metal coping.







FDP Version



AFDP Version

Staff supports the added corner articulation and the introduction of the plant-supporting screens, but recommends that those screens extend along the entire east façade of the structure, including the upper level. This would help lessen the impact on the cemetery, especially given the close proximity of many of the graves to the project site. The screen should also extend around the eastern bay of the south façade. Unfortunately, such treatment would not be possible on the rest of that façade where pavement directly abuts the structure. This should be considered as the applicant continues to work with the Dublin Arts Center/Public Art Board on screening the cemetery expansion site. Since a second primary façade material is required for facades exceeding 1,000 SF in area, staff also recommends that the stone accents be reintroduced.

Signage

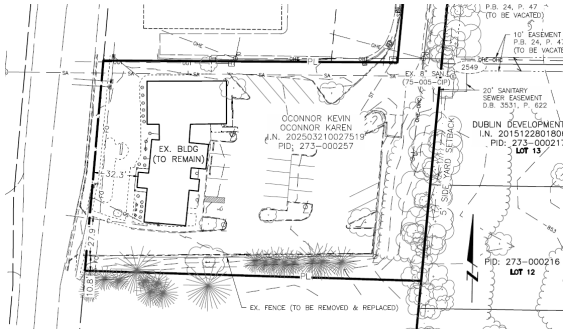
The applicant will submit a Master Sign Plan application at a later date.

Lighting

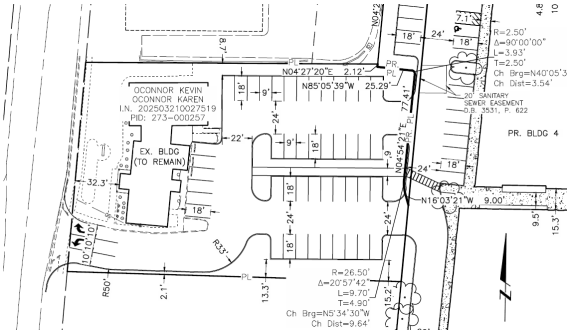
The application materials include proposed light fixtures, but no specifications or photometric plan verifying compliance with the applicable lighting requirements have been provided. These will need to be submitted at the time of permitting as noted in a recommended condition of approval. Light fixture selection within the public right-of-way will need to be coordinated with the City.

Parcel at 48 Corbins Mill Drive

While this site will provide shared access and parking for the Monterey Village development, it will remain a separate parcel. As noted in the Process section above, Section 153.062(B) of the Bridge Street Code allows improvements to the existing building and site, which would be reviewed and approved administratively, provided that they do not make the site or structure



Existing



Proposed

more non-conforming unless Waivers or Administrative Departures are granted. The applicant is requesting PZC consideration of some Waivers and one Administrative Departure to facilitate improvements to the site. All other building, site, landscaping, tree preservation, lighting, signage and other details will be reviewed administratively at the permitting stage.

The applicant is proposing to retain the existing building at its current location while modifying the parking lot to achieve connectivity to Monterey Village. The applicable Commercial Center Building Type and other development standards that apply include the following:

- Minimum side yard and rear yard setback of 5 feet.
- Maximum impervious lot coverage of 75%
- Minimum buffer width of 10 feet from the adjacent single-family residential parcel to the south
- Maximum width of driveway at the intersection with an adjacent street right-of-way of 22 feet.
- Maximum driveway width of 22 feet when encroaching into a setback
- Minimum driveway setback of 3 feet
- Maximum run of 12 parking spaces with no landscape island/tree

The applicant is requesting approval of the following Waivers:

- To allow an increase in the curb cut width from the existing 27.9 feet to 30 feet, along with an increase in the curb radii. This Waiver is not supported by staff as the intent of tighter radii and narrower curb cuts is to manage speed and achieve a walkable pedestrian environment.
- Increase in the driveway width from approximately 16 feet at its narrowest point to approximately 27 feet. Staff does not support a Waiver for a driveway exceeding the code limit of 22 feet in order to maintain slower speeds and walkability.
- Reductions in the residential buffer and driveway setbacks to 2.1 feet. It should be noted that there are some trees in that area that would need to be removed. There is also an existing privacy fence, which the applicant is proposing to remove and reconstruct closer to the property line. Staff is supportive a buffer reduction, but to no less than 5 feet. This would accommodate widening of the driveway to 22' and allow some space for landscaping next to the fence.

The applicant is also requesting an Administrative Departure to allow a run of 13 parking spaces near the north property line with no landscape islands. Staff is supportive of this request as adequate space for landscaping is provided.

The parking lot setbacks are shown at 8.7 feet on the north side and 13.3 feet on the south side, thus meeting the minimum requirements. The proposed lot coverage is 70%, also within the code allowance.

As part of the administrative review/permitting process, the applicant will need to continue to coordinate with Engineering to ensure that the improvements comply with the City's stormwater management criteria. In addition, the pedestrian connection between Corbins Mill Drive to Monterey Drive through this site and Monterey Village will need to be further studied to ensure it is safe and accessible.

5. Plan Review

Monterey Village

Administrative Departures [153.66(J)(5)]

Historic Mixed Use Building Type

1) 153.062(O)(9)(d)(1) – Street Façade Transparency
Minimum 40% at ground story and 20% at upper story required.

Request: To allow 37% ground story transparency on the south façade of Building 5.

Criteria Met: This is mitigated by the façade articulation.

2) 153.062(O)(9)(d)(2) – Non-street Façade Transparency
Minimum 15% required.

Request: To allow 13.7% transparency on the west façade of Building 6.

Criteria Met: This is mitigated by the façade articulation.

Administrative Departures [153.66(J)(5)]

Site Development Standards

3) 153.065(D)(5)(c) – Surface Parking and Circulation Area Landscaping
Options include landscape islands with a maximum run of 12 spaces, interior tree lawn, or consolidated island.

Request: To allow a run of 13 spaces with no landscape island in the parking area south of Building 2.

Criteria Met: Trees are provided on the south side of the parking area.

Waiver Requests [153.66(K)(5)]

Building Types

1) 153.062(D)(1)(a)2 – Parapet Height
Parapets shall be no less than two feet and no higher than six feet.

Request: To allow parapet heights of 1'-10" at Building 3; 5" at Building 4; 1'-4" at Building 5; 8" at Building 6; and 1'-3" at Building 7.

Criteria Met: The reduced heights occur at the lowest points of roofs and meet the minimum height elsewhere, thus maintaining architectural integrity while still screening the mechanical equipment.

2) 153.062(E)(1)(b) – Façade Materials
A combination of permitted primary materials shall be used on individual facades over 1,000 square feet

Request: To allow a single primary material on the parking structure* and portions of the west elevations of each of Buildings 4, 5, and 6 that exceed 1,000 square feet.

Criteria Met for Buildings 4, 5, and 6: The additional materials on the rest of these buildings' facades, along with the façade articulation and other features mitigate the use of a single primary material.
* A second primary material should be incorporated into the parking structure design.

3) 153.062(N)(4)(a)3 – Blank Wall Limitation
No more than 30% of each building façade per story, and no horizontal distance greater than 15 feet per story shall be blank or windowless.

Request: To allow blank walls on the west elevation of Building 1*; the west elevation of Building 3; the south and west elevations of Building 4; the north, south and west elevations of Building 5; the west elevation of Building 6; and the north and south elevations of Building 7.

Criteria Met for Buildings 3, 4, 5, 6, and 7: The architectural articulation, trellises, faux windows, public art opportunities, and similar features help mitigate the lack of transparency on these secondary facades.
* The criteria are not currently met for the west façade of Building 1 pending future details on public art or other graphics that might be proposed on that elevation.

Waiver Requests [153.66(K)(5)]

Historic Mixed Use Building Type

4) 153.062(O)(9)(a)(1) – Corner Side Required Building Zone
0' – 10' RBZ is required.

Request: To allow Building 8 to be located 13'-8" from the Monterey Drive right-of-way line.

Criteria Met: The proposed building location helps improve pedestrian circulation near the raised crosswalk and provides additional gathering space at the central entrance to the town square.

5) 153.062(O)(9)(b) – Maximum Ground Story Height
Maximum of 12' permitted.

Request: To allow a ground story height of 18'-8" for Building 1; 16'-11" for Building 2; 29'-7" for Building 3; 29'-5" for Building 4; 28' for Building 5; 30'-5" for Building 6; and 13'-5" for Building 7.

Criteria Met: The building design includes pedestrian-scale elements.

6) 153.062(O)(9)(b) – Maximum Upper Story Height
Maximum of 12' permitted.

Request: To allow an upper story height of 11'-7" for Building 1; 13'-5" for Building 2; and 17'-9" for Building 7.

Criteria Met: The building design integrity is maintained.

7) 153.062(O)(9)(d)(5) – Façade Materials
Permitted primary materials are stone, brick and wood siding. Fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles were added as primary materials via Waiver at FDP.

Request: To allow the use of glass and Spec-Brik as primary building materials.

Criteria Met: The use of glass for the storefronts and around all sides of Building 8 contributes to the pedestrian-scale character of the buildings. The Spec-Brik material is appropriate where proposed on the west facades of Buildings 4 and 5.

8) 153.062(O)(9)(d)(2) – Non-street Façade Transparency
Minimum 15% required.

Request: To allow 5.5% transparency on the south elevation of Building 4; 2.9% on the west elevation of Building 4; 13% transparency on the north elevation of Building 5; and 0% transparency on the west elevation of Building 5.

Criteria Met: These are mitigated by the façade articulations, faux windows, trellises and public art opportunities.

9) 153.062(O)(9)(d)3 – Building Entrance
Principal entrance location shall be at principal frontage street façade of building.

Request: To allow the second floor entrances to Buildings 1 and 2 to be at the parking lot side and the second floor entrances to Building 7 to be on both the parking lot side and through the parking structure.

Criteria Met: These entrance locations are appropriate given the walkable nature of the development and the articulation of the second floor entrances that face the parking areas.

10)153.62(O)(9)(d)3 – Building Entrance
A minimum of one entrance per 40 feet of façade is required for buildings over 60 feet.

Request: To allow only one entrance for Building 3 and no entrances for Building 6 along Monterey Drive where a minimum of three entrances is required for each.

Criteria Met: The intent of the development is to maintain focus on the town square, but the buildings' facades are designed to accommodate potential future entrances along the street.

11)153.62(O)(9)(d)3 – Building Entrance
A minimum of one entrance is required along a parking lot façade.

Request: To allow no entrances on the north façades of Buildings 3 and 4.

Criteria Met: Entrances are located near the buildings' corners and additional ones could be added in the future.

12)153.62(O)(9)(d)4 – Vertical Increments
Vertical Façade Divisions are required at increments of no more than 30 feet.

Request: To allow parts of all buildings to exceed the 30 foot limit.

Criteria Met: The buildings are designed to convey a variety of architectural styles with appropriate articulation.

Waiver Requests [153.66(K)(5)]

Parking Structure Building Type

13)153.062(O)(11)(a)2 - Impervious Lot Coverage
Maximum 80% permitted

Request: To allow 91% lot coverage in Block 2.

Criteria Met: This is mitigated by the site layout and the presence of open space (cemetery) to the east and south.

14)153.062(O)(11)(d)5 – Façade Materials
Permitted primary materials are brick, stone, and glass.

Request: To allow Spec-Brik as a primary building material.

Criteria Met: This material replicates the appearance of brick but in a larger module which is appropriate to the scale of the parking structure.

Amended 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:** The proposal is substantially similar to the FDP and the applicant has made several revisions based on comments received from the Planning and Zoning Commission and staff.

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;	**Criterion Met:** The proposed development is consistent with all applicable plans and the intent of the Historic Transition Neighborhood.
3. The proposed land uses conform to all applicable requirements and use specific standards of §153.059 Uses;	**Criterion Met:** The proposed uses align with the applicable requirements and specific use standards.
4. The proposed buildings are appropriately sited and conform to the requirements of §153.062 Building Types and §153.065 Site Development Standards;	**Criterion Met with Administrative Departures, Waivers, and Conditions:** The proposal conforms to the development standards of the BSD with the approval of Administrative Departures, Waivers and conditions of approval.
5. The proposed lots and blocks conform to the requirements of §153.060 Lots and Blocks;	**Criterion Met with Previous Waivers:** Given the site's existing constraints, including the location of the Dublin Cemetery to the east, the block length and perimeter requirements cannot be met and only a partial block is feasible on the east side of Monterey Drive. The new neighborhood street will eventually allow connectivity to Corbins Mill Drive, and the length of the blocks is mitigated by the walkable organization of the site.
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;	**Criterion Met with Conditions:** The proposal is generally consistent with the applicable standards and the BSD Street Network Map. The design details are being coordinated with and subject to final approval by the City.
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 Conditions:** The internal circulation and driveways are appropriate as is the connectivity to the public realm for all modes of transportation. Final details will need to be coordinated with the City.
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 with Administrative Departures, Waivers, and Conditions**: The design of the buildings is consistent with the intent of the Historic Transition Neighborhood.

overshadowing of existing or proposed development;	
9. The proposed site design, landscaping, screening, and buffering is consistent with the BSD Design Guidelines;	**Criterion Met with Waivers and Condition:** The proposed town square has the potential of providing a meaningful public space in the community, and the proposed pedestrian pathways would provide opportunities to connect to Monterey Park and the adjacent cemetery. Additional buffering should be incorporated at the northwest corner of the site if feasible.
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 previous Waivers, and Conditions:** The proposed open spaces meet and exceed the minimum square footage requirements based on the proposed uses. The town square, pocket plaza and pathways provide additional benefits to the community and allow for further connectivity. Efforts should continue to try to preserve as many of the existing mature trees as possible.
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 with Conditions:** The proposed development allows for the provision of services to the site and adjacent sites. The applicant should continue to work with the City to finalize the details.
12. The proposed development conforms to the requirements of §153.063 Neighborhood Standards, as applicable;	**Criterion Met with Waivers and Conditions:** The development meets the intent of the Historic Transition Neighborhood District standards. The applicant should continue to coordinate with the City as the details are finalized.
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 should continue to work with the City's Engineering staff on the design and configuration of the stormwater detention needed for the site for both the public and private improvements to properly account for known capacity concerns in the existing storm sewer system.

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 development can be adequately serviced.
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	**Not Applicable:** The development consists of a single phase.
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 proposed development is consistent with the Historic Transition Neighborhood standards and the BSD Special Area Plan.

Recommendation

Planning Recommendation: Approval of the Parking Plan.

Planning Recommendation: Approval of 3 Administrative Departures.

Planning Recommendation: Approval of 14 Waivers.

Planning Recommendation: Approval of the Amended Final Development Plan with the following conditions:

1) That brick pavers be used for the entire width of the sidewalks along Monterey Drive and within that street's crosswalks, and that the streetscape details of all public streets, including transitions to existing street conditions be coordinated with the City.
2) That the details of the pedestrian path connecting the development to Corbins Mill Drive be coordinated with the City to ensure it is safe and accessible.
3) That bicycle parking meeting code requirements be incorporated in the open space areas and/or in locations visible from the open spaces and the buildings' front doors.
4) That the electric car charging point locations be provided at the permitting stage.
5) That priority be given to the use of brick pavers instead of concrete within the development's passageways.
6) That the location of the connection to Monterey Park be coordinated with the City.
7) That the applicable tree replacement requirements be addressed at the Building and Site Permit stage.
8) That proper measures be taken to maximize protection of the existing trees along the east property line.

9) That the applicant continue to coordinate with the City and the Dublin Arts Council to create an appropriate buffer from the cemetery expansion site without encroaching unto that site.
10) That some of the pavement near the adjacent gas station's curb cut be removed and replaced with landscape materials if not restricted by the existing easement.
11) That the specific landscape details, especially pertaining to the proposed planters be provided at the permit stage to ensure compliance with code requirements.
12) That additional plant-supporting screens be utilized along the parking structure's entire east elevation and a portion of the south elevation, including the upper levels, and that stone accents or another primary material be introduced to meet code requirements.
13) That the transparency requirements be met on the west elevation of Building 1 unless a Waiver is granted as part of the consideration of the future Master Sign Plan.
14) That a photometric plan and light fixture cut sheets be provided at the Building Permit stage to verify compliance with all applicable requirements.
15) That the applicant continue to work with the City Engineering staff on all utility and site-related issues, including the design and configuration of the stormwater detention needed for the site for both public and private improvements to properly account for known capacity concerns in the existing storm sewer system.

48 Corbins Mill Drive

Administrative Departures [153.66(J)(5)]

Site Development Standards

1) 153.065(D)(5)(c) – Surface Parking and Circulation Area Landscaping
Options include landscape islands with a maximum run of 12 spaces, interior tree lawn, or consolidated island.

Request: To allow a run of 13 spaces with no landscape island on the north side of the parking lot.

Criteria Met: Adequate space for landscaping is provided.

Waiver Requests [153.66(K)(5)]

Site Development Standards

1) 153.065(B)(6)(c)6 – Driveways
Driveways shall be no wider than 22 feet at the intersection with an adjacent street right-of-way. The existing 27.9-foot-wide driveway may remain.

Request: To allow a curb cut width of 30 feet at Corbins Mill Drive.

Criteria Not Met: Widening the curb cut and increasing the curb radii are contrary to the walkable intent of the district.

2) 153.065(D)(4)(a)2 – Perimeter Landscape Buffering
Landscape buffering is required for a non-residential use adjacent to a single-family detached property. Minimum width is 10 feet per Appendix A of the zoning code.

Request: To allow a reduction in the buffer to 2.1 feet along the entry drive.

Criteria Not Met: Widening the drive to the extent proposed and drastically reducing the buffer is contrary to the walkable intent of the district and prevents the planting of landscape material. **A buffer reduction Waiver is supported by staff if the remaining buffer is at least 5 feet in width.**

Waiver Requests [153.66(K)(5)]

Building Types

3) 153.062(N)(1)(b)4 – Driveways within Setbacks

Driveways are permitted within the side and rear yard setbacks but are limited to 22 feet in width and shall be at least 3 feet from the property line.

Request: To allow a driveway width ranging from 27 to 30 feet and located within 2.1 feet of the south property line.

Criteria Not Met: Widening the driveway beyond 22 feet is contrary to the walkable intent of the district.

Recommendation

Planning Recommendation: Approval of 1 Administrative Departure.

Planning Recommendation: Approval of 1 Waiver for bufferyard reduction if the remaining buffer is no less than 5 feet in width.