

ALL IN DUBLIN - 25-115FDP

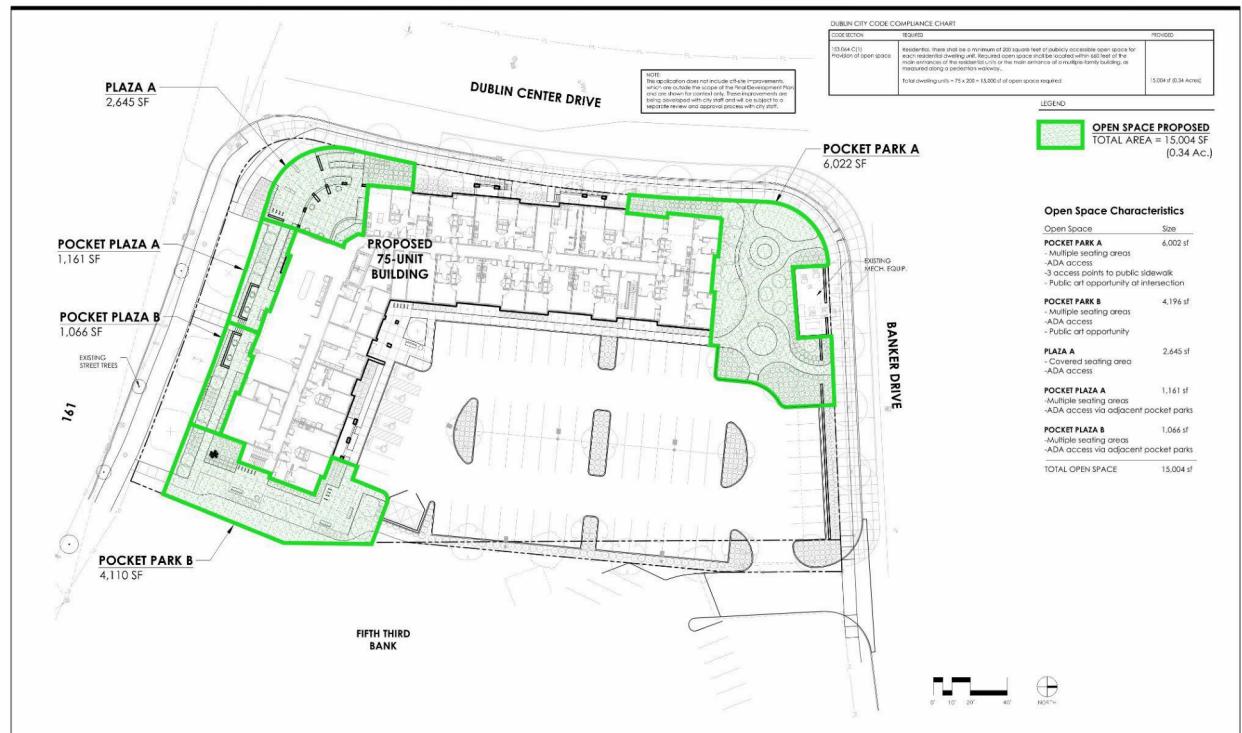
Parking Plan Provision *Updated 1/5/26 per Staff Comments*

This report summarizes the parking requirements and proposed parking provisions for the Bridge Street District development "All In Dublin" located at the intersection of W. Dublin Granville Road and Dublin Center Drive.

While the proposed on-site parking is slightly below the Bridge Street District code's requirement, the site's multimodal accessibility, anticipated lower vehicle ownership rates, and efficient internal parking design collectively support the reduced provision. Approximately 25% of units will serve individuals with disabilities and up to 40% will be prioritized for seniors—populations that typically exhibit below-average car ownership. Additionally, the site is served by existing COTA Route 33 and the planned Bus Rapid Transit (BRT) Northwest Corridor, providing strong access to regional transit connections both now and in the future.



Parking Plan





Summary of Required Parking per Bridge Street Code

Table 153.065-A: Required Vehicle Parking:

Principal Use		Number of Units	Minimum Required Parking	Number of Spaces Required
Dwelling, Multiple-Family	One Bedroom	38	1 per dwelling unit	38
	Two Bedrooms	29	1.5 per dwelling unit	43.5
	Three Bedrooms	8	2 per dwelling unit	16
		Total number of spaces		97.5
		Transit Reduction ¹		0.90
		Required Number of Spaces		88 spaces
		Required Ratio		1.17 spaces : 1 unit
		Proposed Number of Spaces in Lot²		75 spaces
		Proposed Ratio		1 spaces : 1 unit

Notes:

1. Transit Reduction: Per §153.065(B)(2)(b)(3), the minimum required off-street parking may be reduced by 10% if more than 50% of the proposed development lies within 1,320 feet of a public transit stop. The furthest point of the proposed development is **494 feet** from COTA Stop ID 7691, qualifying the site for this reduction (see image below).



2. On-Street Parking Excluded: The proposed 75 on-site spaces **do not include** on-street parking shown in the site plan. On-street parking will be developed separately in coordination with Dublin Staff as part of a separate process. Since the number of on-street spaces is not finalized, they are **not included** in the proposed total. Any potential on-street parking spaces would provide additional parking capacity once incorporated.

Demonstration of Parking Need

Land Use and Context

The evaluation considers the surrounding development character, availability of transit, and resident demographics to determine parking needs.



- **Resident Population:**
 - 25% of units are designated for individuals with disabilities.
 - Up to 40% of units will be initially offered to seniors.
 - Given these demographics, car ownership rates are expected to be below average, reducing overall parking demand.
- **Transit Accessibility:** The site is served by **COTA Route 33** along W. Dublin Granville Road (SR 161) to the south and Sawmill Road to the east. Additionally, it is located along the **proposed Bus Rapid Transit (BRT) Northwest Corridor**, which will further enhance access to the regional transit network and decrease reliance on private vehicles. Given the site's direct access to this future BRT line, the site will be well-connected to both present and future public transit options throughout the larger metropolitan area of Columbus.

Operational Considerations

- **Building Use:** The apartment building operates 24/7, with administrative offices open **Monday–Friday, 8 AM–5 PM**.

Comparative Analysis

Community	Location	Units	Parking Spaces	Ratio (Spaces:Units)	Notes
Woodview Court	Hilliard, OH	60	45	0.75 : 1	Senior Affordable Housing Development
Terrace Gardens	Newark, OH	99	41	0.41 : 1	Senior Affordable Housing Development
St. George On the Commons	Northwest Columbus, OH	80	50	0.63 : 1	Senior Affordable Housing Development



Parking Lot Design

On-Site Layout:

Surface parking is located within the interior of the development, ensuring buildings face principal frontages along W. Dublin Granville Road and Dublin Center Drive. Parking areas along Bunker Drive are screened by a screen wall to maintain street frontage aesthetics.

Setback Compliance:

Parking is located outside required building setbacks, with the exception of areas along Bunker Drive that provide vehicular access. A screen wall is provided to buffer the parking from Bunker Drive.

Design Efficiency:

The lot design incorporates **90-degree spaces**. Different parking lot layouts have been studied with angled parking spaces, however, it was concluded that the 90-degree spaces and layout as shown maximizes efficiency the most. Shared curb access with the adjacent property further optimizes circulation and parking capacity.

Supporting Documentation:

Refer to the **Final Development Plan (FDP)** for detailed parking layouts, space counts, and associated design elements.

Note: On-street parking spaces are **not** included in the FDP parking totals (75 spaces), but will be considered in continued conversations and coordination with City staff.