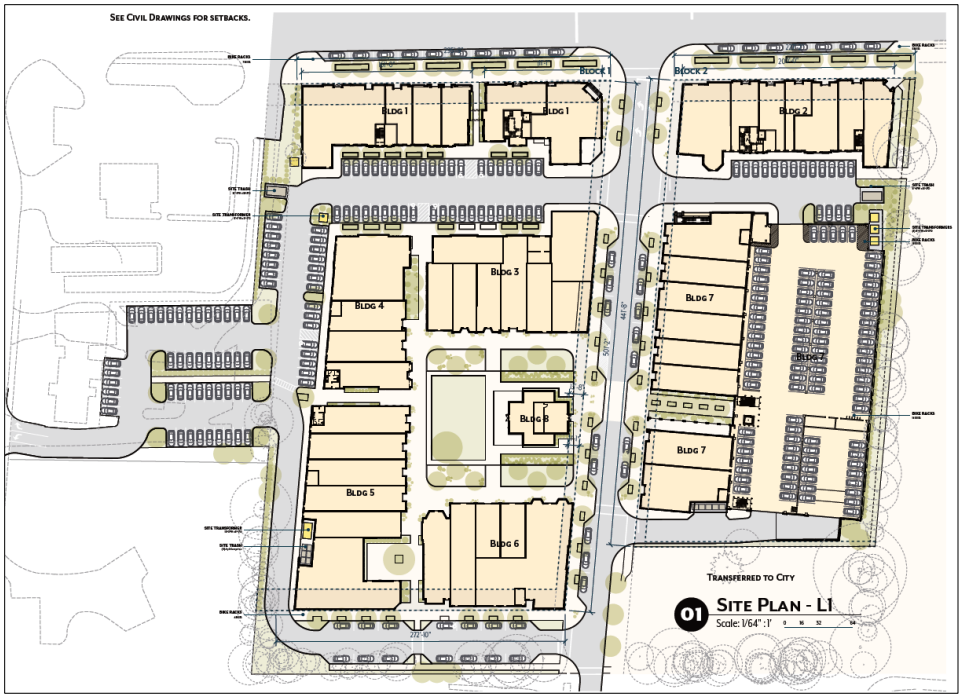
Monterey Village

Parking Plan – Amended Final Development Plan,
September 23, 2026

This report is intended to summarize the parking requirements and proposed parking provisions for the "Monterey Village" development located on Bridge Street and Monterey Drive in the Bridge Street Historic Transition District. Further, the proposed parking plan contemplates the mixture of uses, existing infrastructure, as well as Bridge Street District ("BSD") code requirements.

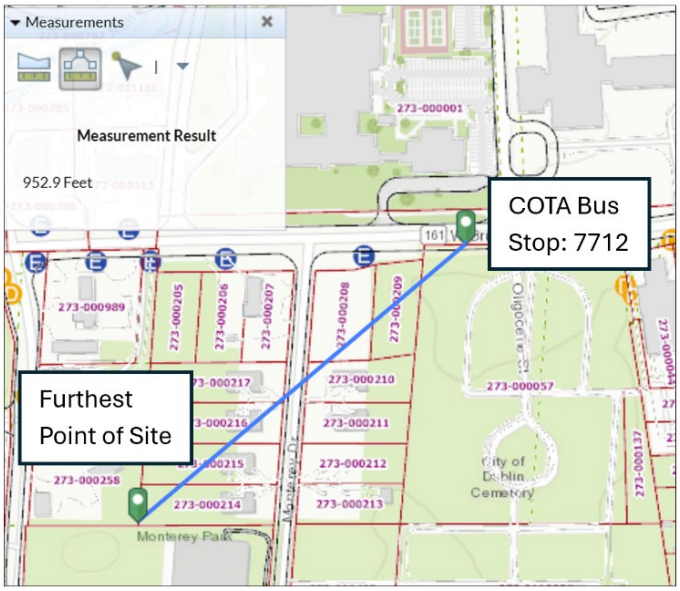
Exhibit A: Site Map



Mixed Use: The development includes office, retail, fast-casual dining, and full-service dining uses. Because these uses experience peak demand at different times of the day and week, parking demand is distributed across multiple periods rather than concentrated into a single peak condition. Said differently, peak office parking demand is not anticipated to coincide with peak dining and retail parking demand. The findings of the traffic study prepared by Compass Infrastructure Group support the conclusion that parking demand will be distributed across multiple periods due to the proposed mix of uses. Refer to this traffic study previously included in the Final Development Proposal ("FDP"), and Exhibit C included within this plan for the application of the Shared Parking Calculation in accordance with §153.065(B)(2)(b)(1) Bridge Street District Zoning Code.

Existing Infrastructure: The site is integrated within a robust grid of public infrastructure including COTA Route 33, the planned Bus Rapid Transit ("BRT") North Corridor, and the walkable streetscape to Historic Dublin and Bridge Park. The existing public transport system provides strong regional access within the greater community, which will be strengthened by the North Corridor BRT. Furthermore, the development is well positioned to build upon the City of Dublin's strategic vision of a highly walkable Bridge Street. In accordance with the BSD Code §153.065(B)(2)(b)(3), the minimum required off-street parking may be reduced by 10% if more than 50% of the proposed development lies within 1,320 feet of a public transit stop. The furthest point of the proposed development is approximately 952.9 feet from COTA Stop ID 7712, thereby qualifying the development for the transit reduction permitted under BSD Code §153.065(B)(2)(b)(3). Refer to Exhibit C for the application of this Transit Reduction.

Exhibit B: Distance to COTA Stop ID: 7712



Parking Requirements: There are three principal use types within the development (1) Retail (65,586/sf), (2) Restaurant (55,453/sf), and (3) Office (27,913/sf). The BSD code through Table §153.065-A: Required Vehicle Parking requires a minimum parking ratio of 3 per 1,000/sf for a Retail, General, 10.0 per 1,000/sf for Eating and Drinking, and 2.5 per 1,000/sf for Office, General. This guidance results in 821 required parking spaces before considering the Shared Parking and Transit Reduction – Refer to Exhibit C for a summary. The square footages assigned to each use have been revised since the approved FDP. As leasing conversations are ongoing, the final tenant mix may differ from the figures shown. The use split in this plan represents a conservative estimate intended to produce the greatest number of required parking spaces; the actual tenant distribution is expected to require the same or fewer spaces.

Exhibit C: Summary of Required Parking per BSD Code

Principal Use	Interior GSF	Minimum Required Parking	Number of Spaces Required
Retail, General	65,586	3.0 per 1,000 sq. ft.	196.76
Eating and Drinking	55,453	10.0 per 1,000 sq. ft.	554.53
Office, General	27,913	2.5 per 1,000 sq. ft.	69.78
Total Required Spaces before Reductions >			**821.07**
Shared Parking Reduction - 20% (Note 1)			164.21
Transit Reduction - 10% (Note 2)			82.11
Total Required Spaces after 30% Reductions >			**574.75**
Proposed Number of Spaces on Site			472.00
Parking Shortfall			(102.75)

Note 1: *Shared Parking Reduction – Pursuant to BSD code §153.065(B)(2)(b)(1) – The staggered peak parking periods will occur with program mix and use on site justifying reduction in spaces required. Peak office demand will not coincide with peak dining / retail demand.*

Note 2: *Transit Reduction – Pursuant to BSD Code §153.065(B)(2)(b)(3), the minimum required off-street parking may be reduced by 10% if more than 50% of the proposed development lies within 1,320 feet of a public transit stop. As the furthest point of the proposed development is 952.9 feet from COTA Stop ID: 7712 qualifying the site for this reduction.*

Demonstration of Parking Need: The development team has incorporated several measures intended to mitigate parking demand and improve site circulation during peak periods. Most notably, the development team has acquired the adjacent property formerly occupied by the Quilt Shop on Corbin's Mill. Through a shared parking easement, this acquisition provides an additional 46 parking spaces available to serve the development (these spaces are included in the proposed parking count reflected in Exhibit C). Refer to the "Shared Parking Agreement" section for additional context. The acquisition also creates an alternate egress point, improving circulation and reducing congestion during peak demand periods.

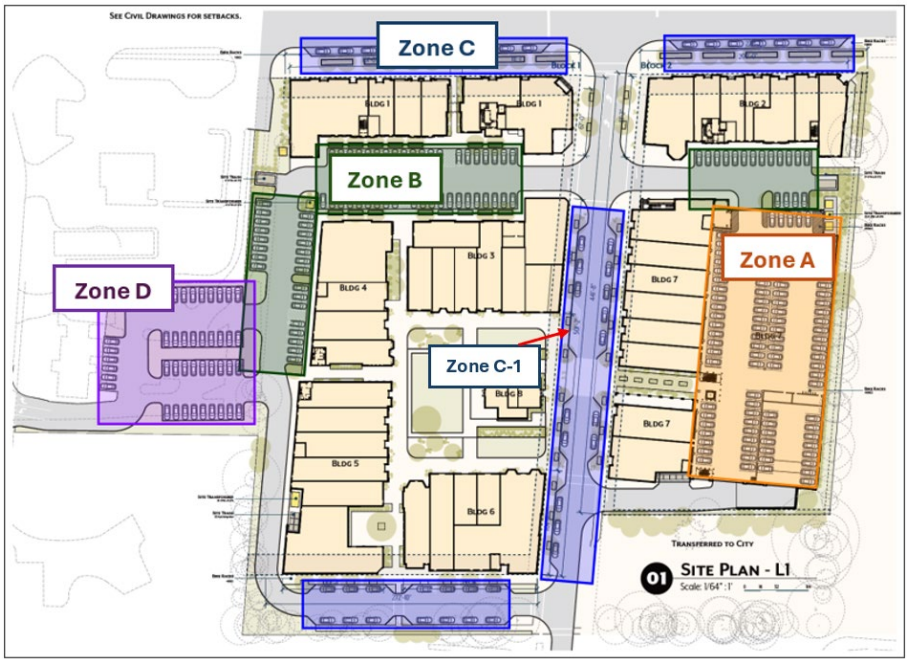
Further, the development team is engaged in active discussions with the City of Dublin regarding the Bridge Street redevelopment plan. The development as proposed will create parallel parking spaces on Bridge Street. Due to their immediate proximity to the site, these spaces are expected to serve patrons, employees, and visitors of Monterey Village in addition to the broader public. Accordingly, these spaces are included in the "Proposed Number of Spaces on Site" in Exhibit C.

Parking Design: The surface parking is located within the interior of the development, ensuring buildings face principal frontages along Bridge Street and Monterey Drive. Additionally, the parking areas on the western side of the site will be built with the intent of screening visibility from the residential home. This is further contemplated within the AFDP and discussed at length with the residential homeowner.

The primary on-site parking will be a three-level structured parking garage with 299 individual spaces. The garage is designed to be shielded by other buildings in the development – Refer to Exhibit D-2. Additionally, there are 173 surface level parking spaces consisting of 'teaser parking' around the buildings and the surface lot parking at the former Quilt Shop parcel. The parking spots within Monterey Village will be free to the patrons of the development and the adjacent public park and cemetery. Refer to Exhibit D-1 for the different parking zones.

Additionally, the parking plan creates convenient loading spaces to serve the development in accordance with BSD Code 153.065(B)(7)(b)(4). There is a designated loading zone located central to the development – Refer to Note C-1 below in Exhibit D-1. As described in the code, "on-street parking spaces may be counted toward meeting the minimum loading space requirements for a parcel provided that the spaces meet the same requirements for §153.065(B)(1)(b)(3)".

Exhibit D-1: Parking Zones



Legend:

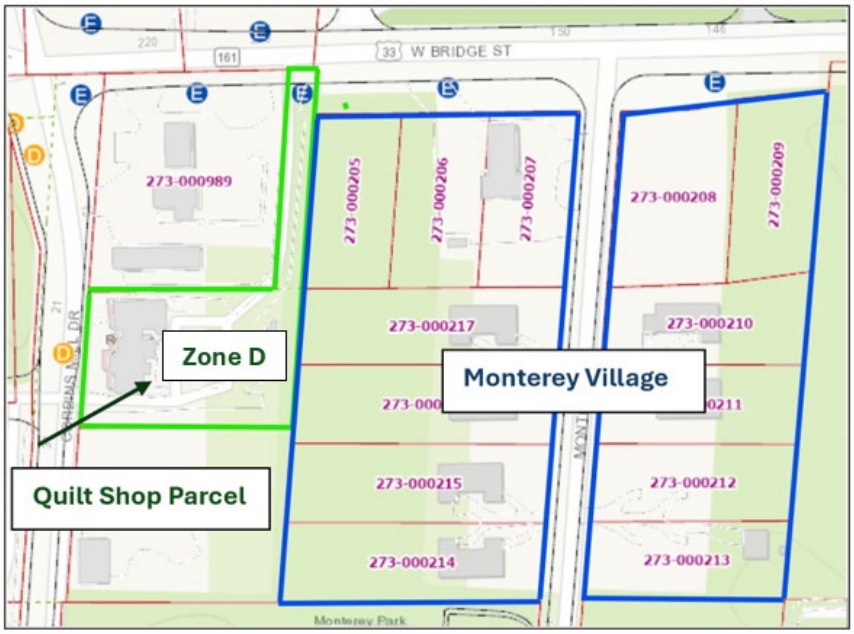
Zone A: Structured Parking Garage – 299 Spaces
Zone B: Teaser Parking – 81 Spaces
Zone C: Parallel Parking (Public Roads) – 46 Spaces
Zone D: Surface Lot – 46 Spaces

Exhibit D-2: Structured Parking Garage (Zone A)



Shared Parking Agreement: As mentioned in the demonstration of parking need section, the development team purchased the Quilt Shop (parcel 273-000257) to provide additional parking during peak hours, as well as an alternate egress. Accordingly, the Quilt Shop parcel will have a shared parking agreement with the greater Monterey Village Development site. As such, these parking spaces (46) are included in the parking calculations within this proposal. Refer to Exhibit E for the location of the Quilt Shop Parcel.

Exhibit E: Quilt Shop Parcel



Monterey Village – Parking Plan Summary

The Monterey Village development proposes a mixed-use program comprising approximately 148,952 square feet of retail, restaurant, and office space. Per BSD Table §153.065-A, the baseline parking requirement for these uses totals a higher figure, reduced to 575 required spaces after applying two code-permitted reductions: (1) a Shared Parking Reduction under §153.065(B)(2)(b)(1), and the (2) Transit Reduction under §153.065(B)(2)(b)(3).

The development proposes 426 on-site spaces, consisting of a three-level structured parking garage (299 spaces, Zone A) and surface parking along building frontages (127 spaces, Zones B & C). Further, the development will have a shared parking agreement with the Quilt Shop parcel providing 46 additional spaces to serve the development.

The development team believes the Parking Plan proposed achieves the site's parking needs considering the factors and calculations discussed within. The prospective office and retail brokers agree the parking proposed is sufficient for the Monterey Village development. For full parking calculations refer to Exhibit C, as well as site layout and zone maps are provided in Exhibits A and D-1. Additionally, refer to the AFDP report for additional information and context regarding the development and site design.