



Relationship of the Proposed Development to the Surrounding Character

All In Dublin, a proposed four-story, 75-unit residential building, is designed in response to the evolving urban character of the Bridge Street District's Sawmill Center Neighborhood. Located along W. Dublin Granville Road and Dublin Center Drive, the project establishes a strong urban presence while activating street edges and defining public spaces.

The project responds to the surrounding environment through massing that emphasizes the urban gateway condition at the southwest corner, using enhanced architectural elements and a publicly accessible pocket plaza. The northwest pocket plaza provides a landscaped area that can be used for recreation and provides a destination at the end of the greenway to the north.

Responding to W. Dublin Granville Road's destination as a Corridor Connector Street, the ground floor features amenity, business, and fitness spaces that directly support the city's vision for street activation and mixed-use development. This programming decision reflects careful consideration of feedback from the Concept Plan Meeting, prioritizing active streetscape engagement and usable open space. A generous buffer has been integrated between the building and W Dublin Granville Road to accommodate a potential future right-of-way expansion that would provide a multi-use path and a dedicated bus lane.

Along Dublin Center Drive, designated as a District Connector Street, the building transitions to a residential character featuring individual unit patios and entries. This design strategy creates an intimate pedestrian experience while maintaining the appropriate privacy for residents. The residential frontage introduces a walkable component that bridges the gap between existing commercial uses and the neighborhood's transitional mixed-use character.

The overall design balances activation with livability, creating spaces that serve both the immediate residential community and the broader neighborhood context. Through conversations with staff and continuing to develop the design with Planning Commission's feedback in mind, All In Dublin establishes itself as a contextual and responsible addition to the Sawmill Center Neighborhood's future evolution.

Consistency with Applicable Standards

Envision Dublin Community Plan

The project is directly aligned with the Mixed Use Urban Future Land Use designation outlined in the Envision Dublin Community Plan. This land use encourages high-density development with an integrated mix of uses in walkable, transit-supported environments. The building conforms to the targeted 3–6 story height range and contributes to the district's vision of mixed-use forms that prioritize active ground-floor uses and urban open spaces.

Bridge Street District Code Compliance

The site is zoned BSD-SCN (Sawmill Center Neighborhood), which promotes walkability and integration of diverse uses. The building utilizes the Apartment Building Type, which is a permitted form within this district. Specific requirements include:

- **153.062 (O) (3) (a) Building Siting**
 - The building and landscaping are proposed within the Required Build Zone (RBZ), creating a strong street presence and enhancing the pedestrian experience.
 - A parking lot and vehicular drop-off area are located at the interior corner of the building, providing convenient access for residents and guests while minimizing disruption to pedestrian flow along the main frontage. A street wall along Bunker Drive is incorporated into the design to shield parking from the road.
- **153.062 (O) (3) (b) Height**
 - The proposed development is four (4) stories in height with approximately ten (10) feet story heights, aligning with requirements.
- **153.062 (O) (3) (c) Uses & Occupancy Requirements**
 - Per Table 153.059-A Permitted and Conditional Uses in BSD Districts:
 - Multi-family dwellings units are a permitted use in BSD-SCN.
 - Surface parking lots are a permitted use in BSD-SCN, both as an accessory and principal use.
- **153.062 (O) (3) (d) Façade Requirements**
 - The facade incorporates a range of brick colors and tones, providing vertical and horizontal facade divisions and introducing visual interest and variety across the elevations.
 - The windows throughout are designed to meet transparency requirements, contributing to an active and engaging street frontage.
 - Generous storefront at the ground floor community space allows for clear views in and out, reinforcing the connection between the building and streetscape.
 - The roofline is articulated through varying parapet heights, which contribute to a more varied and visually appealing design.

BSD Street Network Plan

Consistent with the BSD Street Network Plan, the project aligns with future infrastructure goals by siting the building along two street types: a Corridor Connector (W. Dublin Granville Road) and a District Connector (Dublin Center Drive). The revised parking curb cut anticipates a potential future north-south Neighborhood Street to the east, preserving flexibility for site connectivity and future development coordination.

Incorporation of PDP Feedback & Conditions

The Preliminary Development Plan Staff Report and Planning and Zoning Commission Meeting on September 18, 2025 offered constructive feedback that has been incorporated into the Final Development Plan submission in the following ways:

Condition from 25-069PDP Staff Report	Response
<p>1. <i>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).</i></p>	<p>The Site Plan has been updated to reflect the Required Building Zone and side yard setback.</p>
<p>2. <i>The applicant continue to work with staff on addressing the lot coverage and open space standards at FDP.</i></p>	<p>Northwest Pocket Park:</p> <p>The generator has been relocated from the center of the park and is now incorporated into an enclosure with existing electrical equipment, screened by masonry walls and landscaping. The pocket park has been further developed with a focus on sensory experience and serenity, including:</p> <ul style="list-style-type: none">• A water feature to help mitigate street noise• A pollinator garden to support habitat and sensory engagement• Benches integrated as part of the landscaping to provide passive recreation• An organic layout to create a more park-like character, distinct from other open spaces on the site

	<p>Southwest Pocket Plaza:</p> <p>The plaza has been further developed at the gateway corner with emphasis on activation and alignment with pocket plaza guidelines. Enhancements include:</p> <ul style="list-style-type: none"> • Increased built-in seating to encourage impromptu gathering • Expanded hardscape consistent with pocket plaza standards, resulting in a greater amount of impervious surface <p>Note: Due to potential future right-of-way adjustments along W Dublin Granville Road, only hardscape and landscape are proposed between the existing and anticipated R/W. This avoids the removal of programmatic elements (such as seating or stairs) when future roadway improvements occur.</p>
<p>3. <i>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.</i></p>	<p>Stormwater management calculations have been revised to comply with the City's stormwater regulations.</p>
<p>4. <i>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.</i></p>	<p>The design team has reviewed and shared the Fire Department Connection location AND Fire Truck Maneuverability Diagram with the Washington Township Fire Department and Engineering Staff.</p>
<p>5. <i>The applicant continue to work with staff on</i></p>	<p>This application does not include off-site improvements and the incorporation of on-street parking. The off-site</p>

<p><i>incorporating the BSD Streetscape Character Guidelines including incorporation of on-street parking.</i></p>	<p>improvements shown on plan are outside the scope of this project and are shown for context only. These improvements will be subject to a separate review and approval process with City staff. On-street parking spaces are not included in the FDP parking totals (75 spaces), but will be considered in future coordination with City staff.</p>
<p>6. <i>The applicant continue to work with staff on finalizing the on-site parking details.</i></p>	<p>The pedestrian mobility in the parking area has been studied with the development of a dedicated pathway through the center of the parking area and additional sidewalk for pedestrians for the parking along the northern edge of the parking area. However, upon further review with staff, the original layout has been confirmed to be preferred.</p>
<p>7. <i>The applicant continue to work with staff on finalizing the building design details.</i></p>	<p>The building's southwest corner has been further developed to feel open and inviting to the corner. The covered plaza has been developed to be fully open to the public by minimizing the grade change at the entry, developing the extended canopy that invites people in, and incorporating benches and seating for impromptu gathering.</p> <p>The storefront along W Dublin Granville Road now features more glass and less solid panels than the previous design iteration.</p> <p>East Elevation B has been redesigned to reflect four-sided architecture, with the art wall reduced and wrapping across two walls. Transparency has been increased on this elevation through additional windows.</p> <p>The renderings have been updated to more accurately reflect the materials specified in response to a Planning Commission feedback.</p>

ALL IN DUBLIN - 25-115FDP

Waiver List - Updated 12/23/25 per Staff Comments



Building Type: (3) Apartment Building

Vehicle Parking Spaces (75 spaces provided / 88 spaces required)

1. The parking plan provides 75 spaces, accounting for anticipated demand and aligning with transit-oriented goals.
 - a. Studies providing the full 88-space parking requirement (inclusive of the 10% reduction allowed for transit proximity) were completed. However, to accommodate the proposed right-of-way expansion—which prioritizes transit, bicycle, and pedestrian infrastructure—the building and associated streetscape were shifted away from the new right-of-way line. This adjustment reduced the available parking on site, but aligns with the broader goal of encouraging alternative transportation modes over reliance on personal vehicles.
 - b. 75 spaces provides 1 parking space per unit, which, based on similar communities, is sufficient for this population. Please refer to the Parking Plan Provision for this submission, which outlines further information regarding the parking.

Impervious Surface (79% provided / 70% required)

2. The impervious surface percentage varies from the requirement.
 - a. Due to the emphasis on the Pocket Plaza on the Southwest portion of the site feeling pedestrian-oriented, the impervious surfaces here contribute to the impervious surface area.

Front Property Line Coverage (66% provided / 75% required)

3. West Dublin-Granville Road Frontage: As calculated on the Site Plan with RBZs submitted separately, the minimum 75% Front Property Line Coverage required for Apartment Buildings is not met along the West Dublin-Granville Road frontage.
 - a. The pocket park on the east end of the site contributes to this deviation - the pocket park intentionally takes up a lot of the site along the eastern edge to create public areas.

Primary Material Ratio:

1. South Elevation (A014) (77% provided / 80% required per BSD Code § 153.062 (E) (1) (a))
 - a. The primary material percentage difference between provided and required is minor in nature. This difference is within the range of a potential Administrative Departure.
2. Southwest Elevation (A015): (24.6% provided / 80% required per BSD Code § 153.062 (E) (1) (a))

- a. This facade is intentionally designed as a gateway feature to be distinct from other facades. The use of fiber cement on this elevation allows for the curved panel treatment at the corner. Brick was explored, however the heaviness of the brick did not architecturally look appropriate.
- 3. West Elevation (A016) (79% provided / 80% required per BSD Code § 153.062 (E) (1) (a))
 - a. The primary material percentage difference between the provided and required amount is minor in nature. This difference is within the range of a potential Administrative Departure.
- 4. North Elevation A (A018) (72.4% provided / 80% required per BSD Code § 153.062 (E) (1) (a))
 - a. The primary material percentage difference between provided and required amount is minor in nature. Taller parapets at the corner contribute to a larger amount of secondary material than other elevations.
- 5. East Elevation B (A020) (53% provided / 80% required per BSD Code § 153.062 (E) (1) (a))
 - a. The primary material percentage difference here is due to the proposed art wall location. This public art feature is intended to add visual interest and support the development's placemaking goals. This deviation also enhances the differentiation of this elevation from surrounding façades.

Transparency Ratio:

- 1. West Elevation (A016) Ground Story Transparency (17% provided / 20% required per BSD Code § 153.062 (N) (4) (d) (1))
 - a. The difference in transparency between the provided and required amount is minor in nature.
- 2. East Elevation B (A020) Ground Story Transparency (13% provided / 20% required per BSD Code § 153.062 (N) (4) (d) (1))
 - a. The reduced transparency is intentional to accommodate a proposed public art mural, which occupies a portion of the façade. This public art feature is intended to add visual interest and support the development's placemaking goals. This deviation also enhances differentiation of this elevation from surrounding façades.
- 3. East Elevation B (A020) Upper Story Transparency (13.8% provided / 20% required per BSD Code § 153.062 (N) (4) (d) (1))
 - a. See reason above.

Vertical Facade Divisions:

- 1. North Elevation B (A017) (46' - 8" facade increment provided / No greater increment of 40' - 0" required per BSD Code § 153.062 (O) (4) (d) (4))
 - a. Due to internal tenant layouts, the vertical facade division at this elevation varies slightly from the 40' - 0" requirement.

Proposed Parapet Heights:

1. Parapets are required to wrap all sides of the building. Based on the proposed height, there are several breaks in the parapet along all elevations.
 - a. The proposed parapets vary in height from approximately 1' - 0" to 4' - 6" feet. We have studied raising all parapets approximately 1' - 0" above the adjacent roof deck to meet the 2' - 0" minimum requirement, however the increased heights change proportions on the elevations that do not look architecturally appropriate. Site studies have been performed showing the natural screening of the individual heat pumps on the roof by the parapet walls. The majority of parapets meet the 2' - 0" minimum required, and where it is lower, the heat pumps are still not visible. The heat pumps have been intentionally located near the center line of the roof, which is lower than the roof edge, providing further screening. Refer to the site studies provided, which further support this.

Sidewalk to FFE Elevation:

1. Approximately 2 of the 5 ground story dwelling units along West Dublin-Granville Road, do not meet the 2.5 feet difference in elevation required between the FFE of the ground story and the elevation of the adjacent sidewalk.
 - b. To minimize the grade change at the Plaza on the Southwest Corner, 2 of the units as noted do not meet the 2.5 difference in elevation. Additional landscape buffering has been provided in this area and additionally, the grade change from the sidewalk to finish floor is approximately 1.5 feet.

Number of Entrances on Street Facades:

1. 1 entrance is required per 75 lineal feet of building facade facing a street.
 - c. Along West Dublin-Granville Road, 3 are required and 2.5 are provided.
 - i. Along West Dublin-Granville Road, the façade is approximately 165', requiring just slightly above 2 entrances. The two entrances are intentional to minimize entry points to the building to the appropriate building functions and for resident safety along the road, which is currently designed as a multi-lane, higher speed road.
 - b. Along Dublin Center Drive, 3 are required and 2.5 are provided.
 - i. Along Dublin Center Drive, there are two entrances provided, plus a third water room entrance. In addition to this, the entrance underneath the canopy, which faces southwest, is provided in a configuration that is accessible from this elevation as well as the south elevation.
 - c. Along Bunker Drive, 1 is required and 0 are provided.
 - i. Along Bunker Drive, no entrances are provided due to internal tenant layouts and to provide privacy to the pocket park.