

PLANNING REPORT

Planning and Zoning Commission

Thursday, January 15, 2026

All In Dublin 25-115 FDP

www.dublinohiousa.gov/PZC/25-115

Case Summary

Address	PID: 273-013221
Location	East side of Dublin Center Drive between W. Dublin Granville Road and Bunker Drive.
Proposal	Construction of a four-story, 75-unit multi-family building and associated site improvements on a 1.59-acre site
Request	Review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.066.
Zoning	BSD-SCN, Bridge Street District – Sawmill Center Neighborhood
Planning Recommendation	Approval of a Parking Plan Approval of 4 Administrative Departures Approval of 15 Waivers Approval of the Final Development Plan with Conditions
Next Steps	Upon review and approval of the Final Development Plan, the applicant may be eligible to apply for site and building permits
Applicant	Mark Dunham, Executive Director, All Inclusive Living
Case Manager	Bassem Bitar, AICP, Deputy Director of Planning (614) 410-4635 bbitar@dublin.oh.us



Community Planning and Development



5200 Emerald Parkway
Dublin, Ohio 43017



614.410.4600
dublinohiousa.gov

Sustainable | Connected | Resilient

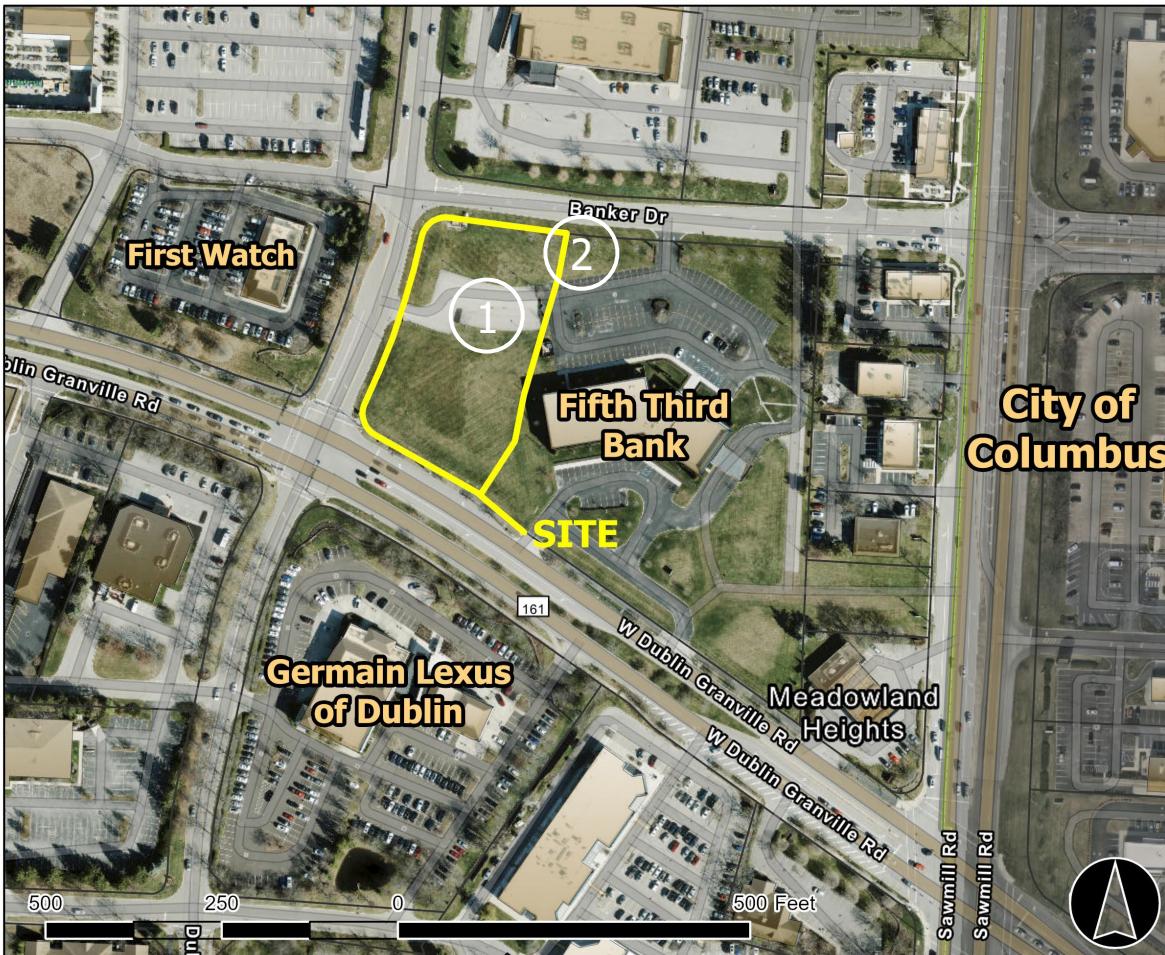
Site Location Map

25-115FDP - All In Dublin



Site Features

- 1 Existing Pavement
- 2 Access Drive/Easement



1. Request and Process

Request

Request for review and approval of a Final Development Plan to accommodate a four-story, 75-unit multi-family building and associated site improvements. The 1.59-acre site is zoned BSD-SCN, Bridge Street District Sawmill Center Neighborhood and is located on the east side of Dublin Center Drive between W. Dublin Granville Road and Bunker Drive.



Process

The Final Development Plan (FDP) is the final step in the development process as outlined below:

1. *Concept Plan (CP) – 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.

2. Background

Site Summary

The ±1.59-acre site has frontage on three public streets: W. Dublin Granville Road to the south, Dublin Center Drive to the West, and Bunker Drive to the north. It was once part of a larger parcel that also included the adjacent Fifth Third Bank facility to the east and was created after a resubdivision plat was approved by City Council in 2021. It also incorporates a 0.059-acre tract that was split from the original parent parcel in September 2025 to better accommodate the proposed project. Cross-access easements between the two parcels were incorporated into the 2021 plat and slightly adjusted in conjunction with the 2025 lot split. An unused portion of the Fifth Third parking lot remains on the northern half of the site, with a barricade preventing access from the east. An existing curb cut along Dublin Center Drive is also barricaded. The site is otherwise vacant, except for several utility boxes located within an easement near its northwest corner. It is surrounded by commercial uses.

History

August 2021 – Case 21-025PP, Case 21-026FP

The Planning and Zoning Commission (PZC) recommended that City Council approve Preliminary and Final Plats for the replat of an approximately 6.69-acre parcel within the Dublin City Center Subdivision to establish two new parcels, including the subject site.

October 2021 – Resolution 59-21, Resolution 60-21

City Council approved Preliminary and Final Plats for the replat of the original 6.69-acre parcel.

February 2022 – Case 23-016INF

PZC held an Informal Review and provided non-binding feedback on a proposed two-story emergency hospital. Members expressed concerns that the proposed use was auto-oriented and did not further the vision of the Bridge Street District as part of a larger mixed-use walkable environment. Commissioners also recommended greater massing along the W. Dublin Granville Road frontage and stressed the need to provide a gateway feature at the intersection of Dublin Center Drive and W. Dublin Granville Road.

June 2025 – Case 25-042CP

PZC reviewed and provided non-binding feedback on a Concept Plan submitted by All In Dublin for a four-story, 75-unit multi-family building and associated site improvements. The Commission was generally supportive of the use and layout, but expressed concerns about the site access, amount of parking, adequacy of public open space, and proximity of ground-floor residential units to W. Dublin Granville Road given its busy nature. Members recommended activating the entire first floor frontage along W. Dublin Granville Road and differentiating it from the other street frontages.

September 2025 – Case 25-088MS

Staff administratively approved an application for a Minor Subdivision involving a lot line adjustment along the east side of the site to increase the lot size of the subject parcel by an additional 0.059 acres.

September 2025 – Case 25069PDP

The Planning and Zoning Commission approved a Preliminary Development Plan for the proposed All In Dublin project with two Waivers and seven conditions as outlined below.

During the discussion, several Commission members concluded that the proposed pocket park at the southwest corner of the site could not count as public open space given the level of enclosure surrounding it. Most members also noted that the proposed generator should be removed from the northeast pocket park, and a few recommended enhancing the pedestrian circulation network through the parking lot.

The approved Waivers included the following:

- 1) *Section 153.062(O)(3)(a)(1) – Corner Side Require Building Zone:* to allow the building to be located approximately 62 feet on average from the Banker Drive property line where the required building zone is 5-20 feet.
- 2) *Section 153.062(O)(3)(c) – Occupied Space:* to allow unoccupied space (water meter and electric rooms) to occupy a portion of the ground story of the west façade facing Dublin Center Drive where a minimum occupied space depth of 20 feet is required.

The conditions of approval were as follows:

- 1) The applicant update the Site Plan to reflect the Required Building Zone and side yard setback and confirm compliance with the applicable standards at the Final Development Plan stage (FDP).
- 2) The applicant continue to work with staff on addressing the lot coverage and open space standards at FDP.
- 3) The applicant work with Engineering staff to complete stormwater management calculations that are compliant with the City's stormwater regulations and provide the correct critical storm calculations prior to submittal for FDP.
- 4) The applicant continue to work with Engineering staff and the Washington Township Fire Department to confirm the necessary water lines are provided for fire coverage.
- 5) The applicant continue to work with staff on incorporating the BSD Streetscape Character Guidelines including incorporation of on-street parking.
- 6) The applicant continue to work with staff on finalizing the on-site parking details.
- 7) The applicant continue to work with staff on finalizing the building design details.

The applicant's FDP narrative and the discussion below address these conditions.

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 Urban, which is intended to incorporate a strong mix of uses in an active, highly walkable environment. The principal uses include commercial, office, hospitality, multi-family residential, and eating and drinking.

Supporting uses include civic, parks, and open space. Building height ranges from 3 to 6 stories, but taller structures may be appropriate in key locations. Vertical and horizontal mixed-use is envisioned in this district with ground floor activation and entrances oriented toward the street. Urban open space concepts, including plazas, pocket parks and public squares, are envisioned, while green space is de-emphasized. A dense, gridded street network is expected, with building walls along wide sidewalks, complemented by patios and seating areas.

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 East Bridge Street subarea of the Bridge Street District Special Area Plan. The plan notes that this corridor represents great development potential through its access, visibility, consolidated land ownership and opportunities to connect to adjacent walkable subareas. It also highlights the future high-capacity bus rapid transit (BRT) that will link this corridor to Columbus as well as Historic Dublin, Perimeter Road, and the West Innovation District. While the plan acknowledges the challenges in this area, it also highlights the great opportunities to transform the existing suburban, auto-oriented development pattern into a high-density, walkable environment. It notes the potential for pedestrian-oriented office and hotel development supported by complementary housing and retail.

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.

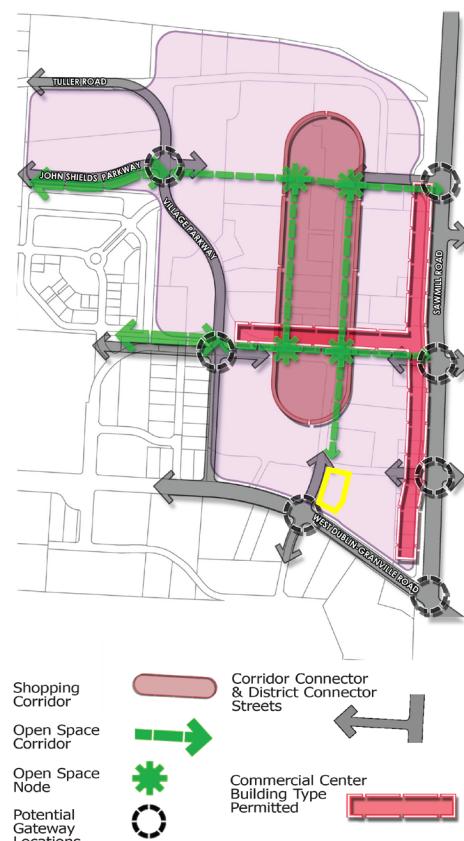
Neighborhood Standards

The site is zoned BSD-SCN, Sawmill Center Neighborhood District. This district applies to the majority of the commercial areas at the east end of the BSD. The standards of the BSD Sawmill Center Neighborhood create an active, walkable destination through the integration of a strong mix of uses. Development within this district relies on the provision of physical and visual connections through improved access and enhanced visibility from Sawmill Road, and links to adjacent neighborhoods and open spaces. The district is subject to specific neighborhood standards defined in the City Code, allowing a wide variety of building types and permitted uses, and establishing open space patterns and location requirements for building types.

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,

FIGURE 153.063-A. ILLUSTRATION OF SAWMILL CENTER DEVELOPMENT STANDARDS



identifies three families of streets: 1) Corridor Connectors, 2) District Connectors, and 3) Neighborhood Streets. Several streets are also listed as Principal Frontage Streets (PFS), which carry additional requirements.

The site has frontage on three streets: W. Dublin Granville Road - a Corridor Connector/PFS, Dublin Center Drive - a District Connector/PFS, and Bunker Drive – a Neighborhood Street. The street network plan also shows a potential future north-south Neighborhood Street to the east of the subject site (generally connecting the north and south access points of the Fifth Third Bank site).

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.

Bridge Street District Streetscape Character Guidelines

The BSD Streetscape Character Guidelines build on the street family hierarchy and introduce a complementary framework of design guidelines within three categories of streetscape types: Signature Streetscapes, Standard Streetscapes and Historic Core Streetscapes.

Both Dublin Center Drive and Bunker Drive carry the Standard Streetscape category, which includes on-street parking with permeable brick pavers, granite curbs, concrete sidewalks, and planting strips or tree grates. W. Dublin Granville Road is under the Signature Streetscape category, which includes brick sidewalks. It should be noted, however, that additional improvements within that corridor will take place in the future to accommodate and complement the BRT. The exact details will be finalized at a later date, but additional right-of-way is needed and is being provided by the applicant. The application materials include an illustration of one of the City's streetscape alternatives. The speed limit is expected to be reduced to 25 mph in the future.

4. Project

The project continues to include a single L-shaped building occupying much of the site frontages along W. Dublin Granville Road and Dublin Center Drive. Since the Preliminary Development Plan review, the applicant has made various changes to the plan to address the comments and conditions raised by PZC and staff. Below is a discussion of the project details.

FIGURE 153.061-A. BRIDGE STREET DISTRICT STREET NETWORK



BSD Standard Streetscape

USE

Consistent with the PDP, the four-story structure would include 38 one-bedroom units, 29 two-bedroom units, 8 three-bedroom units, and associated common space. The first floor along the W. Dublin Granville Road frontage would be occupied by an active community space and a fitness facility for the residents, both with storefront treatments that open up to public pocket plazas. An entrance to the building would be located at the southwest corner and complemented by a partially-covered exterior public plaza.

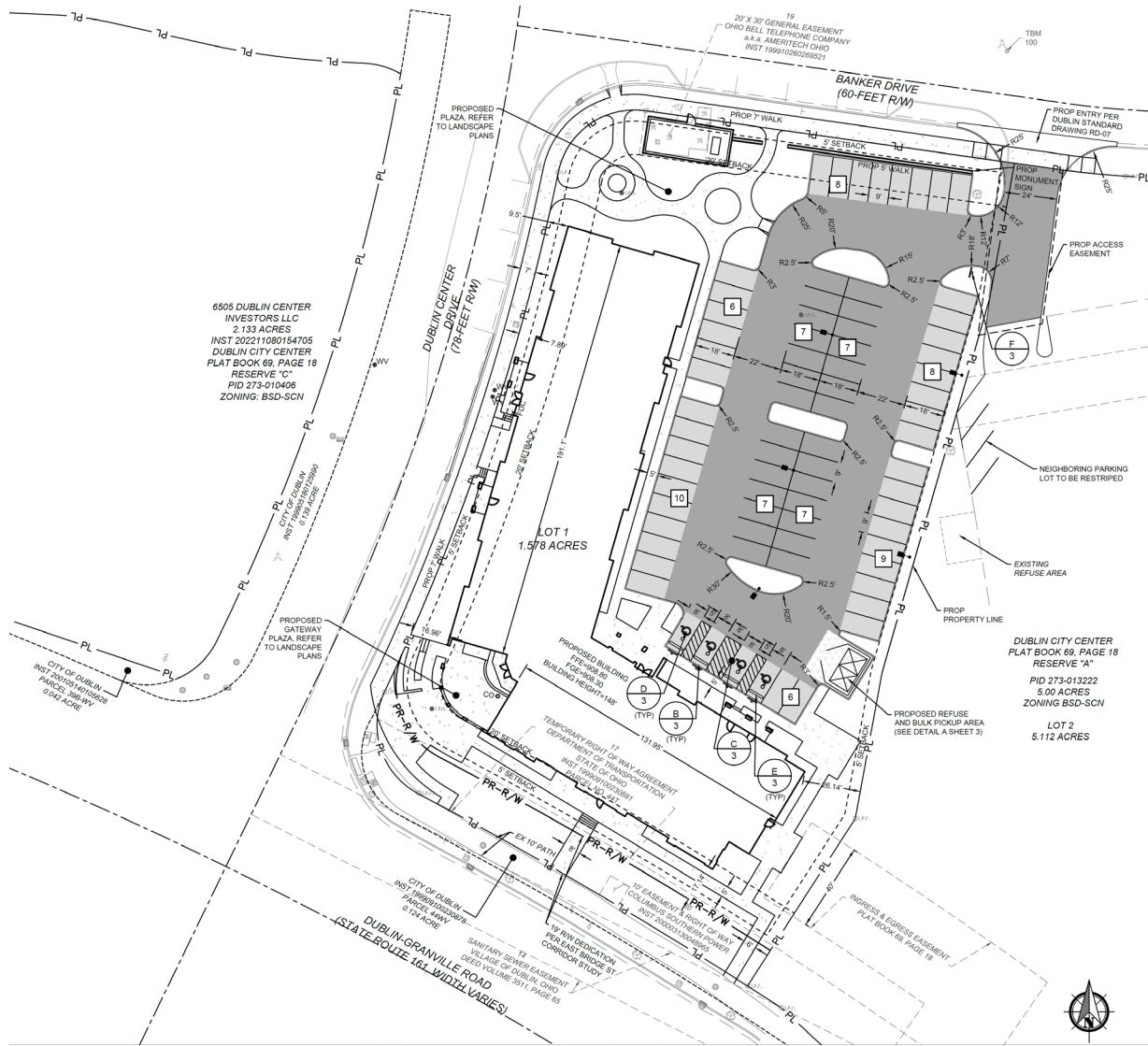


Multiple-family dwellings are permitted in the BSD-SCN district as are the proposed accessory uses (amenities). The Mixed-Use Urban Future Land Use includes multi-family residential as one of the principal uses, and the Bridge Street District Special Area Plan envisions housing as a complementary use in the East Bridge Street Subarea to further promote walkability. Existing and future transit stops are near this site, and retail and service opportunities are within walking distance.

Site Layout

As noted, the site is bounded by streets on three sides. In this case, W. Dublin Granville Road and Dublin Center Drive are considered front property lines since they are Principal Frontage Streets, while Banker Drive serves as the corner side property line. The building and public open spaces border the front property lines, while the parking lot is located to the rear as permitted for the proposed Apartment Building Type. Vehicular access is provided off of Banker Drive through a shared access drive with the property to the east, allowing for proper separation from the intersection at Dublin Center Drive. The proposed open space at the northwest corner of the site, and the street wall and landscaping along the Banker Drive frontage help minimize the visibility and impact of the parking lot. The proposed building siting provides an architectural backdrop at the southwest corner of the site where a Pocket Park is

proposed to extend from beneath the upper floors of the building to the southwest, merging with the streetscapes of Dublin Center Drive and W. Dublin Granville Road. This helps create a gateway at this location, consistent with the neighborhood standards of the Sawmill Center Neighborhood District. Most of the applicable standards are met. As noted above, approximately 19' of additional right-of-way along the W. Dublin Granville Road frontage would be dedicated to the City for future multimodal transportation improvements.



Required Building Zone (RBZ)

The Apartment Building Type standards stipulate a 5–20-foot RBZ along both the front and corner side property lines. A 5-foot minimum setback is also required along the side (east) property line. These standards are depicted on the site plan (although the RBZ is labeled as 5-foot and 20-foot setbacks). The proposed building complies with the requirements except for being outside of the Bunker Drive RBZ for which a Waiver was granted at PDP.

A new enclosure is proposed at the site's northwest corner to screen the existing mechanical equipment and accommodate a proposed generator as further discussed below. Given the

equipment location, this enclosure would encroach into the RBZ by approximately 2'-9", requiring a Waiver, which is addressed in the Plan Review Section below.

Front Property Line Coverage

The Apartment Building Type standards require a minimum front property line coverage (within the RBZ) of 75%. In this case, there are two front property lines, one along Dublin Center Drive where the required coverage is met, and the other along W. Dublin Granville Road where the frontage within the RBZ is at 66%. The latter requires a Waiver, which is addressed in the Plan Review section below.

Lot Coverage

As proposed, the site's impervious lot coverage is 79%, which exceeds the 70% maximum for the Apartment Building Type. A Waiver is required and addressed in the Plan Review Section.

Pedestrian Circulation through Parking Lot

In response to comments received during PZC's consideration of the PDP, the applicant explored adding pedestrian walkways along the north side of the parking lot and through the center islands. However, those changes resulted in a loss of compliance with the site landscape requirements, a lack of shade trees in the middle of the parking lot, and an increase in the impervious lot coverage. Both the applicant and staff concluded that the parking lot layout as proposed (without the additional walkways) is the best at achieving the proper balance, especially given the location of the accessible parking spaces and drop-off area near the building's entrance.

Stormwater and Utilities

The applicant is proposing to utilize an underground detention structure for stormwater management. As currently shown, this structure would extend below a couple of landscape islands thus impacting the ability to plant the trees shown in the landscape plan. The applicant will need to continue to work with the City's Engineering staff to resolve this conflict and ensure that the development is consistent with the City's stormwater management and all other engineering requirements at the permitting stage. Proposed conditions of approval are included to address these.

Lots, Blocks, and Streets

In the BSD Sawmill Center Neighborhood District, the maximum permitted block length is 500 feet, and the maximum permitted block perimeter is 1,750 feet. The existing block (formed by Sawmill Road on the east, Banker Drive on the north, Dublin Center Drive on the west, and W. Dublin Granville Road on the south) is approximately 950 feet in length at its widest with a perimeter of approximately 3,260 feet. However, the BSD Street Network Map indicates a future Neighborhood Street on the parcel to the east that will subdivide this block at the time that parcel redevelops, which would bring the block length and perimeter into compliance. The location of the site access drive also generally aligns with the envisioned location of a future mid-block alley as reflected in the Bridge Street District Special Area Plan. As currently shown, the access drive exceeds the 22' maximum width at the intersection with the Banker Drive right-of-way and the 20' maximum curb radii. These will need to be further analyzed at the permitting stage in coordination with the City's Engineering staff as noted in a proposed condition of approval.

Streetscape improvements are required along Dublin Center Drive and Banker Drive, including the addition of on-street parking per the BSD standards. The exact number of parking spaces and details of the restriping, landscaping, grading, sidewalk widths, and lighting that will be needed along those streets will be determined through continued coordination with the Transportation & Mobility and Engineering staff prior to any permit applications. Similar coordination will also be needed to define the transitional area between the existing and proposed right-of-way lines along W. Dublin Granville Road. These are addressed through proposed conditions of approval.

Parking

Based on the number and type of dwelling units, 88 parking spaces are required after a 10% reduction for Transit Proximity within 1,320 feet as allowed by the BSD code. The site plan accommodates 75 on-site parking spaces, which equates to 1 space per dwelling unit. The applicant has provided a Parking Plan consistent with the BSD standards, which includes detailed calculations of the parking requirements and eligible reductions, supplemented by information about the resident demographics and comparable developments in Central Ohio. As noted in the plan, 25% of the units will be designated for individuals with disabilities and up to 40% of the units will be initially offered to seniors. Given these demographics, car ownership rates are expected to be below average. The proposed parking ratio is identical to one of the three comparable communities noted in the plan and is greater than the other two.

It should be noted that per the BSD code, on-street parking spaces may be counted toward meeting the minimum parking requirement for a parcel provided that the spaces are on the same side of the street and more than one-half the length of the parking space lies between the two side lot lines of the parcel extended into the street right-of-way. The applicant has chosen not to include the planned on-street parking spaces along Dublin Center Drive and Banker Drive in the Parking Plan since the number has not yet been finalized, but once added, additional parking will be available. If for any reason, the number of parking spaces proves insufficient, the applicant will have the opportunity to seek a shared parking agreement with the property owner to the east. Given all these factors, staff recommends approval of the Parking Plan.

The parking space and drive aisle dimensions are consistent with code requirements, and the plan accommodates the required number of bicycle parking spaces (38 required/provided) with bike racks shown in various locations around the site.

Open Space and Landscaping

Based on the number of units within the building, 15,000 square feet of publicly accessible open space is required. Despite the dedication of right-of-way along the W. Dublin Granville Road frontage, the applicant has been able to incorporate the open space through the use of several permitted open space types with a total of 15,004 square feet. In response to Commission comments during the PDP consideration, the applicant has made several modifications to the open space configurations and type allocations as described below.

Pocket Park A (Northwest Corner of Site)

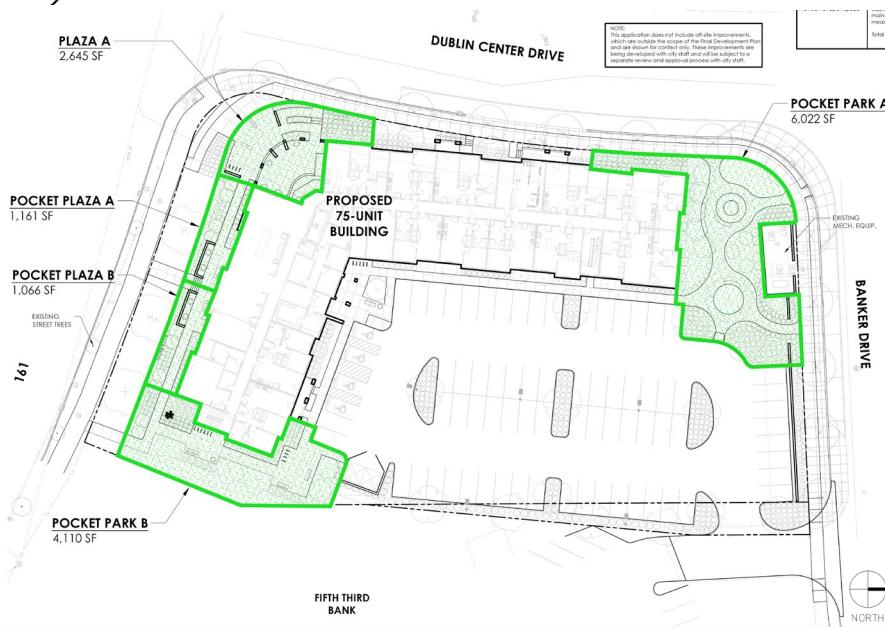
The applicant has significantly increased the usable open space by adding a brick enclosure around the existing mechanical equipment and relocating the proposed generator into that enclosure. As now proposed, the open space would include multiple seating areas, ADA access

to the parking lot and adjacent public sidewalks, a water feature, a public art opportunity, a pollinator garden, and a sensory garden. The changes allow for a variety of public open space experiences while minimizing the impacts of the mechanical equipment. The pocket park extends south along a portion of the building's west façade to help provide an edge between the public and private realm in an area where the required 2.5' differentiation between the sidewalk and finished floor elevation cannot be met (see Building Type and Architecture section below). However, as currently proposed, this area is disconnected from the larger open space. The plating plan and plant selections for this area should be modified to create a defined edge along the walkway just north of the building consistent with the pocket park's other edges. This is included as a recommended condition of approval. All Pocket Park standards are met.

Plaza A (Southwest Corner of Site)

As noted above, during the PDP consideration, several Commission members concluded that the space at this corner should not be counted towards the public open space requirements as most of the usable space was under the building's upper floors and appeared to be more private. The applicant has since greatly expanded the usable space towards the public sidewalks along Dublin Center Drive and W. Dublin Granville Road to further highlight that

intersection as a gateway while still maintaining some green edges. In addition, the applicant has significantly reduced the mass of the upper floors' support structure to further highlight the covered area as extension of the outdoor space. Multiple seating options are proposed throughout the space, which also incorporates some steps and ADA access, along with bike racks. The space has been reclassified from Pocket Park to Plaza as it functionally better aligns with the latter, although it falls short of the minimum 0.25-acre requirement necessitating a Waiver. An Administrative Departure is also needed to address a slight deviation from the width requirements. Both are addressed in the Plan Review Section.



Pocket Plazas A and B (Along Building's South Façade)

These open spaces are proposed along the building's south facade to help further activate the W. Dublin Granville Road frontage. They are elevated above the street level with steps between the two spaces providing access to the public sidewalk, while a walkway through them provides ADA access and connectivity between the adjacent Plaza and Pocket Park. A variety of seating is incorporated into these spaces. Each of the two Pocket Plazas meets the minimum and maximum size standards, but Pocket Plaza B does not meet the proportion requirement of no more than three to one, length to width, thus requiring a Waiver.

Pocket Park B (Southeast Corner of Site)

This space is proposed along the east side of the building, extending to the W. Dublin Granville Road frontage. It would include another public art opportunity as well as bike racks and multiple seating areas. The size of this Pocket Park is slightly less than the minimum 0.1-acre requirement, necessitating an Administrative Departure. It also requires two Waivers as it does not meet the minimum 30% perimeter frontage along the street right-of-way and exceeds the maximum 30% impervious surface coverage.

Overall Open Space and Landscaping

Additional information is needed to verify if the minimum outdoor seating requirements (one linear foot of seating for every two linear feet of public or private street frontage) are met. Pocket Plazas A and B include walls that could potentially serve as seat walls if constructed at a minimum height of 22" above the elevation of the adjacent Pocket Plaza. Additional waste receptacles are required in both Pocket Plazas and Pocket Park A to meet the minimum of one per each outdoor seating area. These are addressed through recommended conditions of approval.

The proposed open space arrangement is consistent with the BSD Sawmill Center Neighborhood standards, which envision a greenway connection extending from the core Shopping Corridor area of the neighborhood to the south along Dublin Center drive and terminating near Pocket Park A. This, in combination with Plaza A and the open space treatment along W. Dublin Granville Road align with the objective of providing a series of open space nodes along the streetscape connecting to shopping corridors and gateway locations.

The proposed landscaping meets the applicable standards provided that trees could be planted within the parking lot islands as shown in the landscape plan. The plan also includes replacement of four trees that are proposed to be removed to accommodate the access drive and parking at the northeast corner.

Building Type and Architecture

The Apartment Building Type is permitted within the BSD Sawmill Center Neighborhood. As specified in the BSD code, the minimum height for this building type is two stories, and the maximum height is 4.5 stories. Therefore, the proposed four-story building meets those standards. It is also consistent with the 3-6 story height range in the Mixed-Use Urban Future Land Use category as noted above.

The overall building design has not changed since the PDP, but some of the details have been refined. Most notably, the southwest corner of the building has been redesigned to appear lighter above the plaza space below it. Instead of the angled brick element with substantial support columns,



the updated design features a rounded tower, clad with fiber cement panels and supported by two slim columns. The first floor wall openings on either side of the tower have also been widened to increase the openness of the plaza below, which is intended to incorporate seating and public art. A dark bronze metal canopy supported by cables is proposed above the corner feature's first floor opening. Staff recommends that a different material be used instead of fiber cement for this corner element (possibly metal panels) given its gateway location, and that the panel design be further refined to the satisfaction of staff to better complement the proportions/lines of the adjacent building elements. This is noted as a recommended condition of approval. Staff also recommends adding suspended canopies above the flanking openings to further highlight the open space behind.

The other substantial change is in the easternmost elevation where the façade was mostly blank at PDP to accommodate a future mural. The current design incorporates substantial additional fenestration and limits the mural to a staircase tower (wrapping around portions of the south and east facades).

The building design is traditional in character and consistent with the intent of the BSD code and the Bridge Street District Special Area Plan. The building materials continue to include brick in two colors, along with fiber cement trim and panels in three colors – all in earthtone shades. Storefront systems, windows, railings and light fixtures are proposed to be bronze in color. Staff recommends that headers be added directly above the top floor windows to add weight and shadow lines and that window trim be included in areas where fiber cement is used to provide depth.

The proposed windows are Andersen 100 Series made of Fibrex, which is a composite material consisting of a wood fiber/thermoplastic polymer mix. The BSD code states that windows may be wood, anodized aluminum, metal-clad or vinyl-clad wood, steel, or fiberglass. However, the code also notes that the required reviewing body may approve other high-quality synthetic materials with examples of successful, high-quality installations in comparable climates. PZC has previously approved composite windows on buildings in the Bridge Street District, and Andersen 100 Series Fibrex windows were used at The Bailey in Bridge Park (4455 Winder Drive). For that reason, staff is supportive of the proposed window material. It should be noted that the BSD code prohibits the use of highly reflective glass and notes that heavily tinted glass cannot be used to meet the minimum transparency requirements. While window cut sheets are provided, the proposed glazing details are not noted and will need to be submitted to verify compliance. This is included in the proposed conditions of approval.

The BSD code requires exterior doors for residential uses to include glass, which could be in the form of transom and/or sidelight windows. All proposed exterior doors are in compliance except for the entry door to the water meter room along the building's west façade. The applicant is proposing a flush door with no glazing at that location to discourage use and blend into the wall. This requires a Waiver as addressed below. If the Waiver is approved, staff recommends that raised or recessed panels or other subtle details be incorporated into the door design to better match the design quality of the rest of this street-facing façade. This is included as a proposed condition of approval.

The applicant is also proposing awnings above the storefront windows made of Serge Ferrari Soltis Proof 502 fabric in a "porcelain green" color. They would be mounted on dark bronze

metal frames with a shed profile. The fabric is a waterproof vinyl-coated polyester mesh that may have a smooth, satin finish. Staff is not familiar with this material so additional information is needed to determine whether it meets the BSD code requirement that awnings be made of durable and fade-resistant canvas, or an alternative, high-quality material. This is reflected in a condition of approval.

There is a discrepancy between drawings in the design of the porch columns. Staff recommends that the design be consistent with that in the NW Corner rendered perspective which shows a continuous entablature with the column capitals terminating at its base (as opposed to the columns extending through the entablature as depicted on the elevations).

A few Waivers and Administrative Departures are required based on the proposed design. These pertain to façade transparency, number of entrances, parapet height, vertical façade increments, height of the finished floor elevation above the sidewalk level, and percentage of primary materials. All are minor and help contribute to the integrity of the design as addressed in the Plan Review Section.

Screening

Mechanical Equipment Enclosure

As noted above, a brick enclosure is proposed around the existing mechanical equipment and the proposed new generator at the northwest corner of the site. Two brick colors matching those of the principal building are proposed, with the lighter color at the base and top, along with a cast stone cap. The enclosure would be 7 feet in height and include a wooden gate painted dark bronze. Based on the encroachment of the enclosure beyond the RBZ, and the door swing into the public right-of-way, staff recommends that the height be reduced if the screening requirements could still be met and that further detailing and relief in the design of the north façade facing Bunker Drive be provided. Staff also recommends that the gate material be more weather-resistant and that landscaping be incorporated in the space between the sidewalk and enclosure to soften the amount of hardscape in this area.

Street Wall

The proposed street wall would extend along the north property line from the mechanical equipment enclosure to the eastern edge of the parking lot with an opening allowing access to Pocket Park A. It would be constructed with brick matching the character of the adjacent enclosure. As shown on the plans, it would be 3'-8" in height, which exceeds the 36" maximum allowed by the BSD code. Accordingly, the height should be reduced by 8", which is noted as a recommended condition of approval. The wall would be within the RBZ as required with landscaping between it and the public sidewalk, but verification that it will be outside the sight visibility triangle will need to be provided at the permitting stage.

Refuse Enclosure

A refuse enclosure is proposed near the southeast corner of the parking lot. It would be of a similar design and materials to the mechanical equipment enclosure, but at a height of 6'-4". It would be surrounded by plant materials on three sides. Staff recommends that the gates be made of a weather-resistant material.

Signage

A single sign is shown near the vehicular entrance to the site off of Banker Drive. It is proposed to be mounted to the screen wall and include the development's name, address and fair housing and accessibility logos. As shown, the sign panel would be 1'-10" in height and 5' in width. If the wall height is reduced, the sign height might have to be adjusted accordingly.

It should be noted that ground signs are required to be placed 8 feet back from the minimum RBZ, which is not met with the current proposal, thus requiring a Waiver. Additional information about sign colors, materials, lighting and other details will be needed to ensure compliance with the applicable code standards, which require the maximum of creativity and the highest quality of materials and fabrication. As such, staff recommends that action on signage be deferred at this time. Signage consistent with the applicable requirements could potentially be reviewable by the Administrative Review Team. Sign Plan review and approval by PZC would also be an option.

Lighting

An electrical photometric plan is included in the application materials and shows a combination of light poles within the parking lot as well as a series of light bollards within the pocket parks. Building-mounted sconces are also proposed as shown in the provided lighting cut sheets. Most of the building-mounted light output is missing from the photometric plan, and additional information about the light levels at 10 feet beyond the property line will be needed. All lighting within the public right-of-way will need to be coordinated with the City. Recommended conditions of approval address these.

Public Art

The proposal identifies four public art opportunities, including at the two Pocket Parks at the northwest and southeast corners of the site. A mural is proposed at the building's southeast corner, and additional art is proposed underneath the gateway feature at the southwest corner. Staff recommends that all public art be coordinated with the Dublin Arts Council's Public Art Board.

5. Plan Review

Administrative Departures [153.66(J)(5)]

Apartment Building Type

1) 153.062(O)(3)(d)(2) – Non-Street Façade Transparency

Minimum 15% transparency required.

Request: To allow 14% transparency on each of the upper three floors on the east façade (facing Pocket Park B).

Criteria Met: This is intended to incorporate public art into the wall, adding visual interest and supporting the development's placemaking goals.

2) 153.062(O)(3)(d)(5) – Minimum Primary Facade Materials

Minimum of 80% of the façade must have primary building materials (stone, brick, glass).

Request: To allow 77% primary building materials on each of the building's south and west facades.

Criteria Met: The proposed combination of materials helps articulate the building's massing.

Administrative Departures [153.66(J)(5)]**Open Space Types****3) 153.064(G)(1)(a) – Minimum Size**

Pocket Parks must have a minimum area of 4,356 square feet (0.1 acre).

Request: To allow Pocket Park B to be 4,110 square feet in area.

Criteria Met: This Pocket Park interacts with adjacent open space types and appropriately terminates at the building's edge.

4) 153.064(G)(1)(a) – Minimum Width

Plazas must have a minimum width of 60 feet.

Request: To allow Plaza A to be 55 feet in width.

Criteria Met: Plaza A helps define the gateway and interacts with the adjacent open space types.

Waiver Requests [153.66(K)(5)]**Building Types****1) 153.062(D)(1)(a) – Parapet Height**

The parapet height 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.

Request: To allow parapet heights ranging from 1' to 5'.

Criteria Met: Raising the lower parapet height to the 2' minimum would compromise the architectural proportions of the building. Roof-mounted heat pumps are proposed to be placed near the centerline of the roof, which is lower than the roof edge, providing further screening. Roof visibility studies verifying adequate screening are included in the application materials.

2) 153.062(F)(3)(c) – Entrance Design

Exterior doors for residential uses shall include glass, but this requirement may be met through the use of transom and/or sidelight windows.

Request: To allow a flush door with no glazing at the entrance to the water meter room.

Criteria Met with Condition: The lack of glazing is intended to avoid confusion and discourage entry to this room. Staff recommends that raised or recessed panels or other subtle design elements be added to this door to better blend in with the design quality of the building's west façade.

Waiver Requests [153.66(K)(5)]

Apartment Building Type

3) 153.062(O)(3)(a)(1) – Front Property Line Coverage

Minimum 75% front property line coverage required.

Request: To allow 66% front property line coverage along W. Dublin Granville Road.

Criteria Met: This is primarily a result of the inclusion of open spaces at the corners and the recessed stair tower at the building's southeast corner.

4) 153.062(O)(3)(a)(1) – Corner Side Required Building Zone

The corner side required building zone is 5-20 feet

Request: To allow the mechanical equipment enclosure to be approximately 2'-3" from the Banker Drive right-of-way line.

Criteria Met with Condition: The enclosure location is dictated by the placement of existing mechanical equipment. Refinements to the design, and potentially height, of the enclosure's northern wall could help mitigate the impact of the Waiver as outlined in a recommended condition of approval.

5) 153.062(O)(3)(a)(2) – Impervious Lot Coverage

Maximum permitted impervious lot coverage is 70%.

Request: To allow 79% impervious lot coverage.

Criteria Met: This is due to the focus on providing urban open spaces with seating opportunities as well as a substantial right-of-way dedication along the W. Dublin Granville Road frontage.

6) 153.062(O)(3)(b) – Minimum Finished Floor Elevation

2.5 feet above the adjacent sidewalk elevation.

Request: To allow 2 of the 5 ground-story dwelling units along Dublin Center Drive to be less than 2.5 feet above the sidewalk elevation.

Criteria Met: This is due to a change in the sidewalk grade along the public street as well as the need to minimize the grade change at the southwest Plaza. It is mitigated by additional landscape buffering between the building and sidewalk.

7) 153.062(O)(3)(d)(1) – Street Façade Transparency

Minimum 20% transparency required.

Request: To allow 17% first story transparency on the west façade.

Criteria Met: This is mostly due to the location of the water meter and electric meter rooms along that façade. It is mitigated by the architectural treatment and projecting porches.

8) 153.062(O)(3)(d)(2) – Non-Street Façade Transparency

Minimum 15% transparency required.

Request: To allow 13% transparency on the first floor of the east façade (facing Pocket Park B).

Criteria Met: This is intended to incorporate public art into the wall, adding visual interest and supporting the development's placemaking goals.

9) 153.062(O)(3)(d)(3) – Street Façade Number of Entrances

Minimum of 1 entrance per 75 feet of façade required (equates to 3 entrances along each of W. Dublin Granville Road and Dublin Center Drive and 1 entrance along Bunker Drive).

Request: To allow 2.5 entrances along each of W. Dublin Granville Road and Dublin Center Drive and no entrances along Bunker Drive.

Criteria Met: The number of entrances along W. Dublin Granville Road is intended to limit and direct entry to the appropriate building functions. Entrances along Dublin Center Drive and Bunker Drive are limited due to the internal building layout, but the entry porches along the west elevation help create a direct relationship between the building and sidewalk.

10) 153.062(O)(3)(d)(4) – Vertical Increments Required

No greater than 40 feet permitted.

Request: To allow vertical divisions of 46.50' and 46.67' along the north façade (facing the parking lot)

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

11) 153.062(O)(3)(d)(5) – Minimum Primary Facade Materials

Minimum of 80% of the façade must have primary building materials (stone, brick, glass).

Request: To allow 25% primary building materials on the southwest façade (corner feature), 72% on the north façade, and 53% on the east façade (facing Pocket Park B).

Criteria Met with Condition: The proposed mix of materials helps articulate the building's massing and allows for a public art opportunity on the east façade, although staff recommends higher-quality material(s) on the southwest façade.

Waiver Requests [153.66(K)(5)]

Open Space Types

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

Plazas must have a minimum area of 10,890 square feet (0.25 acre).

Request: To allow Plaza A to be 2,645 square feet in area.

Criteria Met: The design and location of the Plaza A are intentional to address the Gateway at the intersection of W. Dublin Granville Road and Dublin Center Drive. While the size is significantly less than the minimum, the design and function of this open space best aligns with the intent and functionality of the Plaza Open Space Type. It is also connected to other Open Space Types that collectively meet the intent of the public open space requirements.

13) 153.064(G)(1)(b) – Open Space Proportion

With the exception of the Greenway, all Open Space Types shall be sized at a ratio of not more than 3:1, length to width.

Request: To allow Pocket Plaza B to have a length to width ratio of 3.06:1

Criteria Met: The design of Pocket Plaza B is coordinated with the adjacent open space types and complements the overall public open space design.

14) 153.064(G)(2)(a) – Minimum Percentage of Street Right-of-Way Frontage

Pocket Parks require a minimum of 30% of the perimeter of the open space to be along the street right-of-way frontage.

Request: To allow Pocket Park B to have 13% of its perimeter along the W. Dublin Granville Road right-of-way.

Criteria Met: Pocket Park B is intended to frame the east side of the site and building and allow for seating and public art opportunities that interact with other open spaces while maintaining protection from the busy roadway frontage.

15) 153.064(G)(4)(f) – Maximum Impervious and Semi-Pervious Surface

Pocket Parks are permitted a maximum of 30% impervious surface, with an additional 10% semi-pervious surface.

Request: To allow 36% impervious surface coverage for Pocket Park B.

Criteria Met: The park is designed with seating areas and paths that connect the open spaces along the front of the building to the private spaces south of the parking lot.

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.
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: No new lots or blocks are being created. The current block exceeds the maximum permitted block length and block perimeter. However, the BSD Street Network Map indicates a future Neighborhood Street on the parcel to the east that will subdivide this block at the time that parcel redevelops.
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 surrounding streets are existing. The Dublin Center Drive and Banker Drive streetscapes will be enhanced to meet the BSD Streetscape Character Guidelines, and the applicant should continue to work with Staff to finalize those details. The W. Dublin Granville Road streetscape will be modified by the City in the future to accommodate the BRT and other multi-modal transportation facilities. The access point to the site off of Banker Drive is in the general location of a future alley as depicted in the BSD Special Area Plan.

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;
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;
9. The proposed site design, landscaping, screening, and buffering is consistent with the BSD Design Guidelines;
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;
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

Criterion Met with Conditions: The access drive location and internal circulation system are appropriate as is the connectivity to the public realm for all modes of transportation. Final details regarding the access drive width and turning radii will need to be coordinated with the City's Engineering and Transportation & Mobility staff.

Criterion Met with Administrative Departures, Waivers, and Conditions:

The proposed building design generally conforms to the BSD code with some Administrative Departures and Waivers to address the unique site conditions and the intended building massing. The applicant shall continue to work on refining some of the building elements to the satisfaction of staff.

Criterion Met with Waivers and Condition:

The proposal is largely consistent with the BSD Design Guidelines. The applicant will need to continue to work with staff on finalizing the streetscape design within the Dublin Center Drive and Bunker Drive rights-of-ways. The applicant should also submit updated lighting details to the satisfaction of staff.

Criterion Met with Administrative Departures, Waivers, and Conditions:

The proposed open spaces allow for a variety of activities and experiences for both the residents and the general public. They also complement the Sawmill Center Neighborhood standards. The overall open space size is met, while some of specific open space type details require approval of Administrative Departures and Waivers. Some additional details regarding seating and waste receptacle provisions will need to be finalized.

Criterion Met with Conditions: The proposed development allows the provision of public services to the site and adjacent sites. The applicant shall continue to work with the City's Engineering and Transportation & Mobility staff to ensure the development is consistent with the

police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services;

12. The proposed development conforms to the requirements of §153.063 Neighborhood Standards, as applicable;

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;

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;

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

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.

City's engineering requirements, and incorporates the Bridge Street District Streetscape Character Guidelines.

Criterion Met: The proposal is consistent with the requirements of the Sawmill Center Neighborhood, including the creation of a Gateway at the intersection of W. Dublin Granville Road and Dublin Center Drive.

Criterion Met with Conditions: The applicant shall continue to work with the City's Engineering staff to ensure the proposed development is consistent with the City's stormwater management requirements.

Criterion Met: The development can be adequately serviced.

Not Applicable: The development consists of a single phase.

Criterion Met with Conditions: The proposed development is consistent with the Sawmill Center Neighborhood standards and the BSD Special Area Plan. The applicant shall continue to coordinate with the City on finalizing and constructing the streetscape elements along Dublin Center Drive and Bunker Drive in accordance with the BSD Streetscape Character Guidelines.

Recommendation

Planning Recommendation: Approval of Parking Plan.

Planning Recommendation: Approval of 4 Administrative Departures.

Planning Recommendation: Approval of 15 Waivers.

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

- 1) The applicant shall continue to work with the City's Engineering staff to ensure the proposed development is consistent with all City engineering requirements, including the City's stormwater management requirements.
- 2) The applicant shall continue to work with the City's Transportation & Mobility staff to define the transitional area between the existing and proposed right-of-way along W. Dublin Granville Road.
- 3) The applicant shall continue to coordinate with the City's Engineering and Transportation & Mobility staff to finalize and incorporate the required design elements from the City's Bridge Street District Streetscape Character Guidelines and Bridge Street District Code. These elements will include, but not be limited to, on-street parking on both Dublin Center Drive and Bunker Drive, sidewalk widths that support the use, street trees, lighting, and access drive width and turning radii details. Approval of construction plans for the development shall be contingent on the incorporation of these elements.
- 4) The planting plan and plant selection for the southern strip of Pocket Park A shall be modified to create a defined edge along the walkway north of the building, consistent with the pocket park's other edges.
- 5) The open space details shall be updated to include the required number of waste receptacles and verify compliance with the outdoor seating requirements.
- 6) The underground stormwater chamber shall be designed so as to accommodate the trees in the parking lot islands as shown in the landscape plan.
- 7) The building's southwest corner shall be refined to include a higher quality material and refined panel/banding design to better complement the proportions of the adjacent building elements, potentially including additional flanking canopies to staff's satisfaction.
- 8) The building's architectural details shall be refined to include trim around windows in areas where fiber cement panels are used, relief detail on the water meter room door, updated porch column/entablature details, and more defined headers above the upper floor windows to the satisfaction of staff.
- 9) Additional window, awning and lighting (building and site) details shall be provided to verify consistency with the BSD code to the satisfaction of staff.
- 10) Further detailing, relief and landscaping shall be added to the northern wall of the mechanical equipment enclosure to mitigate its height and proximity to the public sidewalk along Bunker Drive, and a weather-resistant material shall be used for the mechanical enclosure and refuse enclosure gates.
- 11) The height of the street wall along the Bunker Drive frontage shall be reduced to 36" to meet the BSD standards, and information shall be provided at the time of permitting to verify that the wall will be outside of the sight visibility triangle.
- 12) Signage shall be subject to separate review and approval.
- 13) All public art details shall be coordinated with the Dublin Art's Council's Public Art Board.