PLANNING REPORT

Planning and Zoning Commission

Thursday, July 9, 2026

Monterey Village
26-028FDP

https://dublinohiousa.gov/pzc/25-028/

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, 273-000257
Location	Both sides of Monterey Drive, south of its intersection with W. Bridge Street
Proposal	Construction of a mixed-use development on a 6.86-acre site
Request	Review and approval of a 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	Approval of a Parking Plan Approval of 2 Administrative Departures Approval of 14 Waivers Approval of the Final Development Plan with Conditions
Next Steps	Upon review and approval of the Final Development Plan, the applicant may file applications for a Preliminary Plat, Final Plat, and potentially an Amended Final Development Plan
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

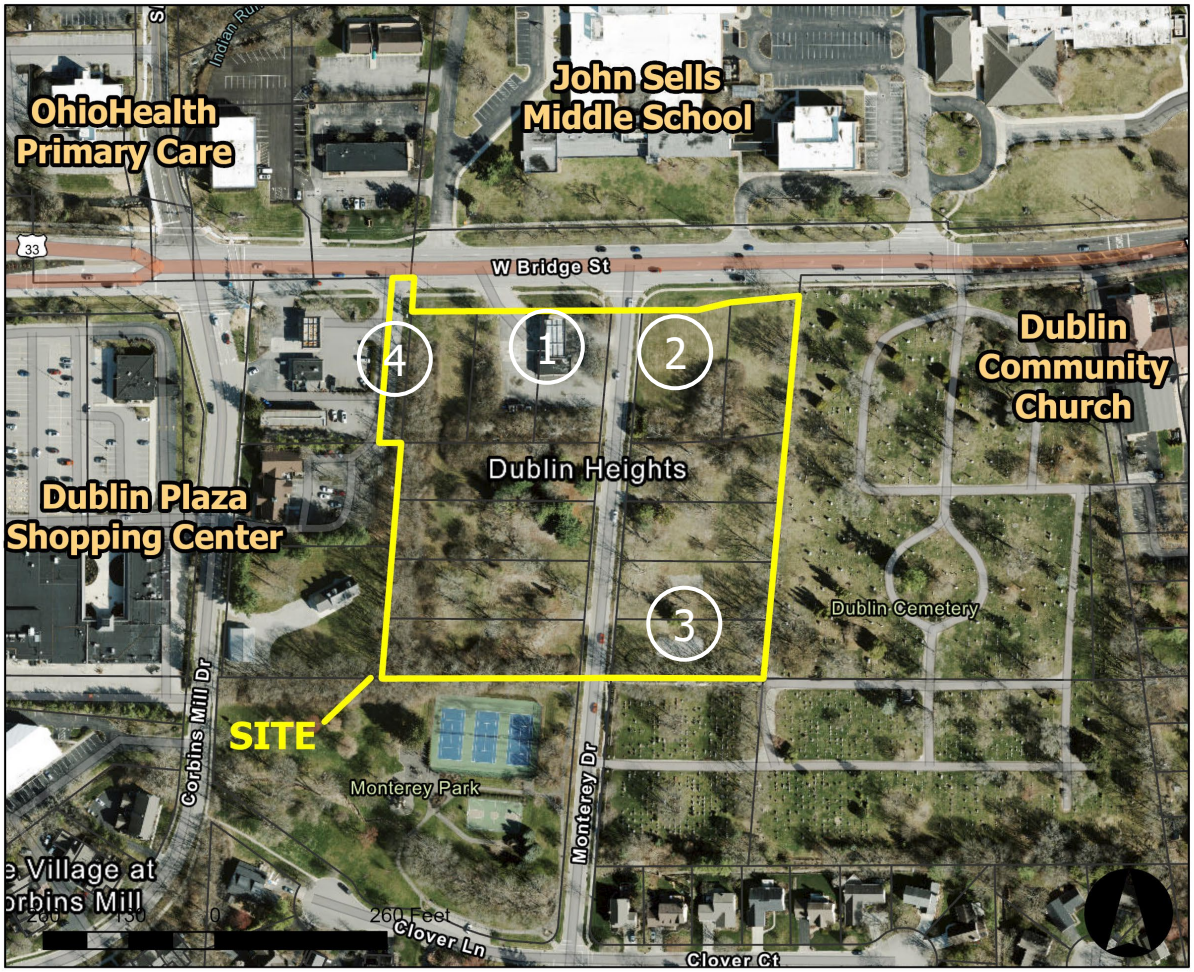
26-028FDP - Monterey Village

City of Dublin
OHIO, USA

Site Features

1. Shell Gas Station
2. City-owned Parcel
3. Proposed Cemetery Expansion
4. Recently Added Acreage





1. Request and Process

Request

The applicant is requesting review and approval of a Final Development Plan for the construction of a mixed-use development consisting of approximately 146,000 square feet of retail, office, and eating and drinking space. The uses would be distributed among several buildings on the 6.86-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.



Process

The Final Development Plan (FDP) is the third of three steps in the development process in the Bridge Street District as outlined below:

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*

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

2. Background

Site Summary

The 6.86-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 recently added to the northwest corner of the proposed development site. 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 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 the conditions listed below. While Waivers were discussed at that time, consideration was deferred to the FDP stage when more details could be provided. The applicant's FDP application narrative addresses the conditions, and the report below will provide further evaluation of the project.

1) The applicant shall continue to coordinate with City staff on finalizing the streetscape details of all streets, including the W. Bridge Street/Monterey Drive intersection design and number of left-turn lanes, and the treatment along the south side of the new Neighborhood Street.
2) The applicant shall work with staff to explore reducing the width of the drive aisles.
3) The applicant shall work with staff to explore increasing the width of the buffer along the west side to allow screening of the adjacent single-family residential property and preservation of trees on both sides of the property line.
4) The applicant shall work with staff to explore providing a buffer along the south side of the site east of Monterey Drive to meet the required setback and provide screening for the cemetery expansion.
5) The applicant shall continue to work with the City Engineering staff on 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.
6) The applicant shall explore all available alternatives to retain as many healthy/desirable trees as possible.
7) The applicant shall consider adding a true upper story above at least some of the buildings around the town square.

8) The buildings' massing, roof forms, facades, and design details shall be refined to further complement the interior layout and reflect traditional design patterns.
9) Fenestration or further articulation shall be added to all blank walls.
10) Additional design elements that provide a sensitive backdrop to the cemetery shall be added to the east and south facades of the parking structure.
11) The applicant shall work with staff and the Dublin Arts Council, as applicable, to identify location(s) for public art for inclusion in the Final Development Plan.

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 and has also spoken with the owner of the residential property directly west of the development site to discuss any concerns or specific buffering needs. The updated plans include some fencing and landscaping that were

requested, and that property owner has confirmed to staff that they are satisfied with the proposed buffering and supportive of the development.

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.

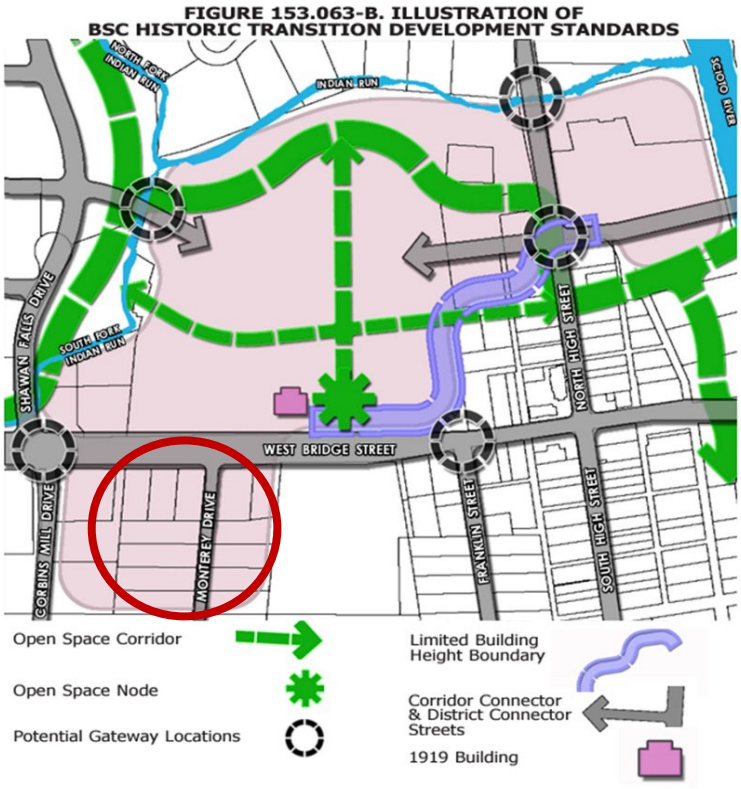


Bridge Street District

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.



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 PDP review, the applicant has made various changes to the plan to refine the details and address comments raised by PZC and staff. Notable ones include the following:

- The building identification convention has changed from letters to numbers.
- The inclusion of a portion of the adjacent parcel as noted above, has allowed for several modifications, including a westerly shift in the location of the two buildings west of the town square (previously E-1 and E-2; now labeled as Buildings 4 and 5).
- The shift in the building locations has enabled a westerly expansion of the town square.



PDP Version



FDP Version

- The shift has also enabled footprint expansions at Buildings 3 and 6, allowing for additional storefronts to face the town square.
- The size of the building on the east side of the town square (now Building 8) has been increased.
- Parking has been eliminated from the southern portion of the site's western boundary, allowing for a larger buffer from the residence to the west and the potential preservation of additional trees.
- Parking continues to be proposed along the northern section of that western boundary but is now partially located on the additional tract to the west.
- The reconfigured drive aisle allows for connectivity to the remainder of the newly added parcel to the west, thus enabling indirect access to Corbins Mill Drive.
- The number of left-turn lanes along Monterey Drive near its intersection with W. Bridge Street has been reduced from two to one to decrease the length of the crosswalk and enhance the pedestrian experience, consistent with the district's walkability standards.
- The entry ramp to the parking structure has been shifted to the north to meet the 5' minimum setback from the parcel to be dedicated for cemetery expansion. However, the parking structure's setback from the east property line has been reduced from 18' to 15'.
- Various architectural details have been refined.

Below is a discussion of the project details.

USE

The proposed development includes ±72,500 square feet of ground-floor retail, ±34,500 square feet of ground-floor eating and drinking space, and ±39,000 square feet of second-floor office. Building 7 might also include eating and drinking space on the second floor.

All of these uses are permitted within the BSD-HTN district as are the proposed accessory uses, including structured and surface parking as well as outdoor seating. The uses are also consistent with those permitted in the adjacent Historic Core District to the east.

STREETS

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. Based on a traffic study completed by the applicant, a new traffic signal at the intersection of W. Bridge Street and Monterey Drive is included in the proposal. The other improvements to each street are outlined below.

W. Bridge Street

The applicant is proposing streetscape improvements largely consistent with the Signature Streetscape details as outlined in the Bridge Street District Streetscape Character Guidelines (brick sidewalks with planting beds and granite curbs). On-street parking is also proposed along the street frontage. The feasibility of this parking will be subject to the findings of a separate study of the W. Bridge Street corridor, which the City is currently undertaking. The applicant is also proposing the dedication of a triangular tract near the site's northeast corner for public right-of-way per the Envision Dublin Multi-Modal Thoroughfare Plan. This would make the right-of-way line more uniform.

Monterey Drive

Consistent with the PDP, the applicant is proposing to dedicate 10 feet of right-of-way to achieve the required right-of-way width of 60 feet. Striped on-street parking and street trees are proposed along both sides of the street. Mid-block crosswalks are proposed at the intersections with the private parking drive aisles and the new east-west public street. A crosswalk is also proposed to connect the town square to a pocket plaza on the east side of the street, which leads to the primary entrance of the parking structure. The sidewalks and town square crosswalk are proposed to be brick, while the trees are proposed to be planted in curb extensions straddling the on-street parking spaces. Concrete curbs are also proposed. This is different from the Standard Streetscape outlined in the BSD Streetscape Character Guidelines, which calls for concrete sidewalks, granite curbs, brick paver on-street parking, and tree grates or planters (with trees spaced at 40' intervals). However, it is generally similar to nearby streets in the Historic District. For that reason, staff is supportive of the proposed approach, although the design details will need to be finalized in coordination with staff. This includes adjustments that might be needed to due to site grading.

It should be noted that a transition between the brick sidewalks adjacent to this development and the concrete and asphalt sidewalks further south will need to be incorporated in coordination with the City. The most logical location for this transition is at the intersection of Monterey Drive with the new neighborhood street, where traffic-calming measures could also be incorporated to help protect the residential neighborhoods to the south.

New Neighborhood Street

This street is intended to eventually extend west to Corbins Mill Drive to provide connectivity per the BSD Special Area Plan and the codified BSD Street Network. The design of the north side of the street is generally consistent with the Standard Streetscape, including concrete sidewalks with tree grates and on-street parking (although concrete curbs and asphalt parking surfaces are proposed). The exact locations of the tree grates relative to the curb might need to be refined in coordination with the City. The south side of the street abuts Monterey Park, and the applicant is proposing a 6'-wide concrete sidewalk. Coordination with the City will be needed to provide connectivity to the park while maximizing preservation of trees in that area.

LOTS AND BLOCKS

The BSD Historic Transition Neighborhood District limits the maximum block length to 300 feet and the maximum block perimeter to 1,000 feet. The block on the west side of Monterey Drive will eventually be completed when the new neighborhood street is extended to Corbins Mill Drive, although the block length (±542') and perimeter (±2,112') would exceed the limits. The block on the east side (with a maximum length of ±964' to Clover Court) is partial and cannot be completed due to the location of the cemetery and the configuration of the existing residential streets to the south. Given the existing conditions and the proposed walkable site layout, Waivers are justified as further noted in the Plan Review section of this report.

SITE LAYOUT

The overall layout is consistent with the goal of this district to organize development around a fine-grained street and block network. As previously noted, the layout would ideally be flipped 180 degrees so that the parking structure is on the western end with the other buildings better relating to the Historic District and the Dublin Cemetery to the east. At the PDP stage, the applicant indicated that several scenarios had been explored to adjust the site plan accordingly but, due to the existing site dimensions, they could not achieve the town square concept while shifting the location of the parking structure. The proposed FDP site plan is largely consistent with the PDP with the few changes noted above. Below is a discussion of the elements of the site plan as proposed.

Required Building Zone (RBZ)

The Historic Mixed-Use Building Type is proposed for all buildings, except for the parking structure. The required RBZ along the front property line is 0'-20', while the corner side RBZ is 0'-10'. Since W. Bridge Street is a Principal Frontage Street, it is considered the front property line, while Monterey Drive is the corner side property line. The new neighborhood street acts as another front property line. All buildings meet the RBZ requirements except for Building 4, which is separated from Monterey Drive by the town square. The building arrangement helps define that square and justifies a Waiver.

Front Property Line Coverage

The Historic Mixed-Use Building Type requires a minimum building coverage of 80% within the front property line RBZ. This is met along both the W. Bridge Street and the new east-west street frontages. The coverage requirements do not apply to the Monterey Drive frontage since it is the corner side property line.

Setbacks

There are no minimum side or rear yard setbacks associated with the Historic Mixed-Use Building Type. However, perimeter landscape buffer requirements apply at certain locations as further detailed in the Tree Preservation and Landscaping section below. The Parking Structure Building Type requires 5-foot minimum side and rear yard setbacks. As proposed, the parking structure would be located 15 feet from the east (cemetery) property line, and the entrance ramp would be set back 5 feet from the south property line adjacent to the cemetery expansion area. The access drive to the ramp is shown at the minimum 3' setback for driveways.

Additional Tract
The northern portion of the recently controlled parcel at 48 Corbins Mill Drive extends into the W. Bridge Street right-of-way, which will be required to be dedicated to the City in fee-simple form as noted in one of the recommended conditions of approval. While the "panhandle" portion of this parcel would be combined with the Monterey Village development site, the rest of the property would continue to be a separate parcel at this time. The existing building would remain, but the applicant is planning on expanding the parking east of the building and allowing connectivity to the development site as further noted in the Parking section below. This connectivity would also allow access to Corbins Mill Drive. The changes would have to meet the applicable development standards and will be subject to separate approval. The review procedure and required reviewing body will be determined once additional information is available.

Lot Coverage
The maximum permitted impervious lot coverage for the Historic Mixed-Use Building Type, which applies to the west side of Monterey Drive, is 85% with an additional semi-pervious coverage of 5%. The proposed impervious lot coverage is approximately 90%, which requires an Administrative Departure.

The maximum impervious lot coverage for the Parking Structure Building Type, which applies to the east side of Monterey Drive, is 80% with an additional semi-pervious coverage of 10%. The proposed impervious lot coverage is 90%, which requires a Waiver.

Given the orientation of the development around a central open space, which includes a 4,900 square foot lawn, staff is supportive of the Administrative Departure and Waiver as noted in the Plan Review section.

Parking

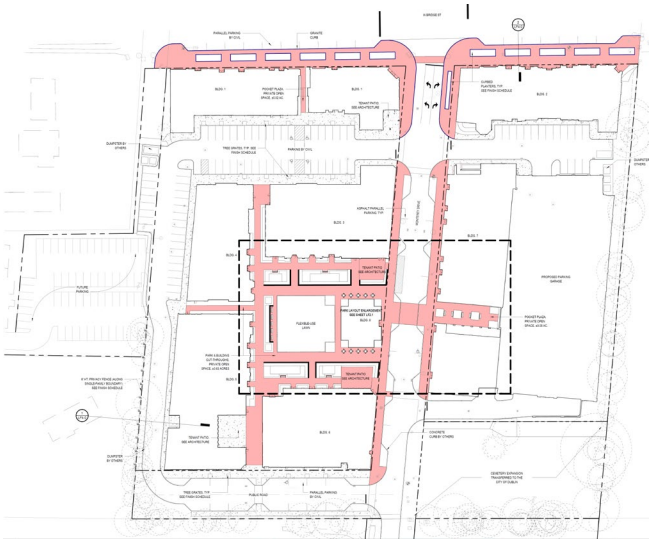
Location
Three types of parking are proposed: structured (295 spaces), on-street (44 spaces), and on-site surface parking (80 spaces). The latter is proposed to be located on both sides of internal drive aisles to the south of Buildings 1 and 2 and west of Building 4. The drive aisle east of Monterey Drive would dead end into the cemetery buffer and also provide access to the north side of the parking structure. The one on the west side would loop around the buildings framing the town square. A separate driveway is proposed to provide access to the south side of the parking structure, just north of the property being dedicated for cemetery expansion.

The Bridge Street Code limits the width of driveways to a maximum of 22 feet at the intersections with adjacent public street rights-of-way. It also limits the curb radii at those intersections to 20 feet. As proposed, each of the two drive aisles at the north side of the development is approximately 28 feet in width at the right-of-way line, while the southern driveway is approximately 24 feet in width. In all cases, the curb radii are shown at 25 feet. The code allow applicants to request alternative driveway throat widths. These will be further evaluated as part of the detailed streetscape review and the future platting process.

Parking is only permitted to the rear of Historic Mixed-Use buildings. In this case, some of the parking is located along the sides of Buildings 3 and 4, so a Waiver is required and is justified by the site layout/design as noted in the Plan Review Section.

The parking spaces south of Building 2 are in very close proximity to that building, rendering parts of the walkway inaccessible, especially when doors are open. The westernmost parking space in that area is also within 3 feet of the building's projecting bay. Modifications will be needed to allow proper pedestrian circulation in that area as noted in a recommended condition of approval.

Number
The minimum number of required parking spaces per the BSD code is 3 per 1000 square feet for retail, 10 per 1000 square feet for eating and drinking, and 2.5 per 1000 square feet for office. Based on the proposed square footages for the various uses, the minimum number required for the Monterey Village development is 660. As noted above, 419 spaces are proposed on site and along adjacent public roads. That number might slightly change depending on the final streetscape details, ADA parking requirements, and any adjustments needed to address certain site conditions as noted in this report.



The BSD Code allows for up to a 30% reduction in the number of required parking spaces based on transit proximity, shared parking calculations, and other parking reductions per section 153.065(B)(2)(b)1 through 5. The code also 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 a parking plan addressing the code criteria. As outlined in the plan, the applicant is also planning on creating a shared parking agreement with the adjacent parcel at 48 Corbins Mill Drive, where the existing parking lot is proposed to be expanded to accommodate up to 57 parking spaces (that number is likely to be less due to parking lot landscaping requirements). This is consistent with code as long as the parking requirements for the existing building on that site are also counted. Based on the building's square footage (5,000 square feet) and its use (retail) a minimum of 15 parking spaces is required. This brings the total parking requirement prior to any reductions up to 675 and the total proposed parking spaces to 476.

The entirety of both sites is within less than 1,320 feet of adjacent COTA bus stops, which is the threshold for a transit proximity reduction. The parking plan also notes the varying peak hours of the proposed uses as further verified by a traffic study. Based on the maximum 30% reduction, the total number of required parking spaces would be reduced to 473.

Staff is satisfied with the demonstration of parking need (even if some of the proposed spaces are lost to meet other requirements) 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 proposed parking plan.

It should be noted, however, that the use of shared parking triggers a code requirement for pedestrian connectivity between the sites. This is also critical to the integration of the sites along Corbins Mill Drive with the Historic Mixed Use District as outlined in Envision Dublin. Therefore, the provision of an intuitive pedestrian path between the two sites is a recommended condition of approval.

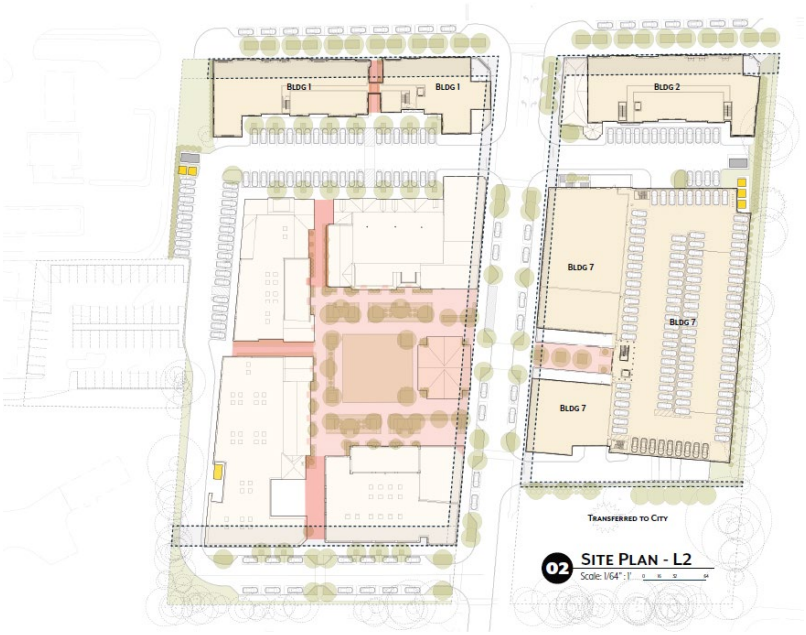
Loading
The BSD code requires one loading space per principal structure between 25,001 and 50,000 square feet of gross floor area. Two of the proposed buildings (Buildings 1 and 7) exceed 25,000 square feet of gross floor area, so two loading spaces are required. The applicant is proposing one 9'x46' loading zone along the west side of Monterey Drive. Section 153.065(B)(7)(b)4 states that on-street parking spaces may be counted toward meeting the minimum loading space requirement subject to approval of a required parking plan demonstrating that the on-street spaces are of adequate size, number and availability to serve the intended delivery vehicle(s) without creating conflicts with surrounding vehicular, bicycle, or pedestrian traffic and circulation. The proposed loading space is addressed in the parking plan and the final details will be determined in coordination with the streetscape improvements to the satisfaction of the City and the Washington Township Fire Department. A Waiver from the number of required loading spaces is addressed in the Plan Review section.

Bicycle Parking
The BSD code requires one bicycle parking space for every ten required vehicle parking spaces for commercial uses. Accordingly, 48 bicycle parking spaces are required. The plans submitted by the applicant include 18 bicycle racks on the first level of the parking structure and 26 racks on the second level. Each rack holds 2 bicycles, so the required number is met. However, bicycle parking on the second level of the parking structure does not meet the intent of being intuitive and easily accessible. Accordingly, 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. Staff recommends that at least 2-3 electric car charging points be included 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. Also, it appears that some of the underground storage chambers conflict with the proposed landscaping and will need to be adjusted accordingly. Both items are addressed in a recommended condition of approval.

OPEN SPACE



Code requires one square foot of publicly accessible open space per 50 square feet of commercial space. The required open space shall be located within 660 feet of the main entrance to the commercial space as measured along a pedestrian walkway. Based on the proposed commercial square footage, approximately 2,920 square feet of public open space is required. The proposed plan includes a variety of open spaces including a Pocket Plaza on the east side of Monterey Drive, a Plaza (town square) on the west side, and several pedestrian pathways between buildings. The area of the Pocket Plaza that is eligible for inclusion toward meeting the minimum open space requirement is approximately 2,100 square feet, while the approximate eligible area of the Plaza (excluding outer walkways and private patios) is 13,000 square feet. The pedestrian pathways cannot be counted, but the total eligible area, at approximately 15,100 square feet is significantly larger than the minimum required. The distance from the farthest main entrance to a commercial space (the easternmost entrance of the W. Bridge Steet frontage of Building 2 to the Pocket Plaza) is approximately 490 feet.

The proposed Pocket Plaza meets the intent of this Open Space Type to provide a formal open space of relatively small scale to serve as an impromptu gathering place for civic, social, and commercial purposes. The Pocket Plaza includes planting beds with deciduous shade trees complemented by bench seating as required for this Open Space Type. The applicable general requirements are met except that the size exceeds the maximum permitted area of 1,200 square feet. A Waiver is, therefore, needed and is supported by staff.

The eligible area of the Plaza (town square) exceeds the minimum required area of 0.25 acres (10,890 square feet). This space is surrounded by buildings to the north, west and south, and is open to the street on the east side. Centered within the Plaza's street frontage is Building 8, which is proposed to house eating and drinking functions with associated patios. The space is divided by wide sidewalks that define planting beds with deciduous shade trees and a 4,900 square foot open lawn directly west of Building 8. The planting areas are lined by stacked stone walls oriented toward the center of the Plaza. Private tenant patios are proposed to the north and south of Building 8 near the Monterey Drive frontage. The Finish Schedule provided in the application materials includes site furnishing and finish details such as benches, tables, chairs, and dry stack wall specifications. The proposed Plaza meets the applicable Open Space Type requirements.

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, but further connectivity to the Dublin Cemetery to the east, Monterey Park to the south and Corbins Mill Drive (through the recently controlled parcel) to the west should take place to the satisfaction of staff. This is addressed through a recommended condition of approval.

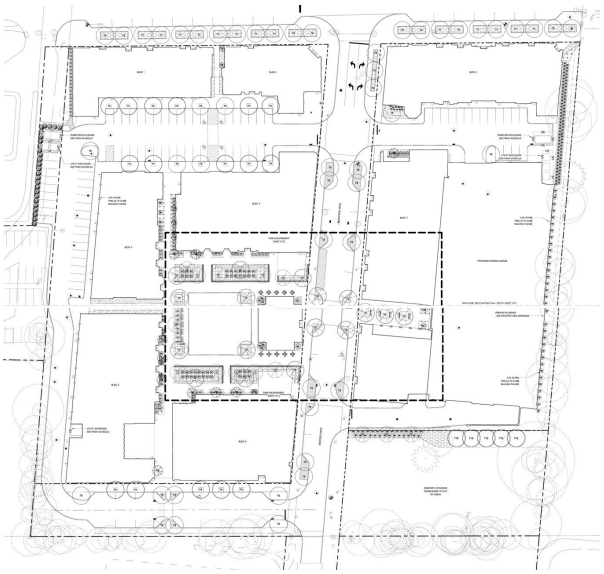
Tree Preservation and Landscaping

Tree Preservation

The proposed development would necessitate the removal of a large number of trees from the site, most of which are in good condition. These include the northern portion of the mature tree row on the west side of the property due to the westerly expansion of the site's boundary. The BSD code requires replacement of protected trees on an inch-for-inch basis but provides exemptions for removal of trees on any portion of a site required to be occupied by a public street and any portion of a lot required to be occupied by a structure pursuant to the Building Type standards as approved by the Planning and Zoning Commission with a Final Development Plan application. Based on these provisions, the trees proposed to be removed from areas where parking lots and the town square are shown would not qualify for exemptions and would either need to be replaced on site or require a fee in lieu of replacement as noted in a recommended condition of approval. It should be noted that the removal of parking from the southwest corner of the site allows retention of additional trees in that area. The applicant has indicated that opportunities for additional tree retention will be explored as the site grading and utility layout are finalized.

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 install trellises along the side of the parking structure to support Boston Ivy. As noted above, the parking structure's setback was shown at 18 feet at PDP and has since been reduced to the 15-foot minimum to allow for wider sidewalks (12') along Monterey Drive. Staff is concerned about the impact on the large trees near the property line, especially since the structure's support piers would extend a few inches from the rest of the surface (not counting the footers below grade). The applicant has indicated that as the construction drawings get finalized, a careful assessment of the structural supports relative to the tree locations would take place and that additional measures to protect the trees would be implemented. Staff agrees with that approach but additionally recommends that the structure be shifted two feet to the west, which would still allow for a 10'-wide sidewalk.



Since the tract that will be conveyed to the City for cemetery expansion carries a BSD zoning designation, the perimeter buffer requirements do not technically apply. However, it has been the City's position (as part of the consideration for trading the City-owned parcel at the north end of the site for this tract) that appropriate buffering is needed and expected to be provided on the development site. This was part of a condition of approval at PDP. While the parking structure's access drive and ramp have been moved north of the property line by 3' and 5', respectively, limited space is left for buffering. As such, the applicant is proposing to plant trees, shrubs and other plant materials on the cemetery expansion site, which inconsistent with the City's position. Staff recommends that the applicant work with the City and the Dublin Arts Council to create an appropriate treatment along the south property line that achieves the buffering objectives while not encroaching unto the future cemetery expansion site.

A parcel containing a single family detached residence (zoned BSD-Commercial) also abuts the southern portion of the site's west property line. Code requires a minimum buffer width of 10 feet containing one tree per 40' of lineal boundary plus a continuous 6-foot-high planting, hedge, fence, wall or earth mound. As noted above, parking spaces that were proposed at the PDP level in very close proximity to the property line have been eliminated, and the current plan shows a pavement setback of 8 feet from the west property line. Based on an agreement with the adjacent property owner, the applicant is 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. Despite the slight deficiency in the buffer's width, the buffer requirements are otherwise met. However, the shrubs are not currently shown on the landscape plan and will need to be added.

In addition to the loss of a large number of trees near the site's northwest corner, the existing dense understory vegetation would also be removed leaving the backs of Buildings 4 and 5 exposed. There appears to be sufficient space west of Building 1 to incorporate trees and plant materials to help soften that edge. Similarly, at least 3 deciduous trees could be added to supplement the proposed hedgerow along the west side of the parking spaces.

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). The data provided on the landscape plan indicates compliance with the requirements, but it appears to be based on an earlier version, and the actual plan does not appear to comply with these provisions. Since the parking area south of Building 1 is bordered by larger sidewalks with tree grates/deciduous trees, staff is supportive of a Waiver to accommodate this as an option. However, staff recommends that landscape islands be introduced west of Building 4 and south of Building 2 with the goal of achieving compliance with the code provisions.

Code also requires one street tree per 40 linear feet of street frontage. This requirement is not met along Monterey Drive where 21 trees are required and 18 are proposed. Staff recommends adding a planter with trees on the west side of the street just south of Bridge Street to mirror the proposed treatment on the east side.

BUILDING TYPE

As noted, all buildings are proposed to utilize the Historic Mixed Use Building Type except for the parking structure, which falls under the Parking Structure Building Type. Both are permitted in the BSD-HTN District. During the PDP review, the possibility of also exploring the Loft Building Type was discussed as it permits some of the roof forms and floor heights proposed by the applicant and would add building type variety as contemplated in this district. However, after weighing the number of Waivers that would be needed by each building type, the applicant decided to continue with the Historic Mixed Use Building Type. Most of the proposed buildings exhibit variety in styles, so staff is supportive of this approach. Since the PDP approval, the applicant has also worked with staff on various enhancements to the buildings' architectural details. However, there are still several details that will need further refinement, including the parking structure, the west elevations of Buildings 4 and 5, and possibly the south elevations of Buildings 5 and 6. Also, given the traditional design approach, additional architectural refinements would further enhance the development's character. For those reasons, staff recommends that the applicant return with an Amended Final Development Plan (AFDP) to finalize these details. This approach could also allow for resolution of some of the other recommended conditions of approval. Below is an outline of the appliable standards and how the proposal corresponds to each.

Building Height

The minimum permitted height for the Historic Mixed Use Building Type is 1.5 stories, and the maximum is 2.5 stories. A half story is defined as being completely within the roof structure (of a pitched roof) with street-facing windows or in a visible basement exposed a maximum of one-half story above grade. It is intended to be occupiable. Buildings 1, 2, and 7 are 2 stories in height, thus meeting the requirements (except for the one-story western bay of Building 2). Buildings 3, 4, 5,6, and 8 (surrounding the town square) are one-story buildings, several of which have very high ceilings and/or false upper floors. These require Waivers. While staff has advocated for true 2-story buildings around the square, including the possible addition of residential uses to complete the "village" concept, the applicant has stated that the addition of second floor office or residential would be challenging due to parking considerations in the case of office and feasibility considerations in the case of residential due to the small number that could be accommodated. Given the appropriate scale of the proposed building and the applicant's indication that a mezzanine option would be available to future tenants, staff is supportive of a building height variance as outlined in the Plan Review section of this report.

Floor Height

The minimum and maximum permitted ground story heights are 10' and 12', respectively. The table below reflects the proposed story heights for each building. It should be noted that these might be adjusted based on the final design details and potentially the site grading (if varying finished floor elevations within certain buildings are needed). 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	16'*	16'*	24'-8"*	28'-10"*	28'*	24'-4"*	16'*	12'
Upper Story 9' min – 12' max	9'-4"	12'	None	None	None	None	16'-8"*	None

* Waiver required

As can be seen, ground story height Waivers are required for Buildings 1 through 7, and an upper story height waivers is required for Building 7. Staff is supportive of these Waivers since pedestrian-scale elements are incorporated into the design.

Roof Type
A combination of pitched and parapet roofs is proposed, some within the same building. The only permitted roof type for the Historic Mixed-Use Building Type is Pitched Roofs. Other roof types, including the Parapet Roof type may be approved by the Planning and Zoning Commission if determined to be architecturally appropriate. Parapet roofs are proposed for parts of buildings 3, 4, 5, 6, and 7, requiring Waivers. Similarly, gambrel and mansard roofs (which are proposed on some buildings) are only permitted for single family detached buildings unless otherwise determined by PZC to be architecturally appropriate. Dormers or cross gables must be incorporated when the ridge of a gambrel or mansard roof runs parallel to the street. Mansard roofs with no dormers or cross gables are proposed on parts of Buildings 3 and 7, requiring Waivers. Staff is supportive of these Waivers as they help provide the intended building variety.

Primary and Secondary Materials/Roof Materials
The permitted primary exterior cladding materials for the Historic Mixed Use Building Type are brick, stone and wood siding. In addition to brick and cast stone, the applicant is proposing to use fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles as primary materials. Staff is supportive of the use of these additional materials through a Waiver as most have been successfully used in the nearby Historic District. Concrete block from Spec-Brik (which resembles a larger brick module) in a gray color blend is also proposed as a primary material on the west facades of Buildings 4 and 5. Staff could support a Waiver for this material if verification of color retention longevity is provided, but recommends deferring a final decision on its use at the proposed locations until the AFDP.

For the Parking Structure Building Type, brick, stone and glass are listed as permitted primary materials. The applicant is proposing to use the same concrete block product noted above as the primary building material, except in an orange/brown color blend. Cast stone accents and coping are also proposed. Again, staff could support a Waiver for this material with proper documentation about longevity. However, an additional primary material will need to be incorporated into the design as required for facades over 1,000 square feet, exclusive of windows and doors. This will need to be resolved at AFDP.

The permitted roof materials include dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate, and ceramic tiles. The roof materials proposed for the buildings include asphalt shingles, standing seam metal, copper, wood shingle, and clay tile. The latter would be used on the southern portion of Building 7 and requires a Waiver, which is supported by staff.

Façade Transparency
The minimum street façade transparency is 40% on the ground story (storefronts) and 20% on upper stories (windows). For non-street façades, the minimum transparency is 15%. Blank wall limitations also apply. These requirements appear to be met in various but not all locations and will require further evaluation at AFDP once all other details are finalized. Significant

expanses of blank walls are proposed on the west elevations of Buildings 4 and 5 where the applicant is proposing to use vines, artwork and shutters on the exterior of the ground story to soften the walls' appearance. A blank wall expanse is also proposed on the south elevation of Building 5, which faces the new neighborhood street across from Monterey Park. The applicant is proposing to install display windows to break up the south façade of Building 6, which also faces the park (although a Waiver would still be required). Blank upper story walls are also proposed, although the applicant has provided some perspective renderings showing that they would be minimally visible.

The intent and practice in the Bridge Street District is to provide transparency and articulation to every building façade. As the existing tree/brush screening along the west property line is significantly thinned, and with the integration of at least one parcel along Corbins Mill Drive, the proposed buildings' west elevations become more prominent. As such, the treatment of those elevations will need to be carefully considered at AFDP.

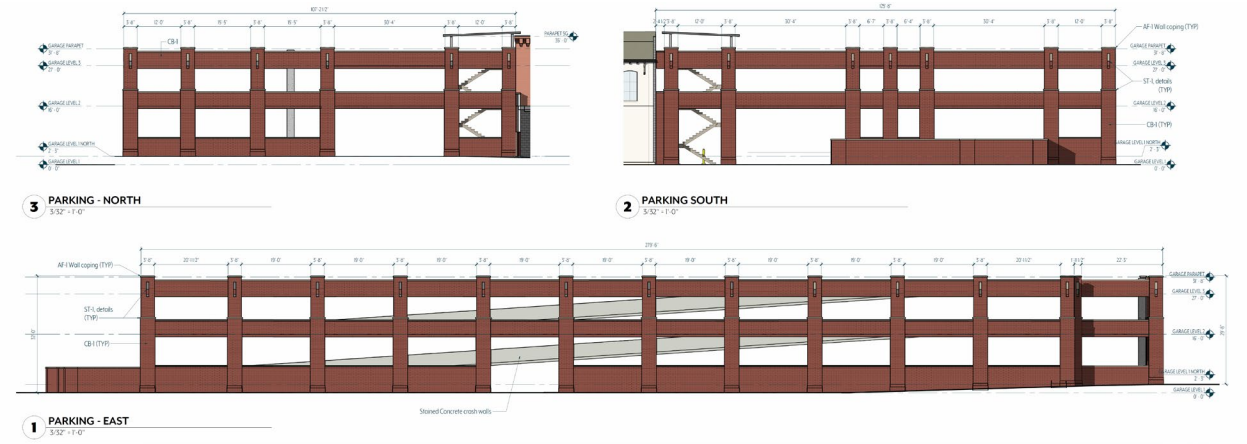
Building Entrances
Principal entrances to Historic Mixed Use buildings are required to be along the principal frontage street. As proposed, entrances to the second floors of Buildings 1 and 2 are located on the parking lot side of the structures. Similarly, entrances to the second floor of Building 7 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. Final details will be addressed at AFDP, especially pertaining to the addition of intuitive site or building design features to clearly identify the access route to the upper floor of Building 7.

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, no entrances are currently shown along the Monterey Drive frontages of Buildings 3 and 6. However, the buildings are designed in such a way that entrances along those frontages could be added as needed. For that reason, staff is supportive of a Waiver. Entrance Waiver details will be finalized at AFDP.

Mid-Building Pedestrianways
For Historic Mixed Use buildings greater than 150 feet in length, mid building pedestrianways are required. Building 1 includes a pedestrianway, but the west part is 161 feet in length, thus requiring an Administrative Departure. Waivers are required for Building 2 (200 feet long), Building 5 (193 feet long), and the northern part of Building 7 (172 feet long). All other buildings are less than 150 feet in length. The code standard is based on the development pattern and walkable scale of the adjacent Historic District. Staff is supportive of the Administrative Departure and Waivers in this instance given the walkable layout of the proposed development.

Parking Structure
Staff appreciates the elegant, straightforward design of the proposed parking structure. However, at approximately 280 feet in length, its scale is different from the smaller massing in the rest of the development and presents a large backdrop to the adjacent cemetery. By contrast, the Dublin Community Church (which includes two additions) on the other side of the cemetery is slightly over 200 feet long, but with the longest module (newest addition) being

approximately 95 feet in length. Staff recommends that the massing of the parking structure be broken down through a combination of at least one additional building material and further architectural articulation with details to be finalized at AFDP.



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.

5. Plan Review

Administrative Departures [153.66(J)(5)]

Historic Mixed Use Building Type

1) 153.062(O)(9)(a)(2) – Impervious Lot Coverage
Maximum 85% permitted.

Request: To allow 90% impervious lot coverage for Block 1.

Criteria Met: This is mitigated by the inclusion of a central open space with a 4,900 square foot lawn.

2) 153.062(O)(9)(d)(3) – Mid-Building Pedestrianway
Required for buildings greater than 150' in length.

Request: To allow a building length of 161' for the western part of Building 1.

Criteria Met: The intent of a walkable development is met by the overall site layout.

Waiver Requests [153.66(K)(5)]

Lots and Blocks

1) 153.060(C)(2)(a) – Maximum Block Size
Maximum block length in the Historic Transition District is 300 feet and the maximum block perimeter is 1,000 feet.

Request: 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.

Criteria Met: Waivers are warranted given proposed walkable site layout along with the existing conditions, including the location of the adjacent cemetery.

Waiver Requests [153.66(K)(5)]

Historic Mixed Use Building Type

2) 153.062(O)(9)(a)(1) – Corner Side Required Building Zone
0' – 10' RBZ is required.

Request: To allow Building 4 to be located outside the required RBZ.

Criteria Met: The proposed building does not have direct frontage on Monterey Drive due to the site layout with buildings organized around the town square. The intent of the district is met.

3) 153.062(O)(9)(a)(3) – Parking Location
Parking allowed at the rear of buildings.

Request: To allow parking along the sides of Buildings 3 and 4.

Criteria Met: The location of the parking is justified by the overall site layout and design.

4) 153.062(O)(9)(b) – Building Height
Minimum permitted building height is 1.5 stories

Request: To allow each of Buildings 3, 4, 5, 6, and 8 and the western bay of Building 2 to be one story in height.

Criteria Met: The overall intent is met given the scale of the proposed buildings and the applicant's indication that a mezzanine option would be available to future tenants.

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

Request: 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.

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 ±16'-8" for Building 7.

Criteria Met: The building design integrity is maintained.

7) 153.062(O)(9)(d)(6) – Roof Types
Pitched roof; other roof types permitted with approval (refer to 153.062(D)). Per 153.062(D)(2)(h), when the ridge line of a mansard roof runs parallel to the street, dormers or cross gables must be incorporated.

Request: 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.

Criteria Met: The various roof types help achieve the building variety envisioned in the Historic Transition District. The exclusion of dormers or cross gables is based on the design objectives of the respective buildings.

8) 153.062(O)(9)(d)(5) – Façade Materials
Permitted primary materials are stone, brick and wood siding.

Request: To allow the use of fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles as primary building materials.

Criteria Met: Most of these materials have been successfully used in the adjacent Historic District.

9) 153.062(O)(9)(d)(3) – Mid-Building Pedestrianways
Required for buildings greater than 150' in length.

Request: To allow exclusion of mid-building pedestrianways for Building 2 (200' in length), Building (193 feet in length), and Building 7 (172 feet in length).

Criteria Met: The façade design and proportions are consistent with the rest of the building.

Waiver Requests [153.66(K)(5)]

Building Types

10) 153.062(E)(3)(c) - Roof Materials
Roof materials for mansard roofs shall be cedar shake, slate or metal.

Request: To allow Spanish (clay) roof tiles at Building 7.

Criteria Met: The proposed material complements the proposed building style.

Waiver Requests [153.66(K)(5)]

Parking Structure Building Type

11) 153.062(O)(11)(a)(2) - Impervious Lot Coverage

Maximum 80% permitted

Request: To allow 90% 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.

Waiver Requests [153.66(K)(5)]

Open Space Types

12) 153.064(G)(1)(a) Maximum Size

Maximum size of a Pocket Plaza is 1,200 square feet.

Request: To allow a 2,100 square foot Pocket Plaza on the east side of Monterey Drive.

Criteria Met: The space is defined by the surrounding elements of Building 7.

Waiver Requests [153.66(K)(5)]

Site Development Standards

13) 153.065(B)(7)(c)(1) – Required Loading Spaces

One loading space required per principal structure between 25,001 and 50,000 square feet of gross floor area – 2 required based on the areas of Buildings 1 and 7.

Request: To allow a single on-street loading space.

Criteria Met: The proposed space serves the needs of the development and is further addressed in the Parking Plan.

14) 153.065(D)(5)(c) – Surface Parking and Circulation Area Landscaping

Options include landscape islands with a maximum run of 12 parking spaces, interior tree lawn, or consolidated island.

Request: To allow tree grates/deciduous trees to fulfill this requirement for the parking area south of Building 1.

Criteria Met: The proposed space serves the needs of the development and is further addressed in the Parking Plan.

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 PDP 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 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 and the Washington Township Fire Department.
8. The proposed design, architecture, and materials of buildings is consistent with the BSD Design Guidelines, while integrating with nearby development, and avoids overshadowing of existing or proposed development;	**Criterion Met with Administrative Departures, Waivers, and Conditions**: The overall design of the buildings is consistent with the intent of the Historic Transition Neighborhood, but various Waivers are needed and several details will need to be refined/finalized with an Amended Final Development Plan (AFDP).
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 where possible.
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 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. Some elements of the proposal require refinements and/or Waivers, and 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 with Conditions:** The proposed development is consistent with the Historic Transition Neighborhood standards and the BSD Special Area Plan. Various details will need to be refined/finalized through an AFDP application.

Recommendation

Planning Recommendation: Approval of Parking Plan.

Planning Recommendation: Approval of 2 Administrative Departures.

Planning Recommendation: Approval of 14 Waivers.

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

1) That the necessary right-of-way at the north end of the added tract be dedicated to the City.
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.
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.
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.
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.
6) That 2-3 electric car charging points be incorporated.
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.
8) That the applicable tree replacement requirements be addressed at the Building and Site Permit stage.
9) That Building 7, including the parking structure, be shifted two feet to the west to maximize protection of the existing trees along the east property line.
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.
11) That the landscape plan be updated to meet all applicable requirements and provide appropriate buffering.
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.
13) That a photometric plan and light fixture cut sheets be provided at the Building Permit stage to verify compliance with all applicable requirements.
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.