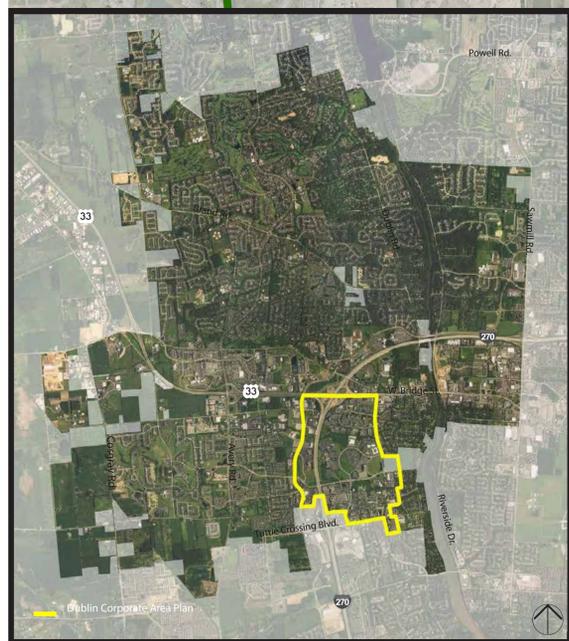


# EXISTING CONDITIONS



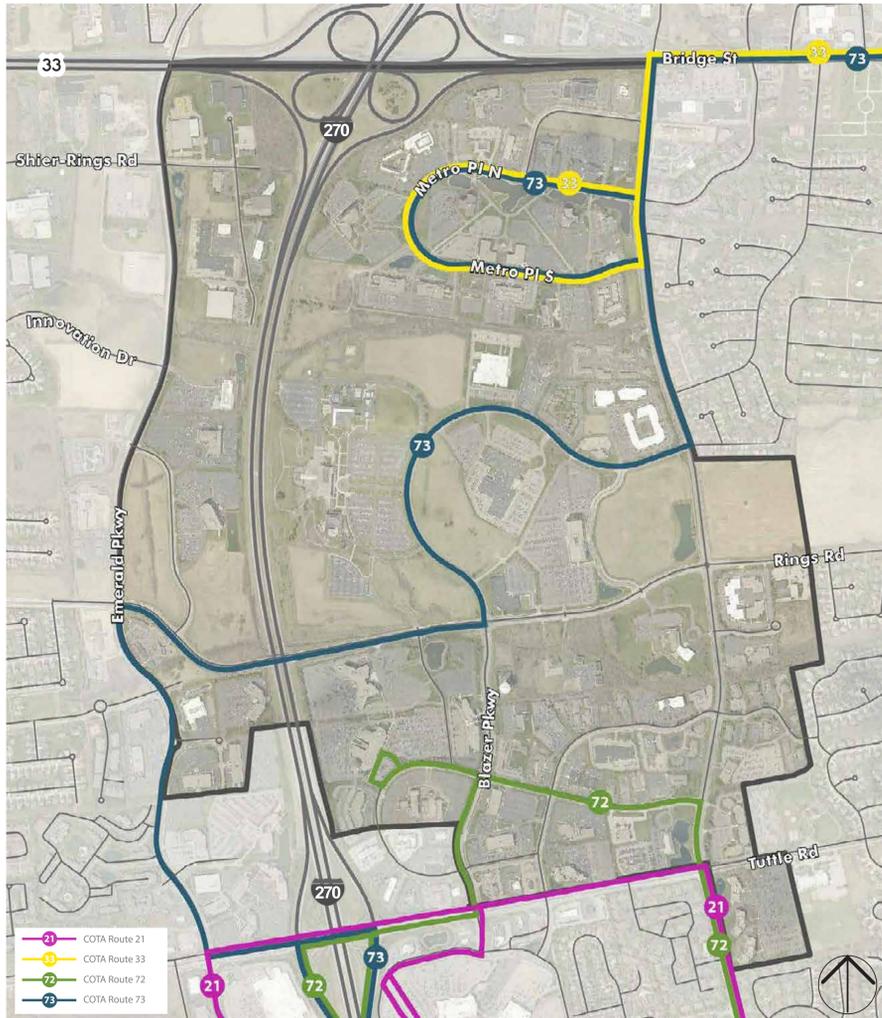
STUDY AREA = 987ac.



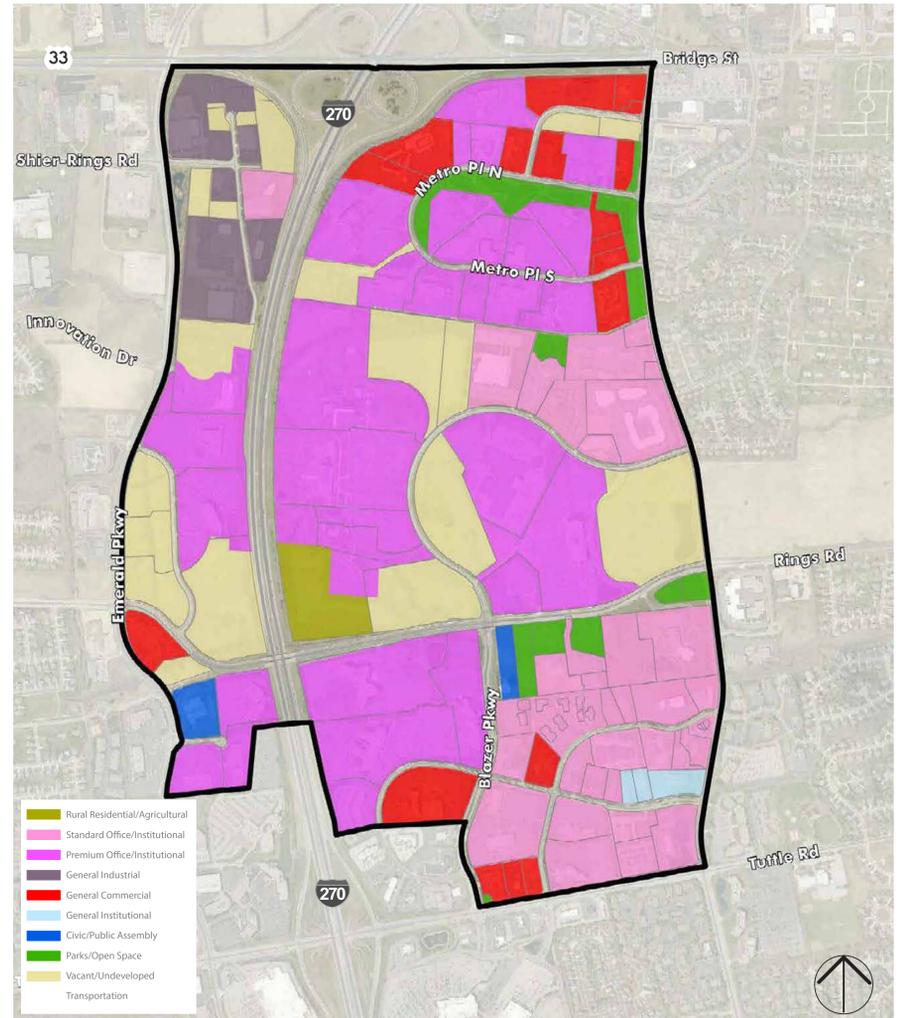
DUBLIN CORPORATE LIMIT

# EXISTING CONDITIONS

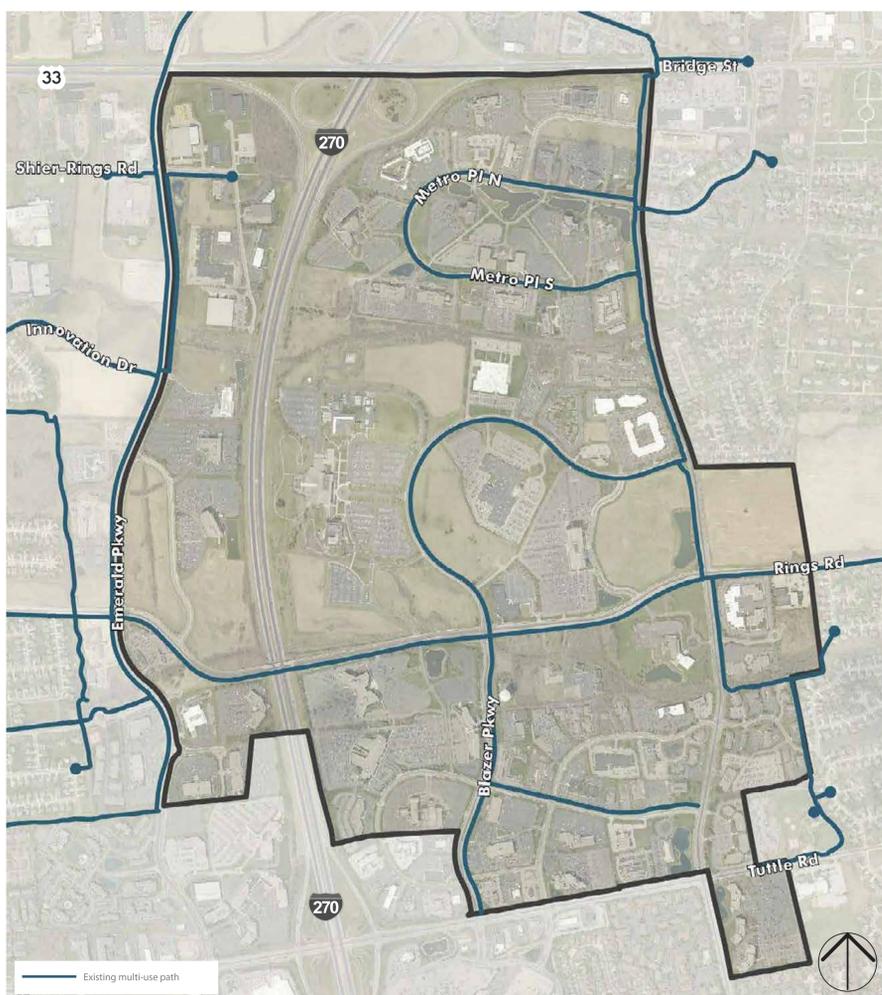
## EXISTING TRANSIT ROUTES



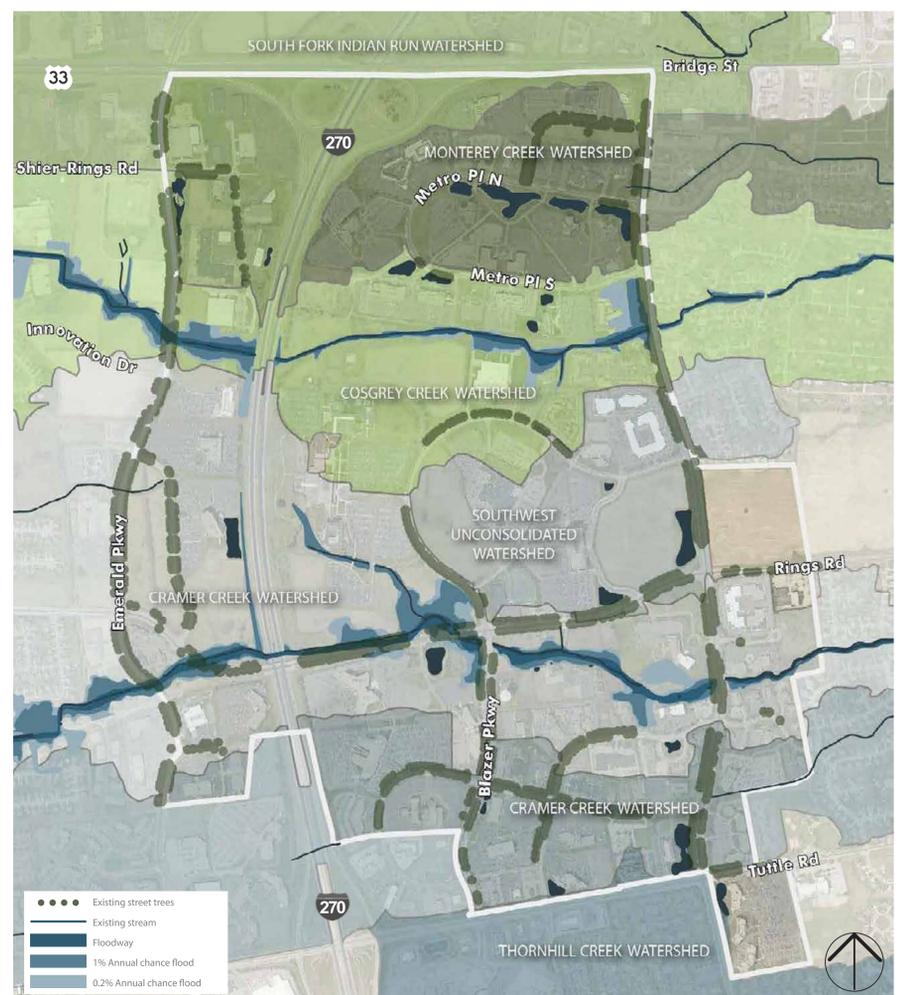
## CURRENT LAND USES



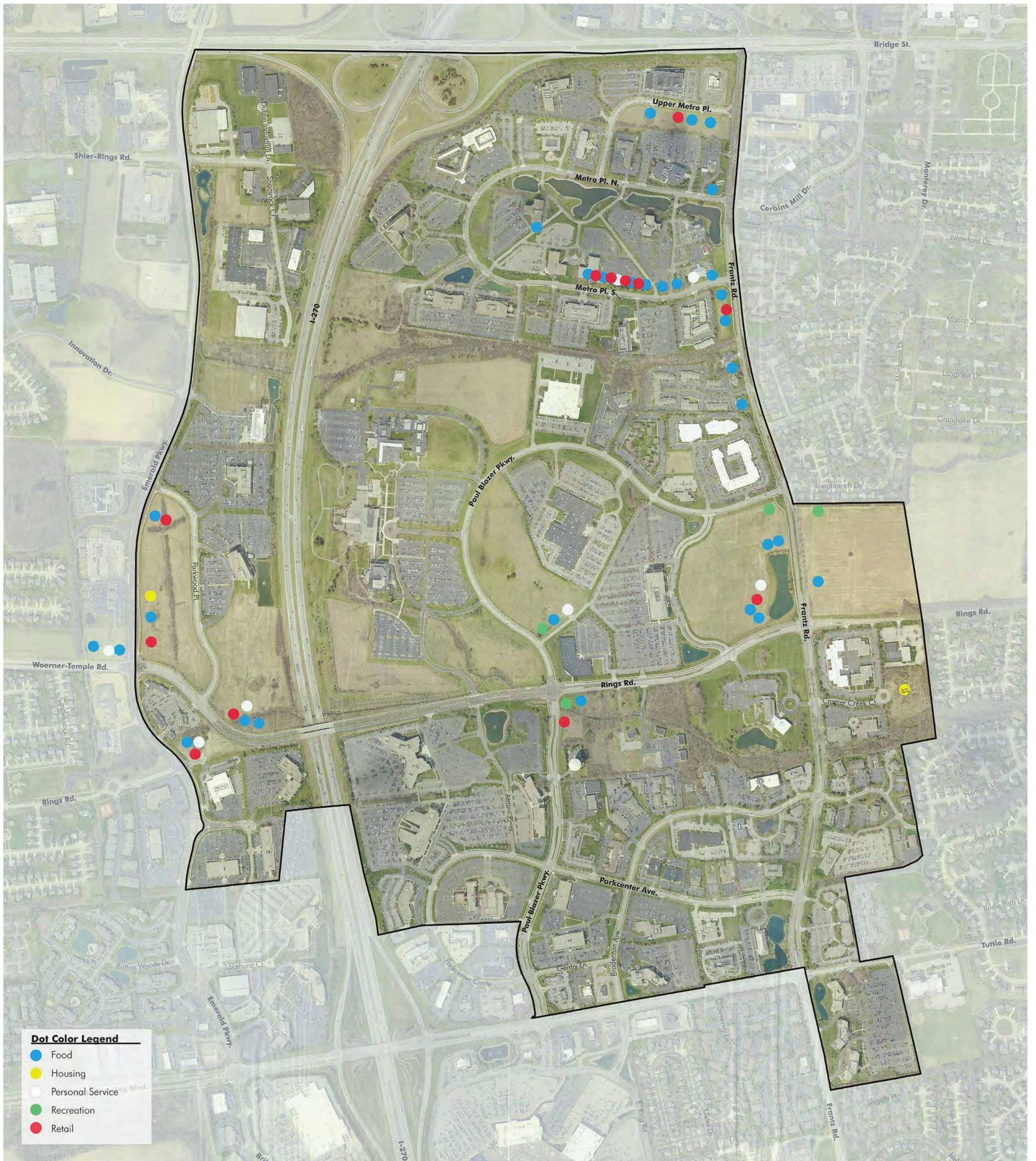
## EXISTING BIKE CIRCULATION



## NATURAL FEATURES



# PUBLIC INPUT



## DOT MAP EXERCISE RESULTS

# PUBLIC INPUT

## PROCESS

The plan was a collaborative process involving city staff and professional consultants, as well as targeted outreach to Dublin residents and the business community. The approach was iterative with the intent of asking broad questions, then focusing the public dialogue with increasingly specific information in order to focus the public discussion on likely recommendations.

### WORKSHOPS AND SURVEYS

#### Phase I:

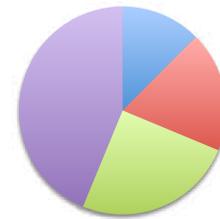
- **Business Community Outreach Workshop**
- December 1, 2015
- Interactive polling

The first plan phase culminated in a workshop focused on property owners and brokers representing the study area as well as those working in the local offices. Through interactive polling, input was received to guide the subsequent phase. An open house format allowed participants to discuss comments directly with the planning team.

In general, feedback focused on:

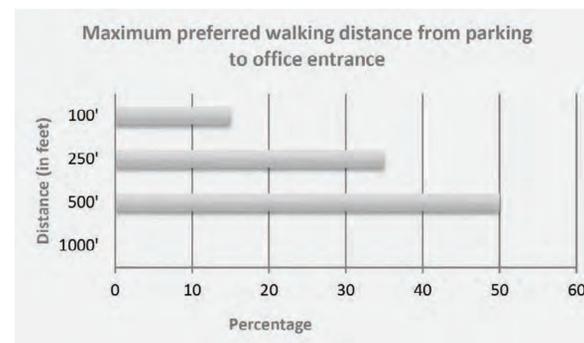
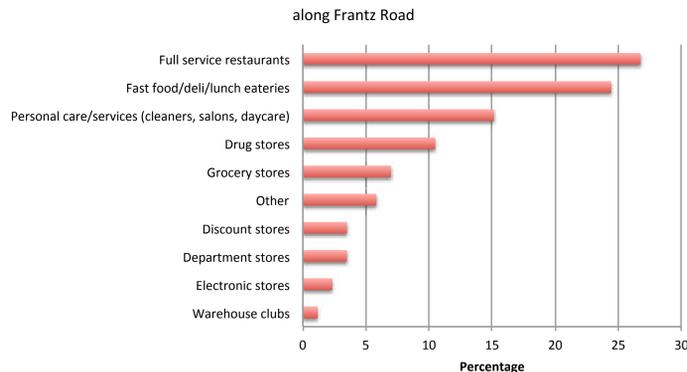
- ▶ The need for more amenities for office workers
- ▶ Updates to the appearance of the sites and adjacent roadway corridors
- ▶ More efficient parking
- ▶ Strategies for more aggressive redevelopment of the area

#### Focus Group Participants



- Developed property owner - office
- Developer
- Commercial real estate broker
- Business tenant

#### Amenities most needed



#### Phase II:

- **Public Workshop #1**
- August 31, 2016
- Interactive polling
- Web-based survey

Phase two began with a public workshop aimed at gathering input from residents, workers and others impacted by the study area. Interactive polling was used during the meeting and then translated into a web survey to gain further insights. Key feedback included:

- ▶ Strong desire for restaurants and retail amenities
- ▶ Interest in open space and walkability

- **Public Workshop #2**
- November 1, 2016
- Interactive polling
- Web-based survey

A second public workshop gathered input on specific development concepts. Interactive polling was again used during the meeting and then translated into a web survey to gain further insights. Key feedback included:

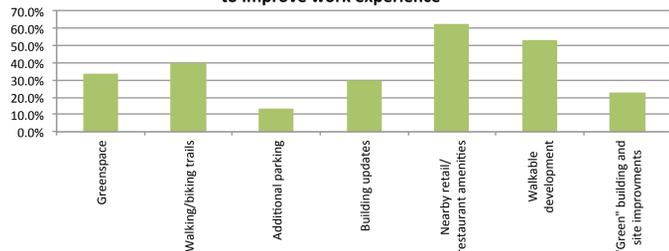
- ▶ Strong support for mix of uses
- ▶ Strong support for redevelopment of Frantz Road corridor

- ▶ Need to redevelop/refresh existing office
- ▶ High interest in pedestrian access improvements

Feedback was received from polling conducted both in-person and online. A total of 82 individuals participated in the poll. Over 60% of respondents were Dublin residents and over 87% work in Dublin.

Feedback was received from polling conducted both in-person and online. A total of 116 individuals participated in the poll. Over 84% of respondents were Dublin residents and over 75% work in Dublin.

#### Amenities most needed to improve work experience



#### Rate the impacts of these possible changes:



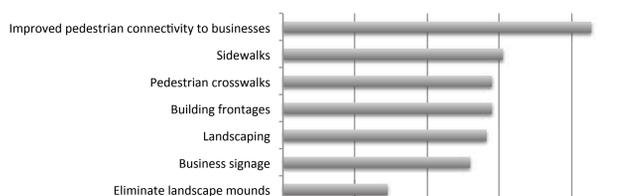
Which of the following would you visit regularly if added to the study area?

- Food:** 81.7%
- Recreation:** 65.6%
- Retail:** 50.5%
- Personal Service:** 32.3%
- Housing:** 10.8%

What is the reason you don't eat outside your building at least once a week?

- Lack of nearby choices:** 31.0%
- Lunch break is too short:** 24.1%
- Too costly:** 13.1%

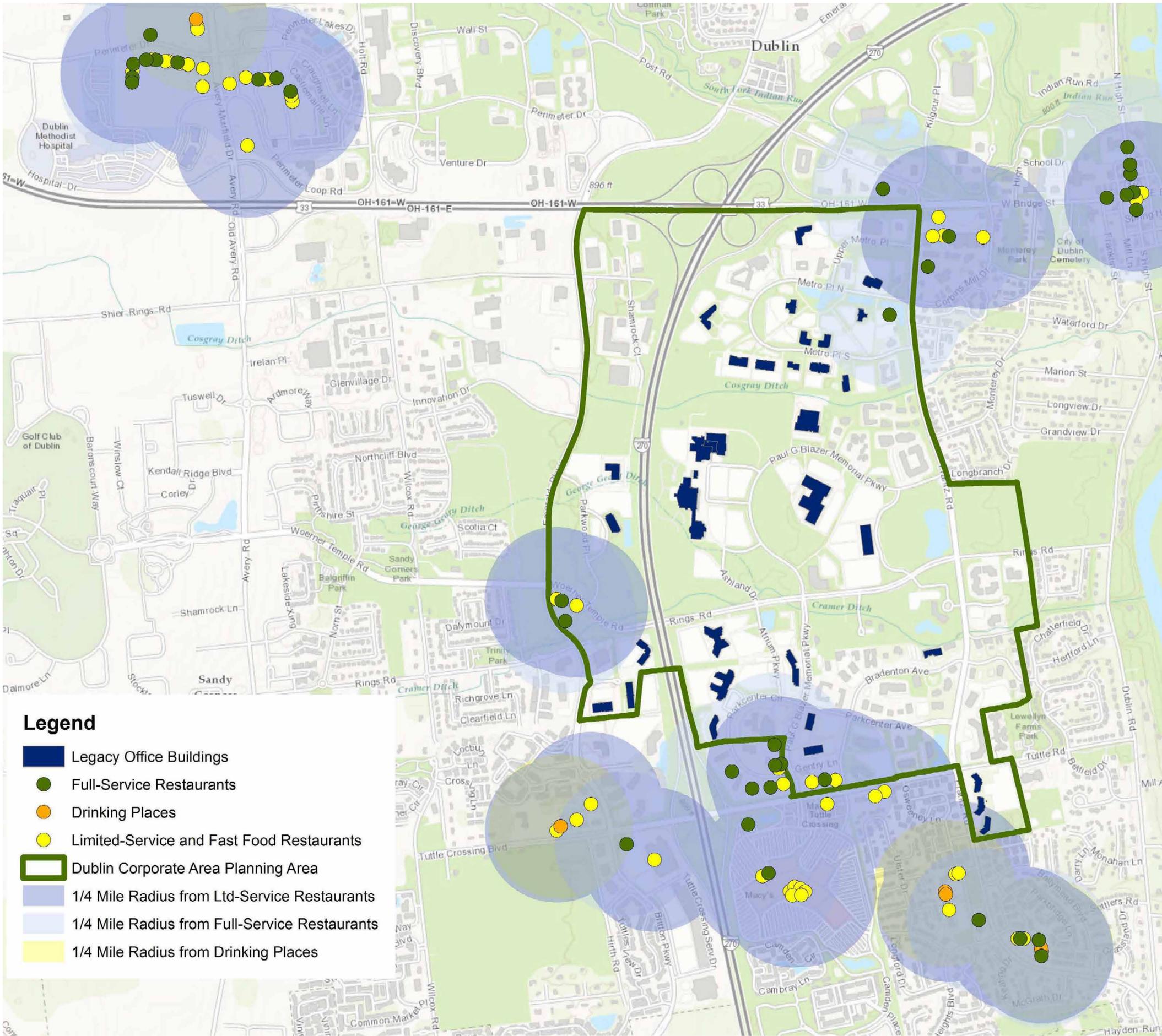
#### What elements of Frantz Road most need updating?



#### How valuable is public investment in the following?



# MARKET ANALYSIS



PROXIMITY OF RESTAURANTS AND DRINKING PLACES TO LEGACY OFFICE BUILDINGS

# MARKET ANALYSIS

## VIABLE SITE CHARACTERISTICS

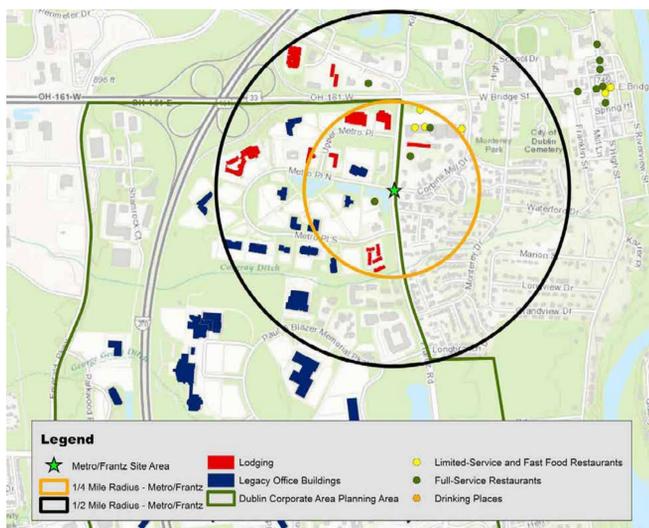
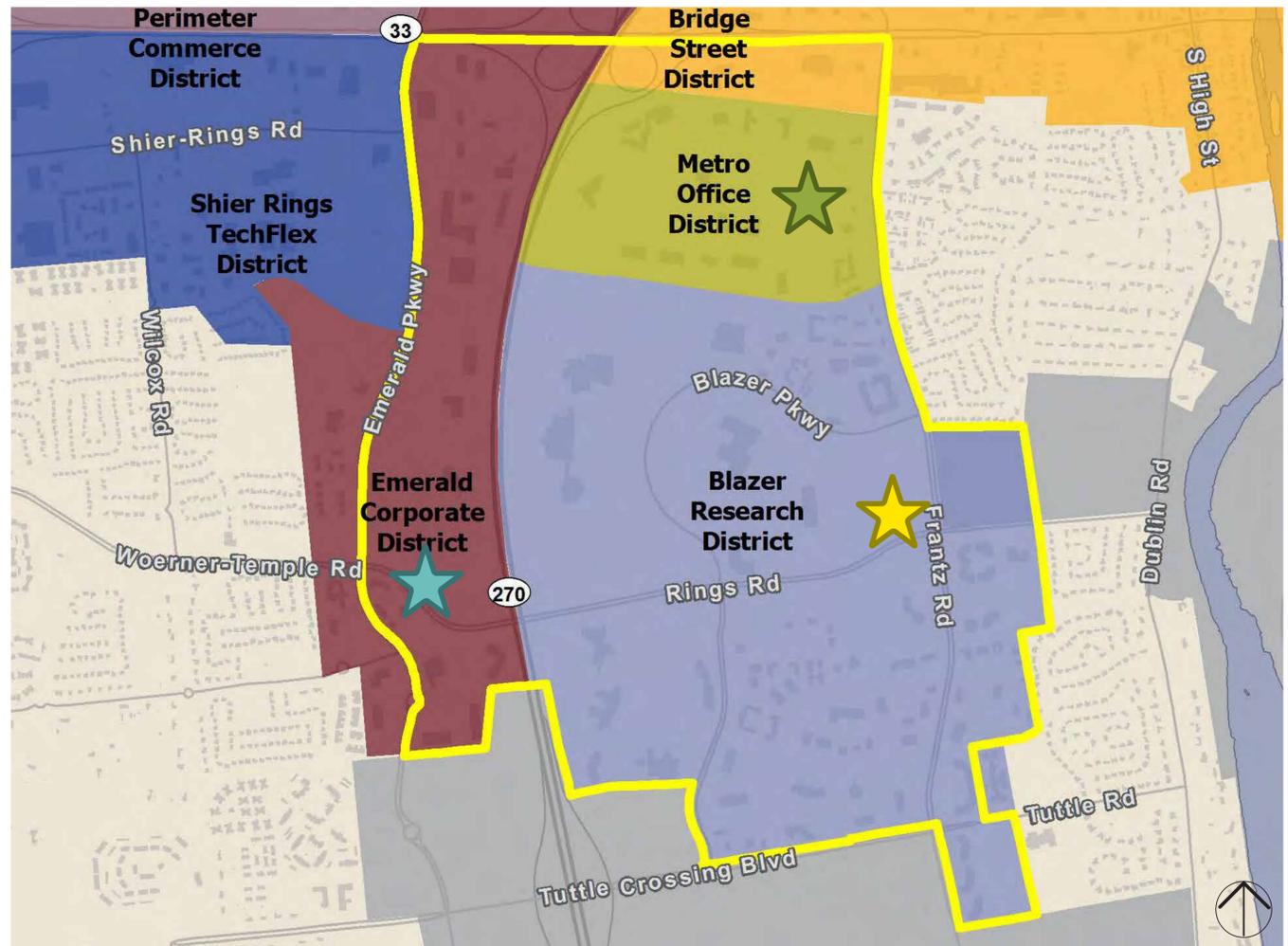
While the preference by suburban office workers is overwhelmingly to work in mixed-use environments, not every site next to or in an office park can support other commercial uses. Viable retail/restaurant sites require the following characteristics:

- ▶ Ample market exposure
- ▶ Good visibility to passersby along road frontage
- ▶ High traffic volume
- ▶ (>15,000 Average Daily Traffic)
- ▶ Ease of access
- ▶ Proximity to existing retail clusters preferred

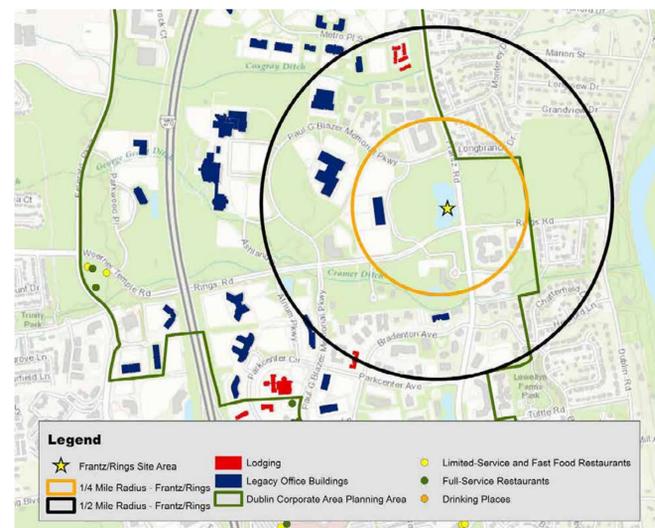
## SITE CANDIDATES

A site location within each of the three districts was identified as having these viable retail/restaurant site characteristics.

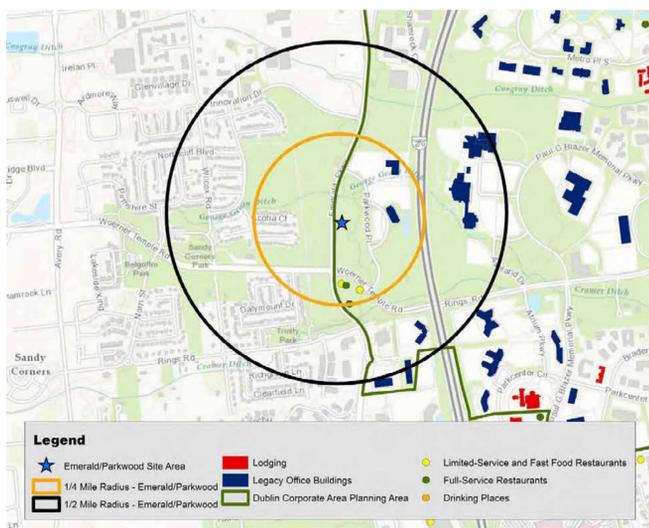
- ★ Frantz/Metro Place
- ★ Frantz/Rings Road
- ★ Emerald Parkway/Parkwood Place



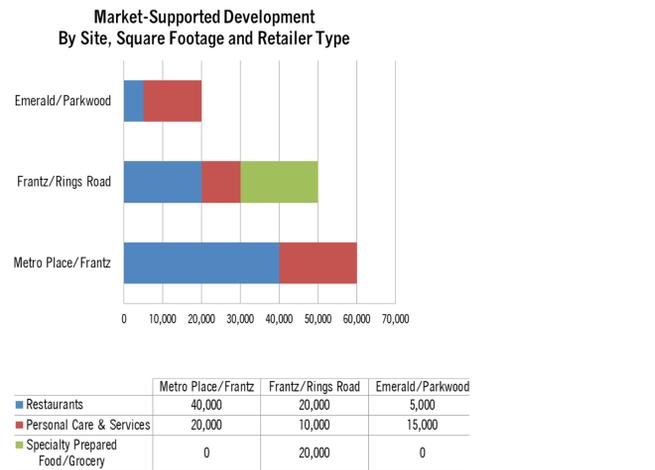
METRO PLACE/FRANTZ ROAD



FRANTZ/RINGS ROAD

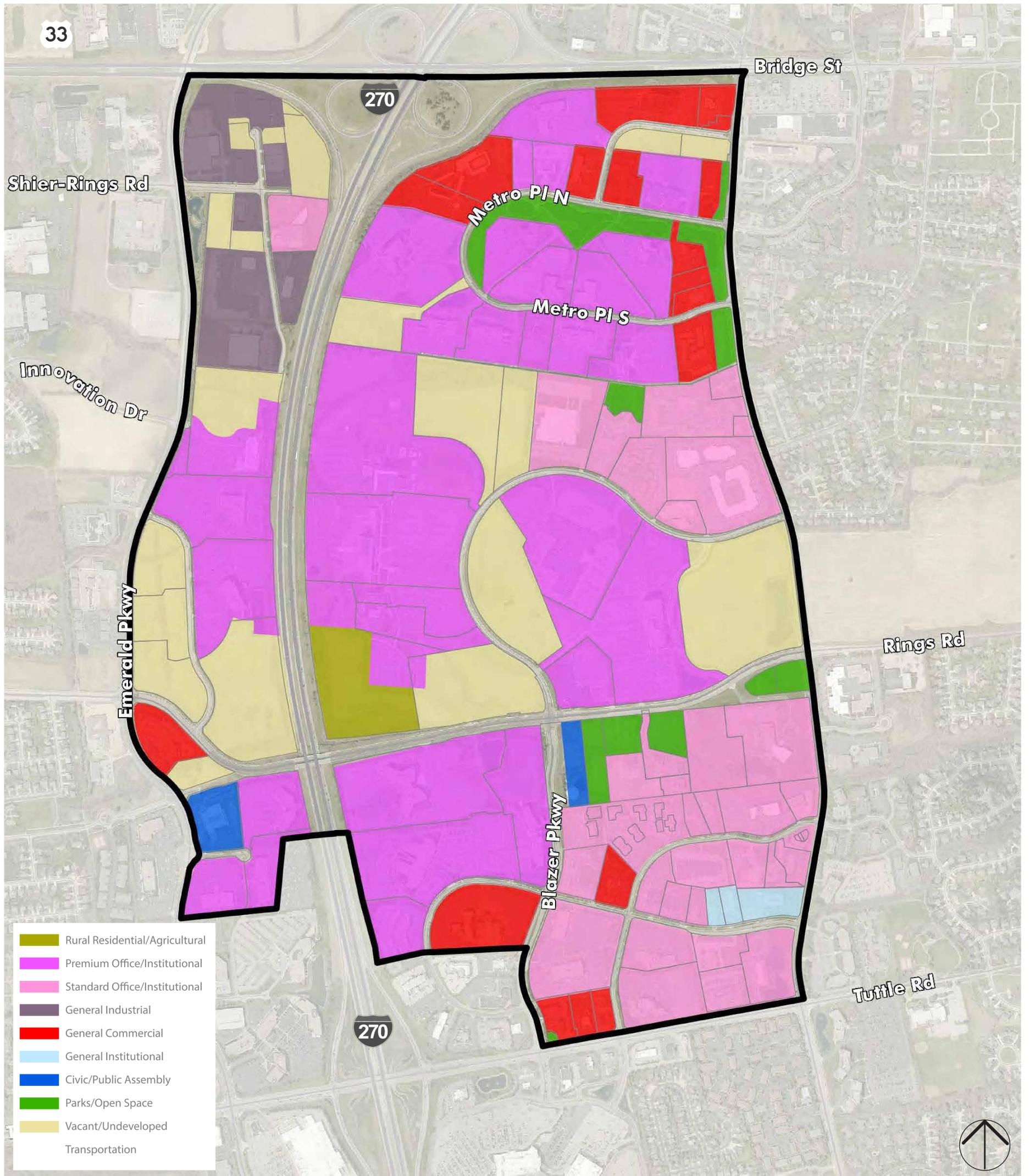


EMERALD PARKWAY/ PARKWOOD PLACE



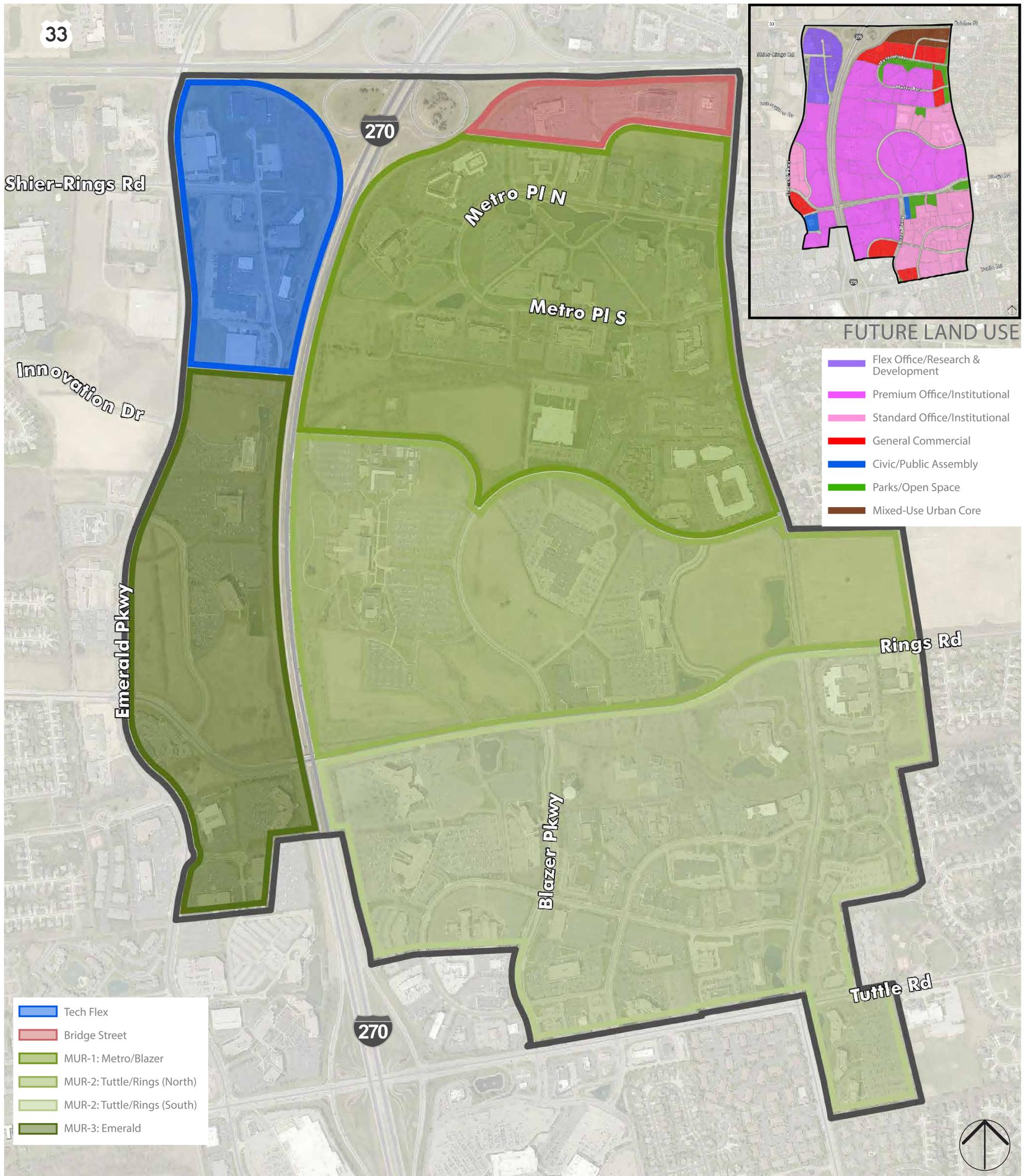
EMERALD PARKWAY/ PARKWOOD PLACE

# RECOMMENDATIONS LAND USE



CURRENT LAND USE

# RECOMMENDATIONS LAND USE



## PROPOSED FUTURE LAND USE

# DEVELOPMENT CONCEPTS

## RINGS ROAD AREA

The large, undeveloped site at Rings Road and Frantz presents an immediate opportunity for development. The large adjacent building is about to have a new single-user tenant with thousands of workers. That site and adjacent areas are largely underserved for restaurant

or retail and could also generate some additional demand for specialty uses. This site also has the advantage of fairly high traffic volumes on Frantz Road, attracting visitors from other areas of the city to augment the market demand of those adjacent to the site.

The large parking area in the western portion of this site is being built to accommodate the new single-user tenant of the existing office building, and is being undertaken as a separate project by the City of Dublin.



### Option A

Key aspects of the first option include:

- ▶ A full service “destination” restaurant along Frantz Road.
- ▶ Service retail uses along Frantz Road.
- ▶ Small-format grocery at Rings and Frantz.
- ▶ Office users around a central green.
- ▶ Linear walkable “spine” is established to create an east-west walking route to link the large office building with amenities along Frantz Road.



### Option B

Key aspects of the first option include:

- ▶ A full service “destination” restaurant along Frantz Road.
- ▶ Service retail uses along Frantz Road.
- ▶ Linear walkable “spine” is established to create an east-west walking route to link the large office building with amenities along Frantz Road.
- ▶ Small-format grocery at Rings and Frantz.
- ▶ Office users around a central green.
- ▶ Residential use anchors the southern edge of the site and introduces additional customers to support the proposed restaurant/retail amenities.

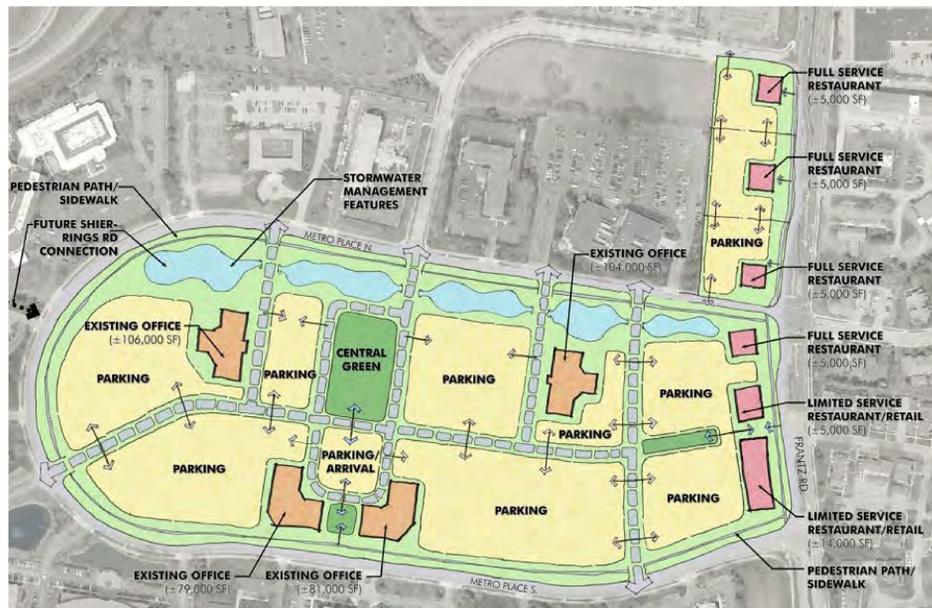
# DEVELOPMENT CONCEPTS

## METRO CENTER AREA

The Metro Center area represents a huge opportunity for redevelopment. Each option creates further change from the current development pattern. Key to the area will be evolving the site design and the uses to

better respond to current demand while also integrating uses for a sustained future. With Frantz Road frontage so close to Bridge Street, this currently underutilized asset will be the key to near-term changes.

### Option A

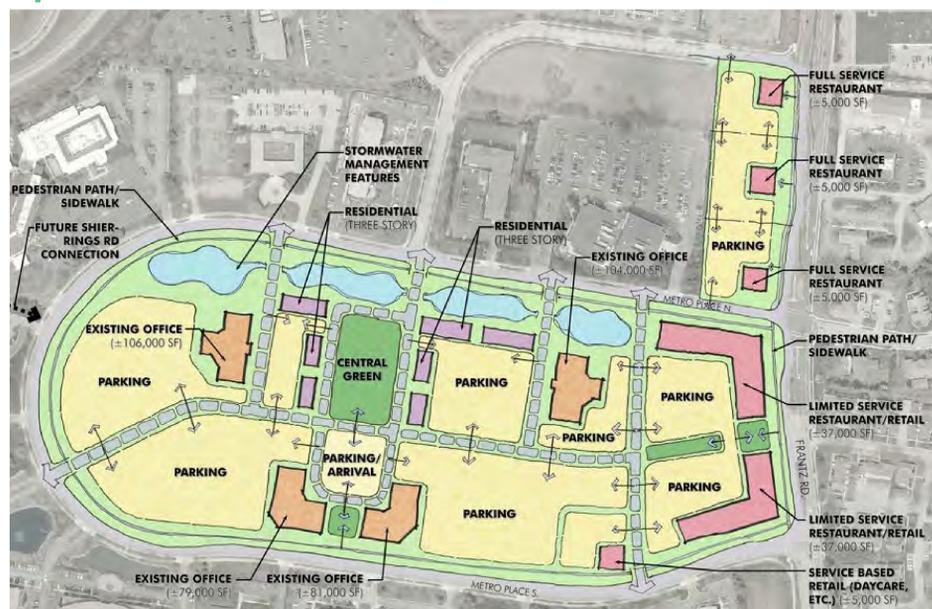


**Option A**  
Key aspects of the first option include:

- ▶ Several full-service restaurants along Frantz Road.
- ▶ Existing office buildings remain with site revisions. Parking and access for existing buildings would be reconfigured to increase functionality and efficiency.
- ▶ Central green is created as a site amenity and central organizing feature.
- ▶ Existing stormwater ponds remain and are improved as a park amenity.



### Option B



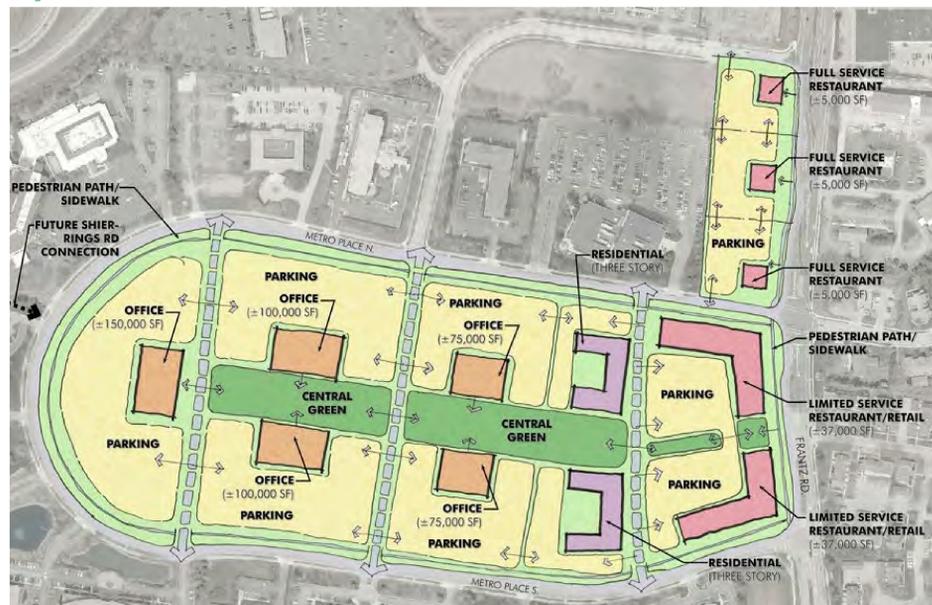
The second option introduces a greater mix of uses while still working with the existing office building footprints.

**Option B**  
Key aspects of this option include:

- ▶ Mixed-use commercial buildings along Frantz Road.
- ▶ Residential around the green. Residential uses are introduced around the central green, further expanding the district into a neighborhood.
- ▶ Existing stormwater ponds along Metro Place North remain and are improved as a park amenity.



### Option C



This option envisions a wholesale redevelopment of the site. Market demands and parking requirements could be different by the time this type of approach would be implemented, so other opportunities for uses and site development should also be revisited at that time.

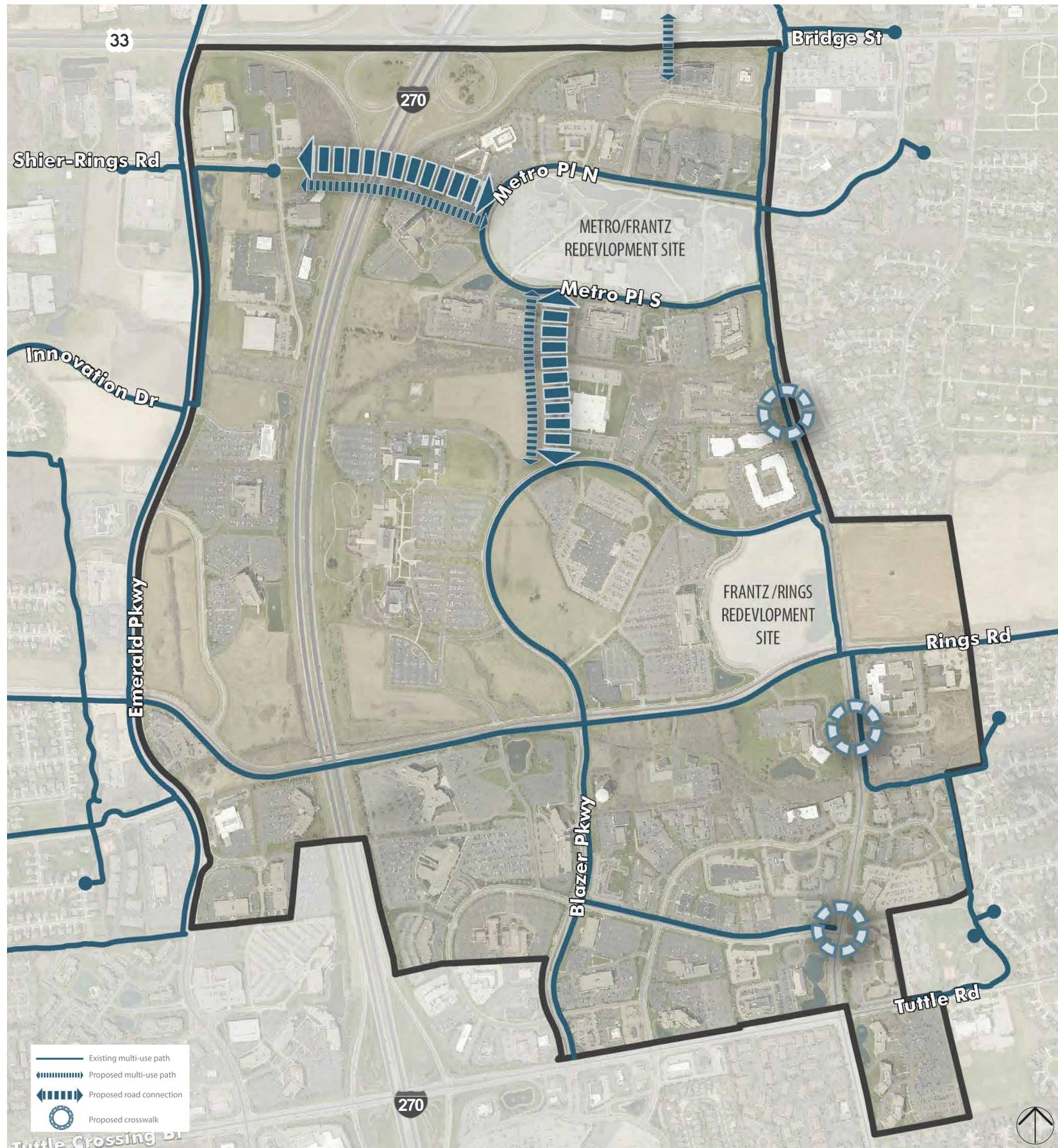
**Option C**  
Key aspects of this option include:

- ▶ Creation of a large central green.
- ▶ Residential at eastern end of green. Residential uses are located adjacent to the commercial mixed-use along Frantz Road and create a transition into the central green.



# DEVELOPMENT CONCEPTS

## CONNECTIVITY



Changes in the study area will both require and provide the opportunity for connectivity of many types and scales. Improved office occupancy and combined with a newly developed mix-of-uses will both happen in conjunction with increased connectivity, and will enable updates as development occurs and sites evolve.

### VEHICULAR ROADWAY CONNECTIONS

- ▶ Current access to the site relies on a roadway network that has a limited number of connections to the primary roadway network, as well as very limited interconnectivity between sub-districts.
- ▶ Input from community meetings indicates a perception of traffic congestion, for the predominately office-oriented commercial district. The City should study possible secondary connections into and within the study area.
- ▶ Vital roadway linkages could greatly improve the overall network, ease the traffic burden on the existing limited exits to Frantz Road and provide better access options to proposed retail/restaurant amenities.

### Alternative vehicular transportation

- ▶ This area should be considered for primary service of any alternative transportation approaches. This might include:
  - ▶ Circulator system within the office areas
  - ▶ Autonomous vehicles in the near future

### Transit connections

- ▶ This area provides excellent opportunities for improved primary service and regional transit facilities such as improved amenity stops. This is due to the high concentration of office jobs and existing/emerging service sector jobs in the proposed retail/restaurant/lodging uses.

### Autonomous Vehicles

Any roadway and vehicular connectivity improvements must take into account the significant changes that will result from imminent autonomous vehicle technology. Care to avoid overbuilding incompatible infrastructure should be considered based on future AV adoptions rates.

### ACTIVE TRANSPORTATION

#### Pedestrian site access

- ▶ Pedestrian access to sites and within the sub-districts should be improved.
- ▶ In addition to sidewalks along roadways, site design should be oriented to:
  - ▶ Create vibrant street edges where possible
  - ▶ Provide pedestrian connections between parking lots to adjacent uses when retrofitting large parking areas

#### Trail network

Dublin has a well-developed trail network throughout the city, serving both pedestrians and bicyclists. The trail system will be developed in conjunction with other roadway improvements and redevelopment sites and should be augmented by the proposed improvements to the Frantz Road corridor streetscape.

#### Bicycle facilities

Bicycle parking can be added throughout the study area as sites redevelop and additional area amenities are added, creating a larger set of nearby destinations.

# DEVELOPMENT CONCEPTS

## SUSTAINABILITY

### SITE DESIGN

With a mix of previously developed and greenfield sites in the study area, there are a variety of options for incorporating intelligent practices that can enhance the local environment.

These include:

- ▶ Storm water
  - harvesting
  - low impact techniques,
  - bio-swales
  - pervious surfacing, etc.
- ▶ Smart irrigation systems
- ▶ Smart lighting systems
- ▶ Planting arrangements and techniques
  - reduction of supplemental irrigation
  - soil volume for long term tree growth
- ▶ Support for solar energy collection

### Greenfield development

In the new development areas of the study area, site sustainability practices such as multi-site stormwater controls that function in a more "regional" manner as well as being publicly accessible greenspace amenities are preferred.

### Existing parking retrofit

Existing parking areas can be made much more efficient both from a parking perspective and from the aspects of stormwater controls. Strategies include:

- ▶ Creating larger grouped areas of landscaping instead of a series of small, inefficient islands
- ▶ Removal of landscape island curbing can also be incorporated into stormwater management controls

### Infill / site redevelopment

In new infill or site redevelopment cases, all of the techniques for implementing sustainability in both greenfield sites and in retrofit sites may be applicable. In particular, it will be vital to link new developments to the existing with greenspace and coordinated infrastructure



### BUILDING DESIGN

Both new and existing buildings can contribute to the sustainable movement:

- ▶ Energy efficient design for new and retrofitted mechanical systems,
- ▶ Use of local materials in new construction and renovation
- ▶ Recycled materials for renovation projects
- ▶ Incorporation of materials that assist with wind and solar energy collection
- ▶ Water conservation through selection of appropriate fixtures for new and renovated facilities

### TRANSPORTATION

#### Active Transportation

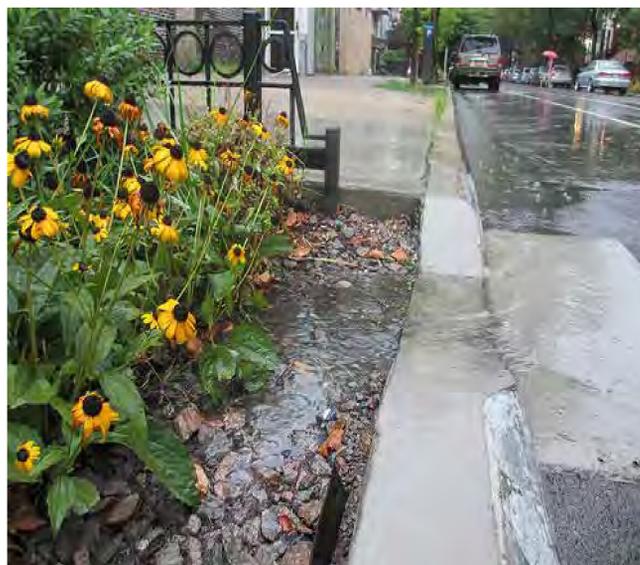
Incorporating active transportation facilities and site access should be a focus of all study area redevelopment.

Site elements of development should include:

- ▶ Provide ample and secure bike parking and amenities
  - air hose
  - repair tools
  - changing stations
  - bike lockers

- ▶ Ensure multi-use path systems provide safe and easy access to building entrances

**Technological Advancements** National trends in personal preferences are leading to changes in our mobility choices. Landowners can contribute by: Provide preferred spaces and facilities for low or no-emission cars or carpools.



# CORRIDOR FRANTZ ROAD

## TYPICAL BUILDING SETBACK ADJUSTMENTS



Frantz Rd. existing condition - typical section



Frantz Rd. proposed condition - typical section

## POTENTIAL IMPROVEMENTS ALONG FRANTZ RD.



Frantz Road and Metro Place South - EXISTING



Frantz Road and Metro Place South - WITH RECOMMENDED IMPROVEMENTS

## PROPOSED PEDESTRIAN IMPROVEMENTS



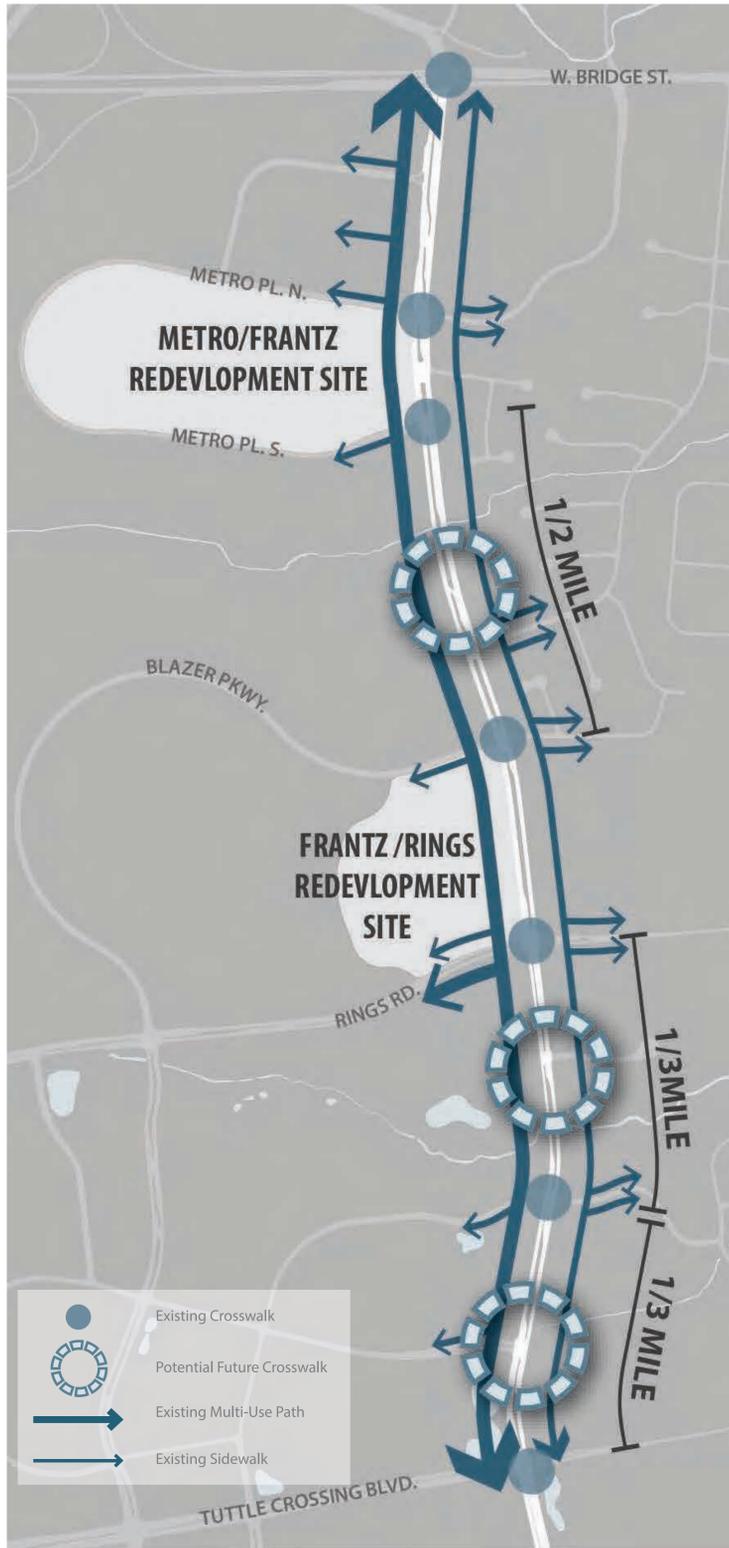
Existing medians limit opportunities for pedestrian crossings



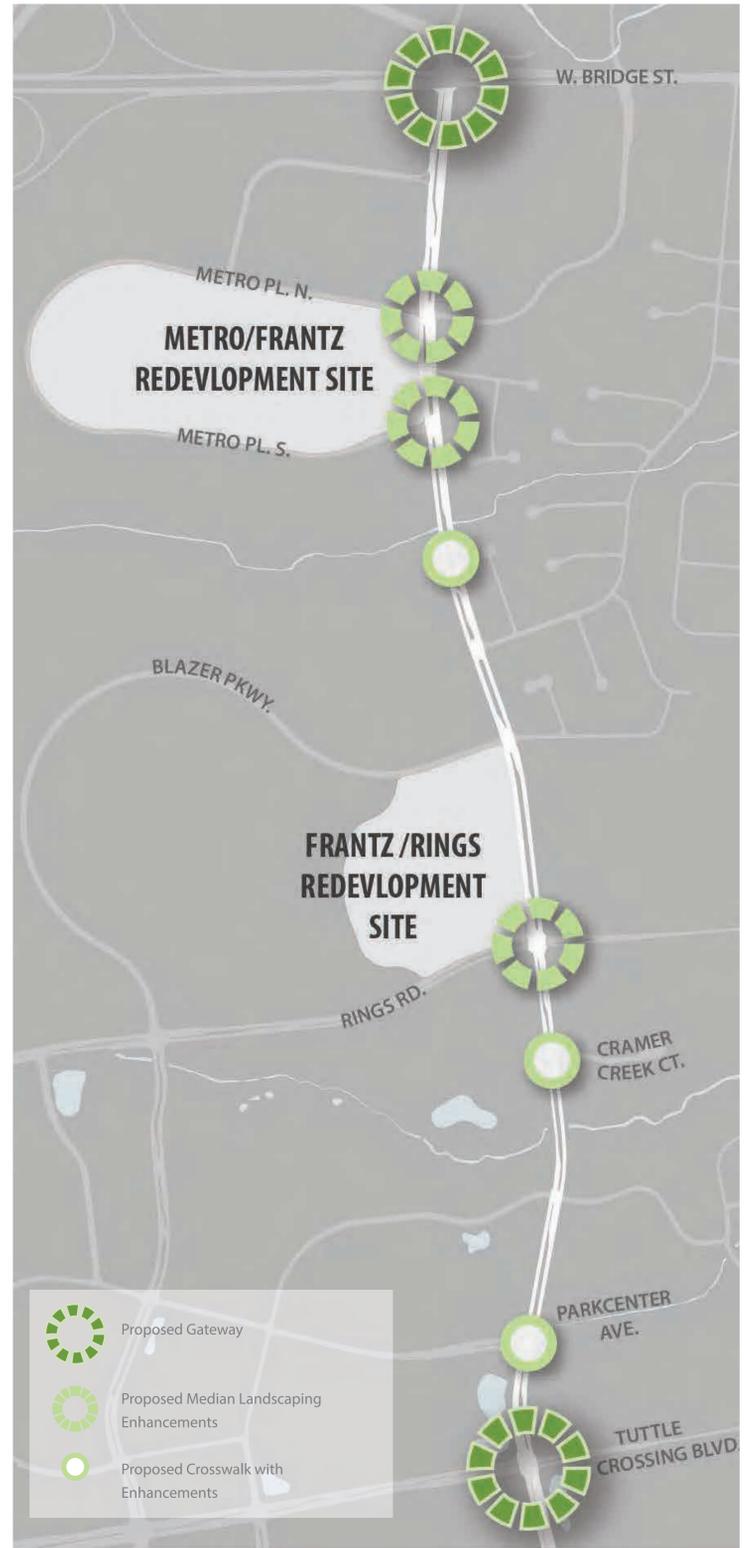
Future pedestrian crossings could be evaluated where Frantz Road intersects with Parkcenter Ave. and Cramer Creek Ct.

# CORRIDOR FRANTZ ROAD

## PROPOSED PEDESTRIAN IMPROVEMENTS



## PROPOSED STREETSCAPE IMPROVEMENTS



# TASKS & ACTION ITEMS

# IMPLEMENTATION

ACTION ITEM		TASKS			
		CURRENT	1 YEAR	2-4 YEARS	5+ YEARS
DEVELOPMENT	REDEVELOPMENT		Encourage open sites for redevelopment Adopt new zoning district	Coordinate retrofit development of combined office sites Addition of amenity greenspace and uses	Coordinate wholesale redevelopment of obsolete sites
	MIX OF USES	City ownership of Rings Road site	Market sites for redevelopment Adopt new zoning district	Coordinate development for identified target sites	Coordinate wholesale redevelopment of obsolete sites
SITE IMPROVEMENTS	BUILDING ARCHITECTURE		Create incentive program for exterior improvements	Coordinate retrofitting of new entries / door locations Coordination with new outdoor greenspace amenities and restaurant access	Coordinate wholesale redevelopment of obsolete sites Compatibility with a mix of uses
	OPTIMIZE PARKING	Initiate drafting of new zoning district	Utilize site efficiencies where near-term parking is needed	Coordinate reworking of office parking areas	Coordinate wholesale redevelopment of obsolete sites
	SITE ACCESS			Coordinate reworking of office site access Coordinated site access for new development	Coordinate wholesale redevelopment of obsolete sites
REGULATORY	ZONING UPDATE	Initiate drafting of new zoning district	Adopt new zoning district	Provide technical assistance to property owners and developers	Ongoing implementation
	DEVELOPMENT & DESIGN GUIDELINES	Initiate drafting of guidelines	Adopt new zoning district	Encourage new development consistent with this plan and context of individual sites	Ongoing implementation
	"GREEN" APPROACHES	Stormwater design manual	Mandate green approaches in site design through the zoning code	Coordinate retrofitting of new entries / door locations Coordination with new outdoor greenspace amenities and restaurant access	Identify incentives to extend green solutions beyond "minimal" application
MOBILITY	FRANTZ ROAD CORRIDOR		Allocate funds for design Create detailed improvements plan Outreach to property owners	Allocate funds for construction Implement improvements Outreach to property owners	Ongoing maintenance
	TRANSPORTATION INFRASTRUCTURE	Mobility plan underway	Study connectivity options	Implement local transit solution Implement bicycle infrastructure Expand COTA service	Construct roadway connections Implement AV technology