

**WORK SESSION
DUBLIN CITY COUNCIL
5555 PERIMETER DRIVE
APRIL 29, 2024**

Minutes

Mayor Amorose Groomes called the Monday, April 29, 2024 work session to order at 6:00 p.m.

Council members present: Vice Mayor Alutto, Mayor Amorose Groomes, Ms. De Rosa, Ms. Fox, Mr. Keeler, Ms. Kramb and Mr. Reiner.

Staff present: Ms. O'Callaghan, Ms. Rauch, Ms. Noble, Ms. Babbitt, Ms. Willis, Chief Paez, Mr. Hammersmith, Mr. Gracia, Mr. Hendershot, Ms. Blake, Mr. Ament, Ms. Wawzkiewicz, Mr. Hartmann, Mr. Bitar.

Others present: John Houseal and Sujan Shreastha, Houseal Lavigne Associates and Mr. Supelak and Mr. Way, Dublin Planning and Zoning Commission. Mr. Fishman arrived at 7:03 p.m.

Pledge of Allegiance

Mayor Amorose Groomes invited Mr. Way to lead in the Pledge of Allegiance.

Envision Dublin Community Plan Update

Ms. O'Callaghan stated that she is pleased to bring the draft of the updated Community Plan for review. It is the culmination of a year's worth of work from staff, the Steering Committee, and consultants to get to this point. She is grateful for all the work and partnership. She thanked City Council and Planning and Zoning Commission for dedicating this time to view the draft.

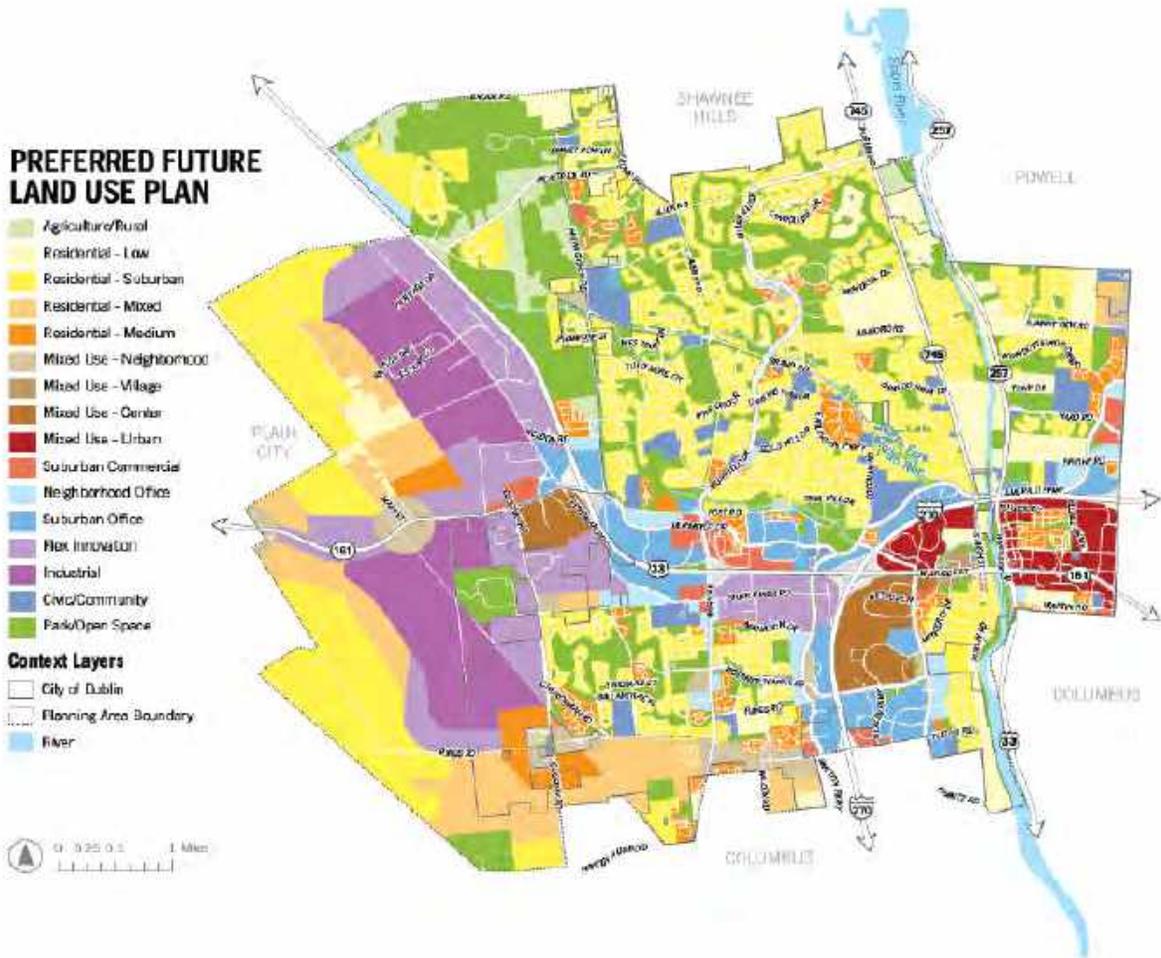
Ms. Rauch stated that she will walk through some of the key updates to the plan. This draft plan is a good draft, but there are still some items that may need adjusted. She stated that staff welcomes feedback as Mr. Houseal walks through the draft plan. She stated that the Steering Committee will have a final look at the draft plan tomorrow (April 30) before it moves through the approval process. She recognized the effort of all the consultants involved with this process. The Steering Committee has 20 members and has held 8 meetings. They have been a sounding board and provided feedback throughout this process. The planning boundaries build from the 2013 boundaries and include future planned growth in coordination with regional partners. There have been well over 5,000 points of engagement for the public throughout the process.

Ms. Rauch reviewed the collaboration that has taken place with citywide plans including:

- Dublin Area Housing Study;
- Parks and Recreation Master Plan;
- Economic Development Strategic Plan Update;
- Sustainability Framework Plan;
- Metro Center Implementation Plan;
- West Passenger Rail Study; and the
- East Bridge Street Corridor Study.

The consulting team worked with the Mobility and Thoroughfare Plan, utility modeling and fiscal modeling through this process as well.

Ms. Rauch reviewed the preferred future land use plan (map) that was provided to Council as shown below.



There were three land use scenarios that were reviewed and discussed in the Steering Committee. This map reflects the preferred land use scenario that was decided upon by the Committee as they considered the following:

- Reposition targeted areas as mixed-use centers including portions of the Dublin Corporate Area, Bridge Street District and West Innovation District;
- Continue to promote employment-generating uses along the I-270 corridor while also providing for greater flexibility but limiting housing along the freeway;
- Concentrate more intense development along potential Tuttle Crossing Boulevard extension and SR 161 corridor;
- Expand Dublin's residential areas into southwestern and western growth areas along with the development of complementary neighborhood nodes while identifying infrastructure necessary to accommodate growth;
- Encourage cooperation amongst surrounding communities to ensure seamless development patterns.

Ms. Rauch reviewed the summary of changes and provided an overview of the discussion at the Steering Committee level. The changes are seen on the preferred future land use scenario as follows:

Summary of changes

- Retention of high density mixed-use development within the BSD
- Maintain residential uses as a transition uses
- Expansion of employment generating uses in the West Innovation District and Southwest Area.
- Expansion of mixed-use development within the Dublin Corporate Area.
- Retention of existing residential areas/incorporate of neighborhood nodes in key locations.
- Limitation of residential development on the I-270 and US 33 frontages and rail corridors in West Innovation, and increased setbacks and buffering for residential adjacent to specific roadways.
- Expansion of mixed-use and mixed residential development in the Amlin area.
- Addition of mixed-use development surrounding the future potential passenger rail station near Houchard Road and SR 161.

The six Special Area Plans have their own chapters in the updated plan.

Transportation and mobility experienced a paradigm shift in mode prioritization through this process by prioritizing pedestrians as the top tier versus private autos. She stated that society is very auto oriented so a balance between pedestrian friendly and auto oriented was contemplated by the Steering Committee.

The recommendation of the Steering Committee is in Figure 3 below.



Figure 1: Traditional Transportation Mode Prioritization



Figure 2: Reversed Transportation Mode Prioritization



Figure 3: Steering Committee Recommended Mode Prioritization

Ms. Rauch reviewed the Thoroughfare Plan and the Active Transportation Plan and the goals of each. Combining the plans provides the Multimodal Thoroughfare Plan with the goals of each.

Ms. Rauch provided an overview of the next steps in the Envision Dublin process. It is estimated that the draft document will be before City Council in the June/July timeframe for adoption.

Mr. Houseal defined the term "Community Plan" as follows: a 10-20 year document that should be thought of as a foundation for decision-making. He stated that this Community Plan is a comprehensive plan. He reviewed the draft document by providing an overview of each chapter (attached hereto and incorporated herein by reference as Exhibit A).

Envision Dublin – Working Document

Chapter 1: Introduction

This chapter provides an overview of the Envision Dublin planning process, its relationship to the City Strategic Framework and describes the planning area.

Council had no questions or comments regarding Chapter 1.

Chapter 2: Community Profile

This chapter sets the stage for planning in Dublin by examining pertinent existing conditions, demographic and market conditions, existing fiscal conditions, regional setting, existing regulations, past plans and studies.

Council had no questions or comments regarding Chapter 2.

Chapter 3: Vision and Goals

This chapter articulates the vision, goals and objectives for the plan that were developed based on extensive community engagement, setting the foundation for more detailed recommendations for each plan element.

Mr. Houseal explained that the vision is aspirational in nature, goals are what we work toward and objectives are the steps that are taken toward meeting the goals. The City's Strategic Framework of most connected, most sustainable, most resilient was tied to each individual chapter in this plan.

Ms. Fox stated that streetscape and landscaping should be included when talking about environment and suggested adding it throughout.

Mr. Reiner agreed that the streetscape and landscaping is what sets Dublin apart from other cities. Mr. Houseal stated that it can be added.

Mr. Reiner stated that view corridors are another important aspect of the environment. When driving through the City, the screening that protects the visual aspects of the City is very important to the overall experience. He would like view sheds and view corridors added as a goal for the environment. Mr. Houseal stated that in the Special Area Plans, there are specific corridors that require that attention. He stated that as a larger goal or objective, it would be important to seek out the opportunities throughout the City for both screening and maintaining views.

Ms. Fox stated that she would like to see "placemaking" added to the housing and neighborhoods section, because that term describes how the amenities look versus just putting in a park.

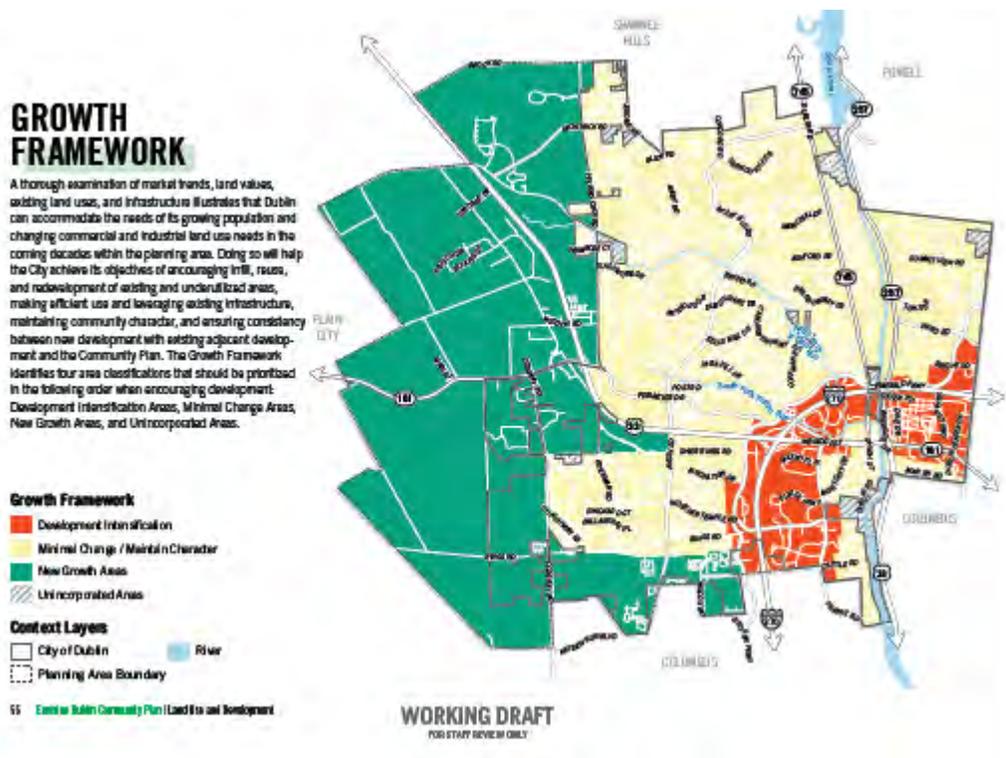
Mr. Reiner agreed and explained the notion of "third place," which is: your first place is where you live, your second place is where you work and your third place is where you spend your time when not at home or work. Mr. Houseal stated that "third place" thinking turns just a housing development into a neighborhood.

Chapter 4: Land Use and Development

This chapter provides the framework for land use, development character, and growth for the city and its planning area. The chapter highlights the land use scenario planning that was undertaken to help develop the plan, as well as provide the future land use map and growth strategy necessary to accommodate population increase while maintaining desired community character.

Mr. Houseal provided a comprehensive overview of the three land use scenarios and then the preferred future land use plan. Each of the land uses listed on the preferred future land use plan map were broken down further by identifying the principle uses, supporting uses, density, building form and orientation, open space, sustainability, streetscape and parking of each.

Mr. Houseal stated that, while it is important to be informed about what changes are necessary with growth, it is also just as important to determine what will not change. He referenced the Growth Framework Map as shown below. The growth framework shows an area in yellow, which represents the area with minimal change in order to maintain the character. The green represents the new growth areas and the red shows development intensification.



Mr. Reiner stated that, in order to create really unique subdivisions, the residential suburban and the residential low areas should be converted to conservation design. He stated it is a quality design, the developers do not have to put as much money into it, and there is a good deal of green space. He stated the City ends up with a much better product. Mr. Houseal stated that conservation design is not a land use plan, it is a development technique. Therefore, he would not recommend noting conservation design on a land use map. He stated that conservation design is noted in other sections of the document, such as *Housing and Neighborhoods*, and he could call them out more if Council desires in that section.

Mr. Reiner stated he wants to make sure that when developers read the document, they do not rely on one of the land use types as a way of not incorporating conservation design. He would like to make sure it is in the other chapters so it can be enforced. Mr. Houseal stated that the City can make sure to put that language in other documents that must be considered when a development is proposed and it can be called out in a different chapter than *Land Use*.

Mr. Way stated that Planning and Zoning Commission raised the same issue as Mr. Reiner. He noted that there are also design guidelines that the City has to ensure that the development is part of the vision for the area.

Mr. Way stated that the growth framework map shows hard lines, but there would need to be transition areas between the yellow and red and the yellow and green. He asked if that should be noted in some way on the map. Mr. Houseal stated that he would recommend noting that, but not on the map itself.

Ms. Kramb stated that there have been studies that show the color red is associated with something negative. She would recommend changing the map color for development intensification.

Mr. Supelak stated that this is the opportunity to elevate certain things. It does communicate things to those who read it, so it does need consideration as to what is being communicated.

Ms. De Rosa stated that different types of land uses was discussed at great length in the Steering Committee meetings. This is the rise of the mixed-use. The definition of a mixed-use and how it is balanced is vitally important. The language should communicate the spirit and the vision of what type of mixed-use we want in what areas.

Mayor Amorose Groomes stated that brevity was intentional. The information should be easy to reference and allow Council the flexibility without being too prescriptive.

Ms. Kramb asked whether or not there were discussions about the percentage of uses. Ms. De Rosa stated that the "mix of uses" is a stronger statement than "mixed use".

Mr. Houseal stated that mixed-use can mean a mix of uses in a node, not a mixed-use in a building. He stated the language is meant to provide guidance on what you want to achieve without being prescriptive.

Ms. Fox stated that it is important to make sure that the language does not prohibit something that you might want to later add. She also stated the importance of recognizing, in pedestrian friendly areas, how long it takes to walk to some of these areas.

Chapter 5: Housing and Neighborhoods

The House and Neighborhoods chapter provides guidance on key issues impacting residential areas of the City. The Housing and Neighborhoods chapter strives to preserve and enhance Dublin's established residential neighborhoods while promoting opportunities for higher density, unique and variety housing options within and on the periphery of the city. The Chapter delves into supporting amenity-rich neighborhoods and investing in infrastructure to ensure continued high quality living, as well as identify opportunities to allow for "aging in place."

Mr. Houseal explained the core concept of complete neighborhood and the principles surrounding that concept. He noted the "Conclusions and Recommendations" section at the conclusion of each core concept within the chapter.

He reiterated that this would be a good chapter in which to include the concept of "conservation design" that Mr. Reiner spoke about earlier. He stated it would be added.

In response to Mr. Way's recommendation about the "Missing Middle" housing being called out more in Chapter 5, Mr. Houseal agreed that it should be called out more than by just one bullet point.

Mr. Way asked if this was the Chapter in which to include "placemaking." Mr. Houseal stated that placemaking could be included in several chapters.

Mr. Reiner asked about including "third place" here as well. Mr. Houseal's response was inaudible.

Mayor Amorose Groomes asked about the line between visioning and Code. The Community Plan document will be relatively unchanged in the next 10-20 years. Mr. Houseal stated that this document already provides more guidance than most comprehensive plans.

Mayor Amorose Groomes stated that if prescribed detail is what is wanted, then Code would be the better option. She agreed that this document should reflect these concepts, but she does not want it to be so prescriptive that we can no longer be flexible. She stated that some of this can be accomplished through Code amendments. Mr. Houseal stated that a Code update would be the next step after adoption of the plan. He stated that the plan allows the Planning and Zoning Commission to evaluate a development against the objectives of the plan to see if they interpreted and applied it correctly.

Mr. Reiner agreed with Mr. Houseal's assessment of how the document is to be used.

Chapter 6: Economic Development

The Economic Development chapter will seek to strengthen the City's robust economy, and commercial centers and major corridors. It will provide key priorities and recommendations that can improve the overall business climate and encourage new investment in Dublin's burgeoning growth areas. It focuses on approaches to invigorating the City's aging business parks with more contemporary neighborhood areas that offer diverse employment opportunities. The chapter also explores workforce development as a strategy to strengthen Dublin's employment base.

Mr. Houseal provided an overview of what is included in this chapter.

Council had no questions or comments regarding Chapter 6.

Chapter 7: Mobility and Transportation

This chapter details Dublin's complex transportation system, with recommended investments in active transportation, transit and roadways to support existing and future development and regional connections.

Mr. Houseal provided an overview of what is included in this chapter. He specifically called out the detail and comprehensive nature of this chapter. There are a number of graphics and details included throughout. He also specifically mentioned the key projects that are listed at the conclusion of the chapter.

Mr. Reiner asked if this chapter included screening for all the lots along a thoroughfare. Ms. Willis responded affirmatively.

Chapter 8: Community Facilities and Services

The Community Facilities and Services chapter focuses on how facilities and services impact the overall quality of life for residents, businesses and visitors. Facilities and services related to education, emergency services, parks and recreation, and much more are addressed, including City-managed facilities and facilities and services provided by other public entities.

Mr. Houseal provided an overview of what is included in this chapter.

Mr. Way noted that he did not see OSU or Mount Carmel facilities represented as "Hospitals." Mr. Houseal thanked Mr. Way for catching the omission.

Chapter 9: Utilities

The Utilities chapter details Dublin's utility infrastructure, describes utility infrastructure capacity analysis efforts, and provides recommendations related to utility infrastructure in the City.

Mr. Houseal provided an overview of what is included in this chapter. He recognized Mr. Hendershot's expertise and knowledge.

Council had no questions or comments regarding Chapter 9.

Chapter 10: Natural Resources

This chapter reinforces the importance of being good stewards of the natural environment and offers strategies for environmental sustainability best practices to ensure natural resources and environmental features remain valued community assets.

Mr. Houseal provided an overview of the key concepts included in this chapter. He stated the importance of people connecting with their environment.

Council had no questions or comments regarding Chapter 10.

Chapter 11: Special Area Plans

This chapter provides detailed planning concepts for six evolving areas of Dublin: West Innovation District, Southwest Area, Emerald Corridor, Dublin Corporate Area, Bridge Street District and Historic District.

Ms. Rauch provided an overview of how this chapter is structured for each of the six Special Area Plans.

Council had no questions or comments regarding Chapter 11.

Vice Mayor Alutto asked about providing additional feedback as they review the document. Ms. Rauch stated that she would welcome feedback from Council as they look through the document. Ms. O'Callaghan stated that any changes that are made from this point forward will be transparent so everyone can see what has changed. Ms. Fox stated that it would be nice to have additional discussion. Ms. Rauch stated that she is willing to meet with a Council member one-on-one if they wish to discuss the document. Council will also provide first and second readings when it comes before Council.

Mayor Amorose Groomes stated that some concerns were raised by residents regarding Glick Road. She asked Ms. Willis to provide an update regarding the communication that has transpired with the residents. Ms. Willis stated that the residents were concerned about the designation of Glick Road in the Thoroughfare Plan. The residents wanted Glick Road removed from the Plan. She stated that staff has reviewed Glick Road and compared the truck traffic to some other similar roads. The growth along Glick Road is in the same category. It is staff's recommendation to keep Glick Road in the Thoroughfare Plan because it shows the character of the road and that it is intended to remain a two-lane road. The Plan clearly states what the intent is for Glick Road now and into the future. She stated that Mr. Lamphear (resident) is correct in his assertion that Home Road should be the arterial that takes the traffic burden, but that will not happen until it is widened and extended.

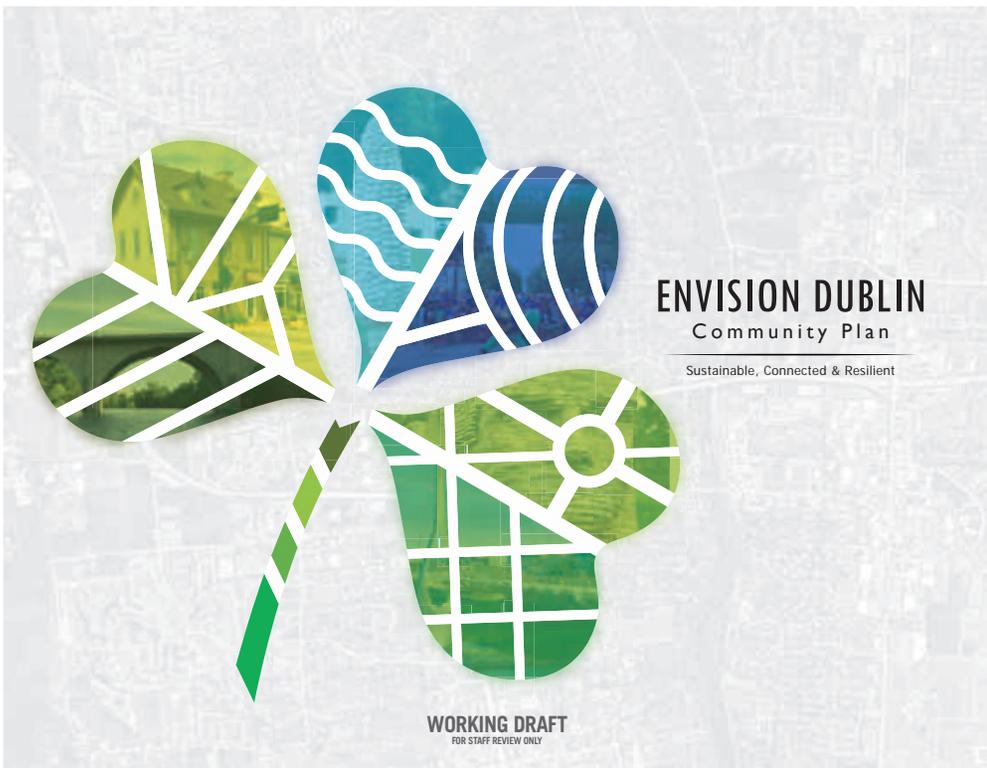
Adjournment

There being no further business, the meeting was adjourned at 8:10 p.m.

A handwritten signature in green ink, consisting of stylized initials and a surname, positioned above a horizontal line.

Presiding Officer

A handwritten signature in blue ink, appearing to read 'Jennifer Dalgado', positioned above a horizontal line.



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ACKNOWLEDGEMENTS



PROJECT TEAM



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01 INTRODUCTION

Dublin is an innovative city that draws on its roots to shape its future. Smart planning, investment, and government commitment built upon stable economic foundations make Dublin a thriving, vibrant, attractive, and amenity-rich community to live, work, and visit.

Dublin has experienced changes over the past two decades which create both opportunities and challenges. Residential and commercial growth have established robust, stable economic conditions for the community, increasing its desirability as a place to call home and do business. However, meeting the housing needs of a changing and growing population will require a housing inventory that effectively meets the needs of current and future populations and residents at all economic levels and stages of life.

Looking Forward

Dublin has a strong history of balancing the mix of residential, commercial, and employment land uses, together with community facilities, open space, and recreational amenities. The 2013 *City of Dublin Community Plan* helped guide the decision-makers about Dublin's built and natural environment for the past decade. It contained recommendations for development in Dublin as well as unincorporated islands within the city limits, ensuring Dublin will continue to be a desirable and sustainable community.

This plan continues the city's commitment to ensuring it remains sustainable, connected, and resilient. Effectively addressing these community themes requires asking some key questions. How will the city meet its housing needs and where can new housing be developed? What is the future of the city's commercial and mixed-use areas and how do these areas remain competitive and desirable locations for commerce? How should the city respond to shifting office trends, including remote working and its impact on traditional office development? How can the city best accommodate change while maintaining its high quality of life and sense of place?

Now a decade later, it is time to reassess the 2013 Community Plan. This new Community Plan, *Envision Dublin*, provides the guidance necessary to answer these questions and more to ensure the city remains flexible and pioneering to account for the changing demographics and development trends in the region. Drawing on the energy, thoughtfulness, and pride that characterize Dublin, this plan provides the vision, tools, focus, and strategies for the city to meet its full potential as it engages with and adapts to the changes and challenges that lie ahead.

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Purpose

This chapter provides an overview of the *Envision Dublin* planning process, its relationship to the City Strategic Framework, and describes the planning area.

1 Envision Dublin Community Plan | Introduction

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WHAT IS THE COMMUNITY PLAN?

Envision Dublin (the Plan) is the official comprehensive plan for the City of Dublin. It creates a long-term vision for the city and serves as the roadmap for the community as it grows and evolves over the next 10-20 years. The Plan recommends strategies and policies that should guide municipal regulations and annual budgeting to ensure that future growth and development in the city aligns with the community's priorities.

The Plan integrates previous planning efforts, existing policies, local, regional, and national data, and, most essentially, community input. It builds upon Dublin's City Strategic Framework's vision, adopted in 2022, to be the "Most Sustainable, Connected, and Resilient Global City of Choice." With the Strategic Framework, the Plan articulates a cohesive vision representative of Dublin's residents, business community, and community stakeholders. Further, the City Strategic Framework also established three themes - Most Sustainable, Most Connected, and Most Resilient, to guide various goals established in the Strategic Framework. *Envision Dublin* adheres to these key themes, with related discussions related to these themes interspersed throughout the Plan.

Envision Dublin is a living document that reflects dynamic, interdependent elements that make up the City of Dublin and it is intended to respond to changing conditions over time. The Plan is comprehensive but cannot foresee every issue in sufficient detail to prescribe appropriate action for every eventuality. It is not regulatory and is not an ordinance, but it identifies key areas of focus, defines a vision for future growth and development, and guides city actions and investments over the next two decades. *Envision Dublin* will guide the adoption of land use regulations and policies, and prioritization and budgeting to make improvements to community facilities and infrastructure.

HOW TO USE THE PLAN

The Comprehensive Plan serves the following key functions:

Communicating the City's Vision – The Plan is a statement of the community's vision for how it grows and changes over the coming years. The Plan identifies the City's priorities and charts a path for long-term growth.

Inform Development Proposals – The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical and economic environment of the community. The Plan assists in the evaluation of development proposals and helps ensure that proposed development supports the City's long-term objectives.

CIP and Budgeting – The Plan informs the development of the City's Capital Improvement Program (CIP) and budgeting which establishes priority expenditures and the sequence of capital improvement programming.

Complement the Strategic Framework – The Plan is a guide for zoning and subdivision regulations, the official zoning map, and decisions influenced by these regulations. The Plan may also inform efforts related to regulations in order to support the long-term goals of the Plan.

Coordinate Initiatives – The Plan informs planning initiatives that affect the City at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, transit, trails, natural resources, economic development, and recreation.

Future Studies – The Plan establishes a path forward but cannot address every issue faced by the City in sufficient detail. It should help identify additional studies and future action steps to address specific needs.

Decision Maker – The Plan is a valuable source of information for the City Council, Planning & Zoning Commission, Architectural Review Board, Board of Zoning Appeals, City Staff, as well as local organizations, businesses, developers, and residents.

3 Envision Dublin Community Plan | Introduction

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HOW WAS THIS PLAN CREATED?

Envision Dublin was produced through a 18-month planning process that included the seven steps above and significant community engagement. It began in November 2022 and ended in April 2024.

The city initiated the planning process for *Envision Dublin* in August 2024 as an update to its 2013 Community Plan and to extend the aims identified in its 2022 Strategic Framework. The planning process was organized around the objectives of accurately capturing and reflecting community hopes and values, being comprehensive, and being innovative and future-oriented while staying firmly attached to market realities and being practical to implement.

The process applied industry-leading geospatial analytical tools to examine and assess the outcomes of different growth and development scenarios over time. From insights gained through this process, land use recommendations were developed that best accommodated projected community growth while preserving Dublin's sense of place and anticipating impacts on infrastructure.

The approach used to create *Envision Dublin* included these major components:

Listening – A core part of the process was identifying and developing consensus around key areas of interest, priorities, and strategies for moving forward. To ensure the process was inclusive and reflected the perspectives of the entire community, both online and in-person activities were undertaken, including online surveys and mapping tools, in-person interviews and focus group discussions, workshops, multiple steering committee meetings and working sessions, open houses, and more.



Inventorying and Assessing – Before planning could proceed, the process required a comprehensive inventory and assessment of existing conditions, regulations, current and past plans, and the physical attributes of the community to establish a thorough understanding of the community's context.

Data Analysis – To ensure the formulation of realistic land use planning recommendations, the process required extensive research of demographic and market data including population trends and market conditions.

Establishing a Vision – All input received through the extensive community engagement and outreach was analyzed to identify shared community aspirations, values, and priorities. These were shaped into a vision—a strong statement of the kind of community Dublin is and can be in the future.

Scenario Testing – Based on data collected about existing conditions, population and market trends, together with input from the community, multiple scenarios were developed using geospatial analytical tools. These scenarios, once determined to be consistent with the community's vision, were then tested to help identify and determine the preferred approach forward that best reflected the values and priorities of Dublin.

Developing Plans – From the insights gained from scenario testing and community and stakeholder feedback, the Plan and special-area plans were developed. They include innovative but practical recommendations to help the City achieve its vision, goals, and objectives.

Implementation Strategies – Finally, once the core elements of the plan were developed, an implementation strategy was established to help put the plan into action.

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5 *Envision Dublin Community Plan* | Introduction

PAST PLANS AND STUDIES

It is important that the *Envision Dublin Community Plan* respects relevant past planning efforts that have shaped the city into what it is today. The review of Dublin's past plans and studies ensures existing community policies and goals are carried forward within the Plan where relevant.

For a more detailed description of each plan/study and its relevance to this planning activity, see the *Existing Conditions Memorandum*.

Below is a list of the plans and studies that were reviewed and consulted in the processes of creating *Envision Dublin*.

- Sustainability Plan (underway) (2023) & (2018)
- Parks and Recreation Master Plan (2023)
- Historic Dublin Revitalization Plan (2023)
- Dublin Area Housing Study and Strategy (2023)
- Economic Development Strategic Plan Update (2023)
- Strategic Framework (2022)
- Historic District Task Force (2021)
- Dublin Corporate Area Plan (2018) & (2022)
- West Innovation District Area Plan (2017)
- Shier Rings Road Corridor Study (2016)
- Strategic Action Plan: Central Ohio Greenways (2016)*
- Bright Road Area Plan Update (2015)
- Crossroads Area Plan (2015)*
- Dublin Community Plan Update (2013)
- Southwest Area Plan and Bright Road Area Plan as part of the Community Plan Update (2013)
- Bridge Street District Street Corridor Study (2010)
- RAPID 5 (2021)*

Note*: Studies that the City of Dublin were a part of.

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LAND USE PRINCIPLES

In June 2023, based upon extensive public input, discussion with the City Council and the Planning and Zoning Commission, and evaluation of community expectations and future needs, the City developed land use principles to serve as the basis for evaluating future development proposals. City Council adopted Resolution 52-53 to set common design objectives and direction for land use policy in Dublin.

The land use principles are as follows:

- **Think comprehensively. Plan for the Bigger Picture**
Ensure that each individual development contributes in a complementary manner to the larger district vision and to a plan by using a guiding framework and vision for land use patterns, activity nodes, open spaces, parking and connectivity.
- **Start with the Public Realm**
Ensure development incorporates thoughtful and purposeful public spaces for all people to gather, socialize and recreate that reinforce the public realm.
- **Balance the Mix of Uses**
Create neighborhoods and districts which provide a balanced and integrated mix of land uses to support the daily needs for both the residents and business community. Maintain the City's long-standing policy of an overall land use mix of 60% residential and 40% non-residential development.

- **Provide a Variety of Housing and Neighborhood Choices**
Create well-planned, livable neighborhoods with a variety of housing choices for all ages and ways of life, as well as supporting the evolving needs of existing neighborhoods. Residential development should be appropriately scaled and sited to contextually fit with each neighborhood's fabric.
- **Focus Growth**
Utilize and leverage existing infrastructure and assets to guide future growth to areas best equipped to accommodate change. Infill, redevelopment, reinvestment, and re-use of underutilized areas can reimagine and strengthen existing districts.
- **Reserve Strategic Economic Assets**
Protect long-term economic development interests and the fiscal health of the City by reserving high visibility corridors, such as freeways and railroads for development that supports economic vitality and restricting residential development from fronting these corridors.
- **Protect Natural Resources and Ecological Systems**
Protect and enhance environmentally important and sensitive areas, including large tree stands and land-mark trees, wildlife habitat and corridors, waterways and watersheds.
- **Protect and Enhance Our Historic and Cultural Resources**
Celebrate the character that makes Historic Dublin an authentic place to live, work, and visit. Respect and celebrate our cultural and archaeological sites and landscapes.

- **Integrate Sustainable Design**
Integrate best practices and innovative approaches to sustainability into site and building design to limit the environmental footprint of development.
 - **Create a Connected Transportation Network**
Create a transportation network of streets and streets-capes to provide safe and efficient mobility choices for all users and which contextually fits with surrounding neighborhood character and natural features. Provide linkages to create local and regional connectivity.
 - **Encourage Walkability**
Encourage human centric design that makes it easier to walk and bike in our community, provide routes for pedestrian and cyclist and destinations along routes.
 - **Be Distinctly Dublin**
Continue to express our distinct Dublin identity and sense of place through high quality building materials, architecture, landscape and public art. Encourage thoughtful and innovative design that distinguishes Dublin as a global city of choice.
- The land use principles have since provided guidance to Dublin's decision-makers and ensured that future policies and developments align with the community's vision and desires. These principles still hold and have guided the *Envision Dublin Community Plan*.

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COMMUNITY ENGAGEMENT

Community outreach and public engagement is the foundation of the comprehensive planning process. In Dublin, residents, business owners, officials, and community stakeholders provided feedback and insight into community values, interests, concerns, priorities, opportunities, and vision and aspirations for the future. Public engagement included a website-based survey and interactive mapping tool, public meetings, community and special area workshops, open houses, community engagement opportunities at the farmers market, Do-It-Yourself workshops, key stakeholder interviews, and focus group discussions. The feedback gathered through this process helped shaped *Envision Dublin*.

In total, the planning process had over 5,300 points of engagement through a combination of in-person and online community outreach tools and exercises. In the process, community members provided thousands of comments, insights, and ideas for consideration. A detailed description of the Community Outreach process is provided in the Existing Conditions Report, on file with the City.

Outreach efforts undertaken in this planning process included:

- Public Engagement events including the State of the Community event, Community Visioning workshop, Do-It-Yourself Kit Meetings, and Community Open House
- Business Community Visioning workshop
- City Department Heads Workshop
- Joint Work Session of the City Council, Planning and Zoning Commission, and the Architectural Review Board
- Comprehensive Plan Steering Committee meetings and workshops
- Key Stakeholder interviews
- Dublin Farmers Market and Mobility Concierge market information booth
- Sandwich board signs placed in key areas
- An interactive project website that included an online survey for residents and businesses and an online community mapping tool
- Social media posts
- Direct emails

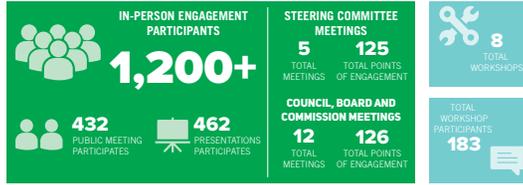


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7 *Envision Dublin Community Plan* | Introduction

COMMUNITY OUTREACH BY NUMBERS

The *Envision Dublin Community Plan* is founded on an inclusive and engaging community outreach process. This process gathered input from a wide range of community members, including residents, business owners and operators, developers and property owners, and service providers. Through collecting input and facilitating discussion, outreach helped to identify issues, opportunities, potential actions, strengths and assets, and overall public opinion and a vision for what the Plan should address. There were more than 5,300 "points of engagement" across all forms of virtual, in-person, and pop-up outreach.



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TOTAL POINTS OF OVERALL ENGAGEMENT (ALL FORMATS)

5,300+

TOTAL MEETINGS AND WORKSHOPS CONDUCTED (ALL FORMATS)

36+

MAP.SOCIAL

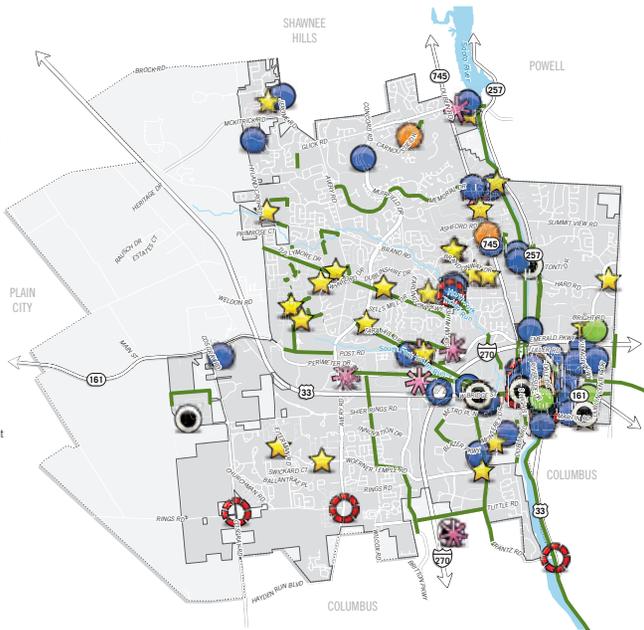
map.social, an online mapping tool, was used to allow participants pinpoint issues and opportunities within Dublin on their own personalized map. Over 210 points identifying Dublin's assets and opportunities, such as community assets, priority development sites, new bike routes and paths, and desired uses and developments were collected through this outreach exercise. Participants also identified issues in Dublin, such as problematic intersections where traffic lead to unsafe conditions. Participant feedback from such online surveys were helpful to formulate plan recommendations.

Map Features

- Community Asset
- Problematic Intersection
- Public Safety Concern
- Undesirable Use
- Key Transit Destination
- Desired Use/Development
- Poor Appearance
- Other
- Bike Paths / Trails
- Development Priority Site

Context Layers

- City of Dublin
- Planning Area Boundary
- River



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ONLINE COMMUNITY QUESTIONNAIRE

The Online Community Questionnaire featured multiple-choice questions in nine sections focused on housing and residential areas, commercial and industrial land uses, community facilities and services, transportation, parks and recreation, image and identity, and top strengths and weaknesses. The map showcases the number of people who took the surveys. The survey helped capture a variety of feedback from residents and business owners across the City and in the unincorporated areas and helped formulate plan recommendations.

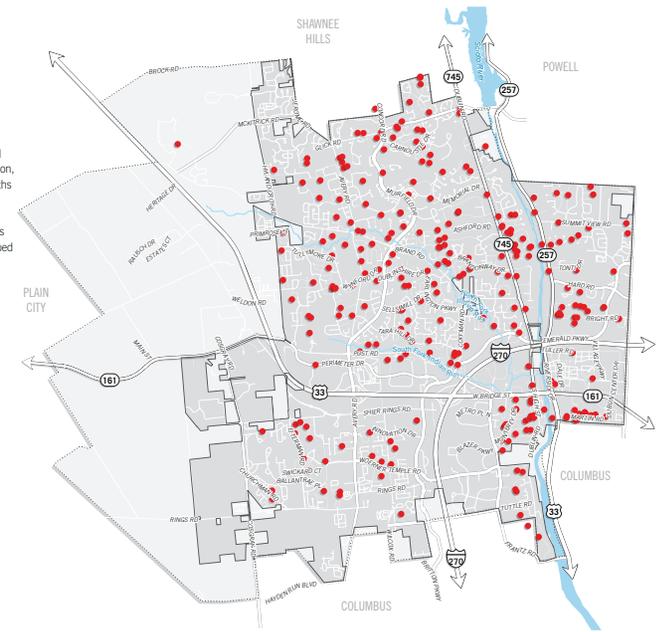
Online Community Questionnaire

- Where Does Respondent Live?

Context Layers

- City of Dublin
- Planning Area Boundary
- River

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COMMUNITY PRIORITIES FROM COMMUNITY OUTREACH PROCESS

Envision Dublin is the product of an extensive public outreach and engagement process that supported a community-led approach to the development of the Plan. Community feedback and input were valuable and the engagement process gave community members a chance to be heard and take part in determining Dublin's future. Throughout the outreach process, the community identified their top priorities and concerns. These issues represented areas of focus for the Plan as well as future initiatives across Dublin. The community priorities identified include the following:

Address & Plan for Growth

Throughout the outreach process, residents and stakeholders repeatedly emphasized the need to address population growth and its impact on infrastructure, traffic, housing, and schools, and the need to plan for growth so Dublin can continue to welcome new residents while maintaining an exceptional quality of life for all residents.

Parks, Open Space, and Recreation

Dublin residents consistently ranked the City's parks, open space, and recreation as one of the most desirable aspects of living in the community. They stressed the importance of connecting parks to existing and new housing, noted that there is too little park land in the Corporate Area around 270 south of Bridge Street and in the West Innovation District, and emphasized that park land and open space needs to be protected as Dublin grows and new areas are developed.

Ensure Housing is Attainable and Right-Sized for the Community

As Dublin continues to grow and attract new residents demand for housing will increase. Residents felt that the city needs to explore strategies to increase housing supply while also making sure that new housing includes a diversity of housing options to better accommodate the needs of current and future residents, including for those looking to downsize or age in place.

Improve Active Transportation

Residents and stakeholders indicated a desire for expanded transportation options, especially enhanced walkability, bikability, and transit service, including commuter rail and bus service. They specifically noted the need for better-connected bike routes and trail networks to improve resident access to job centers and other local destinations.

Alleviate Traffic Congestion

Overwhelmingly, community outreach revealed that congestion was a major transportation-related concern and a major issue in Dublin. Residents consistently commented on traffic congestion near downtown and the Bridge Street District.

Sustainability and Resilience

Outreach feedback revealed a clear community priority for environmental stewardship and responsibility, including the preservation of the natural environment, supporting environmental sustainability best practices, and focusing on resiliency.

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Purpose

This chapter sets the stage for planning in Dublin by examining pertinent existing conditions, demographic and market conditions, existing fiscal condition, regional setting, existing regulations, past plans and studies.

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02 COMMUNITY PROFILE

Dublin is a city on the move. The City evolved from a small farming and stone quarrying village to an increasingly significant national and global commerce node, while maintaining its historic charm and unique character. Several Native American cultures lived in the region before European Americans made their way to the Scioto River. Modern roots can be traced back to around 1803 when Ludwig Sells and his sons chose the site along the Scioto River for its high ground, abundant resources, and farming potential. Although the area was originally named after Dublin, Ireland, its early settlers were predominantly German and other European descent. Its economy initially revolved around water-powered mills and quarrying, paving the way for Dublin to become an agricultural hub on U.S. Route 161.

While Dublin was a quiet farming town for much of the twentieth century, it transformed into a suburban business center in the 1970s. A facility for Ashland Chemical Company, I-270, and Muirfield Village Golf Club put Dublin on the map. The location, proximity to the City of Columbus, infrastructure, and attractive historic downtown helped Dublin attract hundreds of businesses during this period of growth.

Dublin's success today can be attributed to its ability to blend its history with a continuous look towards the future. The historic downtown remains the City's cultural center, while the Bridge Street District represents a newer mixed-use activity hub for the community. Attractive residential neighborhoods define many areas of Dublin and significantly contribute to the overall character of the community. The city is abundant with parks and open spaces, trails and paths, and public art and cultural offerings. Tree lined thoroughfares connect all areas of Dublin, providing a network for access to neighborhoods, employment areas, recreation, and commerce.

Dublin is well-positioned to capitalize on new growth and opportunities as an established city. Several parcels of undeveloped land within the city limits and large vacant parcels in the extraterritorial planning area are available for new development to meet the needs of this growing community. Its proximity to Columbus, a leading research university, and connections to significant transportation infrastructure make Dublin attractive to national corporations and businesses with global reach. As it looks confidently towards the future, Dublin embraces its heritage while evolving into an important national and international community.

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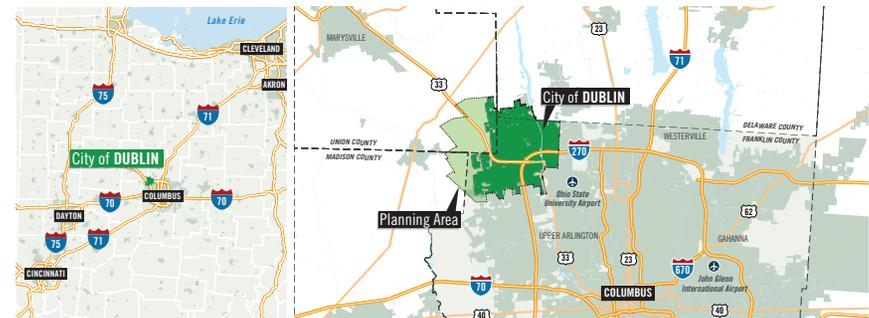
REGIONAL SETTING

Dublin is located in Central Ohio 11 miles Northwest of Columbus on the I-270 loop highway. The City has a population of approximately 50,000 and straddles parts of Franklin, Delaware, and Union Counties. Dublin is part of the Columbus Metropolitan Area, a 10-county region with a population of approximately 2.1 million and one of the fastest-growing metropolitan areas in the Midwest.

The city is bordered to the West by Plain City, to the North by Jerome and Shawnee Hills, to the Northeast by Powell, and to the East and Southeast by Columbus. The I-270 loop highway curves through the Southeast corner of the city and state highways 33 and 161 traverse the city East to West. The community's growing population and economic importance are elevating its role in Central Ohio.

PLANNING AREA

The planning boundary depicted in the map below indicates the area under the planning jurisdiction of the City of Dublin. Building off the 2013 Community Plan with updates to the western extent, the planning area extends beyond the existing City of Dublin boundaries and into adjacent unincorporated areas in order to inform compatible land uses, growth boundaries, and the provision of infrastructure. The planning area primarily consists of the existing municipal boundary and smaller unincorporated areas, as well as the large potential western growth area that extends into portions of Jerome Township in Union County, the unincorporated portions of Madison County and Franklin County north of Dublin's boundary with the City of Columbus, and west to the Heritage Rail Trail corridor.



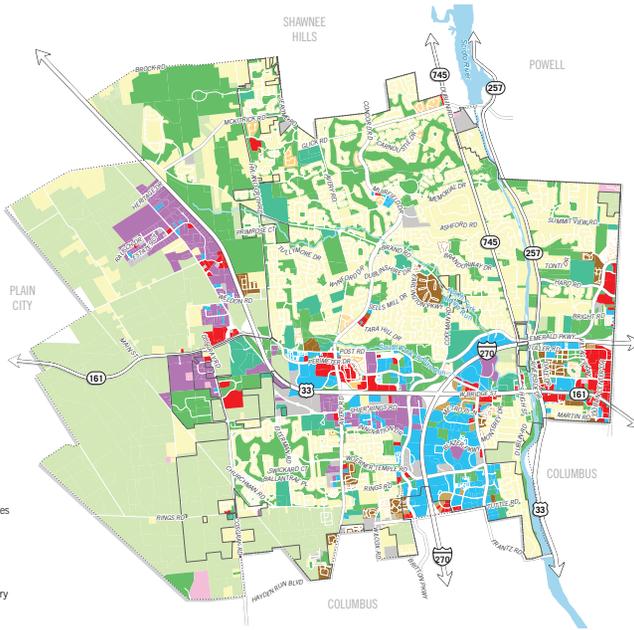
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EXISTING LAND USE

All parcels within the City of Dublin and its planning area were categorized into one of 13 land use types. The existing land use inventory is based on data the City collected and verified through a reconnaissance survey conducted in 2023 and a digital aerial review. The existing land use inventory helped identify growth patterns and analyze existing conditions based on current market and demographic conditions. Detailed analysis of existing conditions can be found in the Existing Conditions Memorandum (ECM); meanwhile, the findings and key takeaways from the ECM have informed the development of *Envision Dublin*.

Land Use Categories



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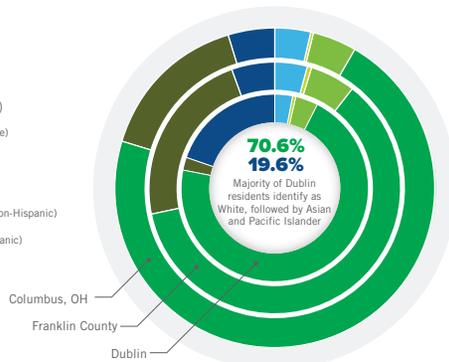
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RACE AND ETHNICITY

Dublin, like its neighboring communities, is predominantly White but Asian and Pacific Islanders are an increasingly prominent segment of the city's population.

According to the U.S. Census bureau, 72.9% of Dublin residents identify as White, higher than Franklin County but similar to the Columbus metropolitan area. The second largest racial or ethnic group in Dublin are residents who identify as Asian and Pacific Islanders which comprise 19.6% of the city's population, a much higher proportion than in Franklin County or in the Columbus metropolitan area. Conversely, the Dublin's Black and Latino populations comprise smaller portions of the City's population compared to Franklin County and the Columbus Metropolitan area though the city's Latino population has increased by 158.9% since 2010.

RACIAL AND ETHNIC COMPOSITION (2021)

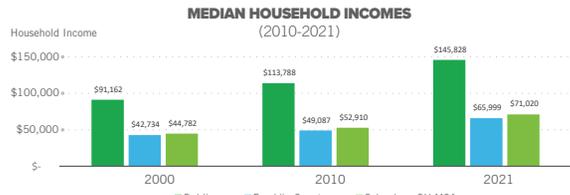


Source: 2021 ACS 5-Year Estimates

INCOME

The median household income in Dublin is more than double that of the region and is growing.

The median household income for Dublin residents is \$145,828. This income group grew by 24.8% between 2000 and 2010 and by 28.8% between 2010 and 2021. The single largest income group are households who earn \$150,000 or more, which makes up just under 50% of the city's households. This group has grown by 38.2% since 2010. As such, Dublin's median household income is currently double that of Franklin County and the Columbus MSA.



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

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DEMOGRAPHIC SNAPSHOT

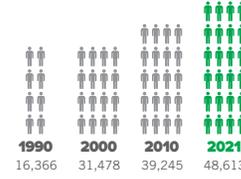
The Demographic Snapshot assesses the existing demographic characteristics of Dublin. The snapshot helped guide the planning process to ensure Envision Dublin reflects accurate demographic data and addresses existing trends, issues, and opportunities.

POPULATION

The current population of Dublin is approximately 48,613 people—up 60% from 2000. In recent years, the city's growth has outpaced that of Franklin County and the Columbus metropolitan area. From 2000 to 2010, Dublin's population grew by 24.7% or 7,767 whereas Franklin County grew by 6.7% and the Columbus metropolitan area grew by 11.5%. From 2010 to 2021, Dublin's population increased by 23.9% or by over 9,000 people, again outpacing Franklin County and the Columbus metropolitan area. Dublin is one of the faster growing communities in one of the fastest growing metropolitan areas in the Midwest.

POPULATION GROWTH

Dublin's population has almost tripled since 1990 and has grown by over 9,000 people from 2010-2021



Source: U.S. Decennial Census

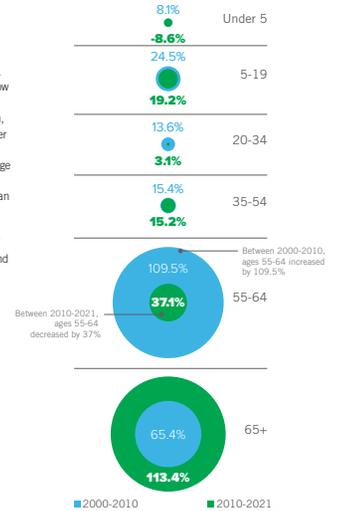
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AGE

Dublin's senior population is growing faster than surrounding communities and national trends.

The Dublin community is growing older. Based on U.S. Census data, the city experienced a substantial 113% increase in seniors (people aged 65 years and older) since 2010 and a 37% increase in residents aged 55-64. Franklin County and the Columbus metropolitan area show a similar though less rapid growth of residents aged 55 and older. The 35 to 54 age group is the largest in Dublin, making up 33% of the population. This represents a larger proportion of Dublin's population than in Franklin County or the Columbus metropolitan area. The second largest age group in Dublin are residents aged 5 to 19 which makes up 24.5% of the city's population—a proportion larger than in Franklin County or the Columbus metropolitan area. These patterns reflect the aging baby-boomer population and attraction of seniors to the area but also the arrival of new younger residents and both will influence housing and health and senior care infrastructure in the future.

AGE CHANGE OVER TIME DUBLIN (2000-2021)



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

EMPLOYMENT

The number of primary jobs in Dublin grew by more than 3,600 from 2010 to 2020, or by 8.9%—lower than the 19.9% increase experienced by Franklin County and 17.8% experienced in the Columbus metropolitan area. Of those living in Dublin, 18,651 work outside the city and 3,238 work in the city. 41,492 workers commute into Dublin to work from outside the city.

Most residents work within the professional, scientific and technical services industries

The Health Care and Social Industry sector grew rapidly between 2010 and 2020

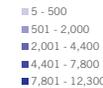
2.2% is Dublin's current Unemployment Rate

REAL ESTATE MARKET TRENDS

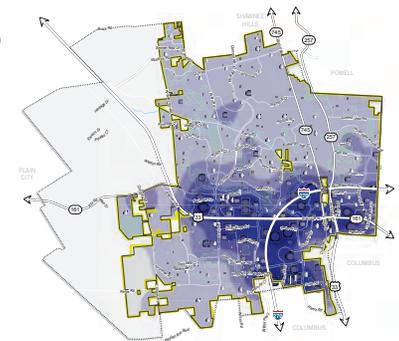
Dublin's real estate market is strong for retail, office, and industrial but weaker for multifamily rentals.

Dublin's multifamily rents and vacancy rates are high compared to the region. Retail rents are slightly above the regional average but their vacancy rate is lower than the regional average suggesting a strong retail real estate market. Office rental rates are stable, near the regional market average but Dublin faces the same office space vacancy challenges as the rest of the region indicating a need to possibly reimagine new uses or functionality for the city's underutilized offices spaces. Industrial rents are rising and vacancy rates declining indicating an area of potential growth.

JOB EMPLOYMENT CENTERS (JOBS/SQ.MILE)



CONTEXT LAYERS



MARKET SNAPSHOT (2023)



Source: CoStar, HouseLavigne

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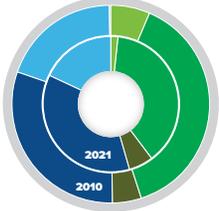
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HOUSING

Most homes in Dublin are owner-occupied, single-family detached units; the city has higher home values and rents and lower vacancies than Franklin County and the Columbus metropolitan area but fewer households experiencing cost burden.

The average household size in Dublin is 2.8 persons, higher than both Franklin County (2.39) and the Columbus metropolitan area (2.49). However, the last decade experienced an increase in the portion of households made up by childless couples (from 30.8% in 2010 to 36.4%) in 2021. This tracks with national trends. Between Dublin's increasing senior population and this increase in childless couples, there may be a growing disconnect between the existing housing stock and the needs and desires of existing and new residents.

The vast majority of homes in Dublin are single-family detached (70.9%), significantly greater than Franklin County (55.3%) and the Columbus metropolitan area (63.4%). Though much smaller, Dublin's share of single-family attached units is also higher than the region.



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Conversely, Dublin has a lower share of multifamily units than Franklin County and the Columbus metropolitan area. While household sizes has remained steady at 2.8, growth in Dublin's housing stock has been concentrated in larger homes. Between 2010 and 2021, the number of five-bedroom units grew by nearly 63% and accounted for 20.5% of new housing. Four-bedroom units accounted for a third of new housing during the same period. This growth in larger units appears to be shifting Dublin's housing stock out of alignment with potential future housing needs. Single-family detached housing will continue to be the predominant housing type in the city however data indicate a need for smaller two- and three-bedroom housing units to right-size housing to household needs.

Housing Study and Strategy

The analysis contained within this section was compared and contrasted with the City's recently completed Housing Study and Strategy. That study examined trends within a broader study area that included the City of Dublin as well as surrounding Census Tracts. As a result of differing geographies, basic data points such as total population or number of households and related growth, differ from the data presented in this memorandum. Overall, the data presented in this Community Plan analysis support the findings of the Housing Study and Strategy.

HOUSEHOLD MAKEUP DUBLIN (2010-2021)

Traditional Families	2010: 38.6%, 2021: 38.1%
Non-Traditional Families with Children	2010: 4.7%, 2021: 5.9%
Childless Couples	2010: 30.8%, 2021: 36.4%
Living Alone	2010: 19.5%, 2021: 17.8%
Non-Traditional Families with No Children	2010: 6.9%, 2021: 1.8%

HOUSING TYPE FOR OCCUPIED UNITS



Source: 2021, ACS 5-Year Estimates



FISCAL HEALTH

In addition to the current demographic snapshot and inventory of existing land uses, it is also important to understand how Dublin provides quality services and maintains key infrastructures across the City. It helps identify strategies to maximize land uses, preserve the quality of place, and ensure development pays its fair share of improvements to provide necessary public services like transportation infrastructure, utilities, parks, recreational facilities, and public safety. The analysis of factors affecting the fiscal health will help evaluate and inform the fiscal impacts of future development and growth, and policies in Dublin. The subsequent chapters in the Envision Dublin Community Plan presents how the various factors affecting the fiscal health of the City, and a fiscal impact analysis of various land use scenarios helped inform Dublin's future land use plan, future transportation network and utility planning.

FACTORS INFLUENCING THE FISCAL SUSTAINABILITY OF LAND USES

Numerous factors influence the fiscal results for different land uses. These factors include, but are not limited to:

- Local revenue structure,
- Services provided,
- Local levels of service,
- Capacity of existing infrastructure, and
- Demographic and market characteristics of new growth.

Local Revenue Structure

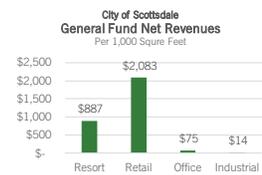
The local revenue structure, a key factor in calculating net fiscal results from new development, significantly impacts fiscal findings through its composition and revenue distribution/collection formulas. Each community relies on at least one revenue source and, in some cases, multiple. These sources, such as property tax, local sales tax, and state-shared revenues, form the backbone of the local revenue structure. A key aspect of this structure is the distribution and collection methods for these sources, which can vary significantly from state to state, except for property tax.

For example, in states where sales tax is collected, some allow communities to impose a local option sales tax, typically collected at the point of sale. Others collect sales tax at the state level and distribute the revenue to communities using a formula based on population. A similar situation arises with income tax, where some states permit a local income, or "piggyback" tax on top of the state income tax. In certain states, like Maryland, this tax is collected based on place of residence. In others, such as Ohio, it is collected based on place of employment.

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Below are examples from two cost-of-land-use studies for prototype nonresidential land uses in Scottsdale, AZ, and Dublin, OH. The graphs below show net surpluses and deficits for nonresidential development per 1,000 square feet of floor area. Note the positive results for retail development in the City of Scottsdale.

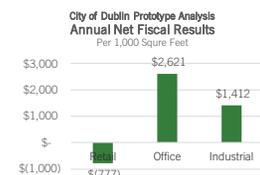
Example of Fiscal Impact Results: Locality with "Point of Sale" Sales Tax



Source: TischlerBise

Compare the results to a previous cost of land uses fiscal analysis prepared for the City of Dublin in the early 2000s, shown in Locality with Local Income Tax by Place of Employment Table below. Cities in Ohio have a local income tax, which is based primarily on place of work rather than place of residence. Note here the results for retail development, showing that retail land uses cost more to the City than they generate in direct revenue.

Example of Fiscal Impact Results: Locality with Local Income Tax by Place of Employment



Source: TischlerBise

Services Provided

Another important factor in the fiscal equation is the services provided by a jurisdiction. Jurisdictions offer different services, and this is taken into account when performing a fiscal impact analysis. For example, school districts are separate entities with their tax rates in many states, including Ohio. In other states, schools get their local funds from County General Fund taxes (e.g., Virginia). The City's fiscal performance depends on such services and existing funding mechanisms.

Levels of Service

Another factor in fiscal impact analysis is understanding the levels of service currently being provided in a community. Existing service levels are defined as the facility or service standard presently being funded through the budget. Example service standards include pupil-teacher ratios (i.e., one teacher per 24 students), and parkland per capita. This is an essential factor since level of service generally varies from community to community.

Capacity of Existing Infrastructure

The capacity of existing infrastructure in a community also has a bearing on the fiscal sustainability of new development. For example, a community may be able to absorb many additional vehicle trips on its existing road network or may be significantly under capacity regarding high school enrollment. In either of these situations, using a case study-marginal cost approach that accounts for existing facilities and levels of usage to assess fiscal impacts, a community with excess capacity could absorb substantially higher growth over time without making additional infrastructure investments than a community without these capacities. This excess capacity results in lower capital costs over time. This is an important factor in the fiscal equation since the largest cost associated with capital facilities are the ongoing annual operating costs, which typically account for approximately 80 percent of a community's budget.

Demographic and Market Characteristics of New Growth

Next to a community's revenue structure, no other factor has as great an impact on the net fiscal results as the demographic and market characteristics of different land uses. Demographic and market variables for residential development include average household sizes, pupil generation rates, market value of housing units, trip generation rates, density per acre, and average household income. Important demographic and market characteristics for nonresidential development include square feet per employee, trip generation rates, market values per square foot, sales per square foot (retail), and floor area ratio.

EXISTING FINANCIAL CONDITION

The balance of revenue to expenditures is a complex process, the details of which are best reviewed in the City's annual budget or Comprehensive Annual Financial Report (CAFR). The budget process for the City is generally balanced from year to year; however, some expenditures and investments in infrastructure can occur over several years. The framework established to distribute these revenues towards the various costs to serve development consists of several Funds. These Funds include: the General Fund, Special Revenue Funds, Capital Projects Funds, Debt Service Funds, and Enterprise Funds.

The City has several funds/revenue sources in place to contribute to and address the cost of development. Below is a description of some of the revenue sources the City has established to fund infrastructure.

Enterprise Funds: These are funds where user fees are set to recover the cost of providing services and facilities such as water distribution and wastewater collection to the City's utility customer base. These revenues cover operating costs and capital items such as debt service. The City augments these revenues with capacity fees designed to recoup new growth's share of needed infrastructure.

Capital Improvement Funds: Other funding for improvements includes pay-as-you-go funding out of current revenues for lower-cost improvements. Grants are used to bridge funding gaps and leverage additional funds. Bonds also provide a relatively inexpensive way to finance large-scale projects. The City transfers bond sale proceeds to Debt Service Funds, which account for principal and interest payments on major, debt-financed infrastructure projects such as roadway construction.

Tax Increment Financing Funds: TIF funds account for the tax increment financing real estate tax payments received related to some or specific new development. The TIF funds are used to construct the infrastructure required to serve the latest development and sometimes to reimburse the developer for onsite improvements. TIF proceeds are remitted to the developer as received.

New Community Authority Funds: NCA funds are financed by additional real estate tax millage on new development within the City. The revenues from such millage are similar to tax increment financing to pay for infrastructure improvements attributed to new development.

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Revenues

Like all Ohio cities, the City of Dublin's primary source of discretionary funding is its local income tax. Income tax represents almost 90% (\$70.5 million) of total General Fund revenue (\$78.2 million) in FY2023 (shown in City of Dublin FY2023 General Fund Revenue Table). The discretionary portion of the income tax is accounted for in the General Fund.

The City's current income tax rate is 2%, lower than that of many surrounding communities. As shown in City of Dublin Income Tax Collections Table, the City has seen steady and significant growth in income tax collections since 2014 and projects this growth to continue. A majority of income tax revenue is made up of withholding taxes.

Dublin also assesses a property tax. However, the vast majority of property taxes paid by City residents is to the School District, Children's Services, MRDD, Senior Options, and other entities. The City of Dublin only receives about 2% of property tax. The City's property tax is allocated to the Safety Fund, in order to fund the City's police department, and towards parkland acquisition and capital improvements.

The City also receives revenue from engineering fees, building permits, and other fines, licenses, and permits. While these fees keep the City budget balanced, they must be continually assessed as expenses change over time due to growth and other factors.

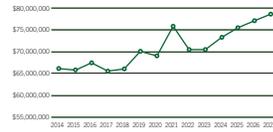
Expenditures

The City provides a range of services to residents and workers, including police services, public works facilities development and maintenance, solid waste collection, parks and recreation maintenance, and community development services. However, the City is not responsible for funding school costs or fire protection.

General Fund expenditures by department are presented in the figure below.

An additional \$25,700,000 is budgeted for capital investments necessary to accommodate growth and to provide a consistent level of service to residential and nonresidential development. 25% of the City's income tax revenue is dedicated to the capital improvement fund. Of this amount, 60% is allocated to fund long-term debt, while the remaining 40% funds short-term capital projects. These expenditures include investments in general government, public safety, water and sewer, streets, and parks and recreation.

City of Dublin Income Tax Collections



Source: City of Dublin FY2023 Budget

City of Dublin FY2023 General Fund Revenue

Revenue Type	FY 2023 Amount	Percent
Income Taxes	\$70,500,000	90%
Intergovernmental Revenue	\$625,760	1%
Charges for Services	\$1,008,500	1%
Fines, Licenses, and Permits	\$3,035,500	4%
Interest Income	\$1,000,000	1%
Miscellaneous	\$590,350	1%
Other Financing Sources	\$1,448,800	2%
Total	\$78,208,910	100%

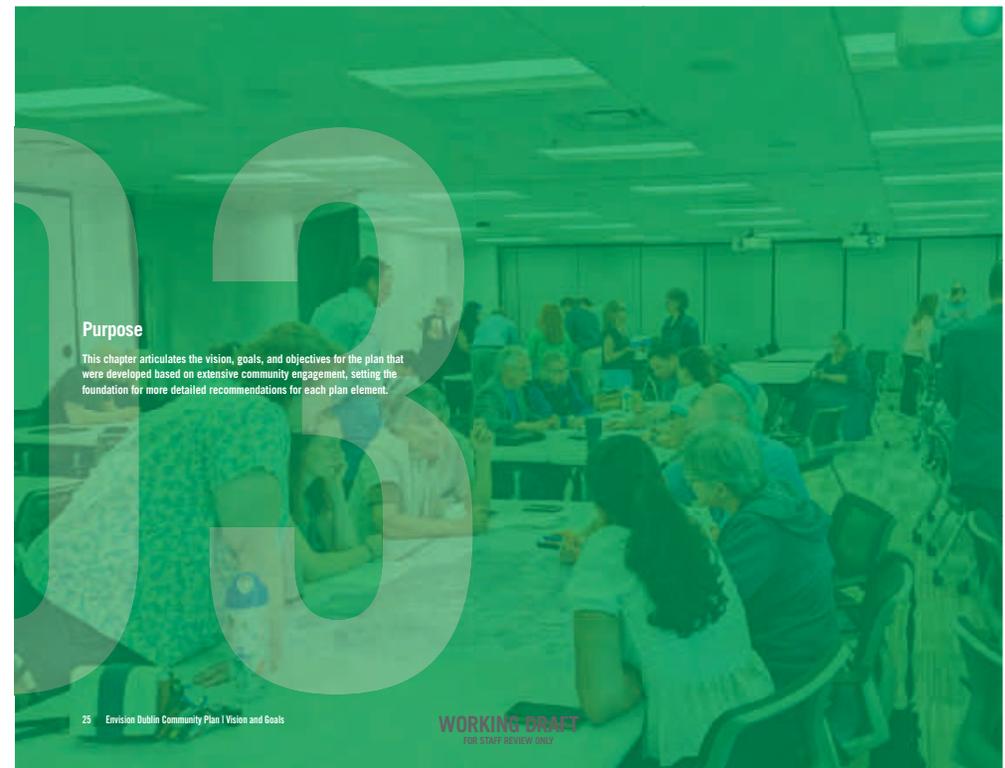
Source: City of Dublin FY2023 Budget

City of Dublin FY2023 General Fund Expenditures

Expenditure Type	FY 2023 Amount	Percent
City Manager	\$10,669,845	12%
City Council	\$860,090	1%
Admin. Services	\$15,564,705	17%
Deputy City Manager	\$21,948,320	24%
Commercial Development	\$7,626,175	8%
Finance	\$35,276,740	38%
Total	\$92,022,875	100%

Source: City of Dublin FY2023 Budget

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Purpose

This chapter articulates the vision, goals, and objectives for the plan that were developed based on extensive community engagement, setting the foundation for more detailed recommendations for each plan element.

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03 VISION AND GOALS

A Community Plan is a general expression of what a community wants to organize in the future. The Plan is a reflection of community feedback garnered during engagement, tied to the Strategic Framework and Land Use principles, and act as a dependable policy guide for decision-making and City action. Vision, goals and objectives are essential components of the Plan that will guide the development of Dublin's future. These elements define the desired plan outcomes and provide a framework for decision-making, resource allocation, and policy development. This chapter presents three components of the *Envision Dublin Community Plan*: The Community Plan Vision, Goals, and Objectives.

Goals and Objectives: The Goals and Objectives section is organized by key planning topics. This section outlines planning topics that the *Envision Dublin Community Plan* addresses, focusing on topics that have been expressed throughout the planning process. The section is organized based on the core chapters in the Community Plan with recommendations that are organized under related goals.

CONNECTION TO COMMUNITY PLAN PROCESS

The Vision, Goals, and Objectives are informed by extensive community engagement undertaken in the planning process along with an analysis of existing conditions which is summarized in the Existing Conditions Memorandum. The Vision, Goals, and Objectives were continually refined throughout the planning process and will guide the development of specific recommendations and implementable actions.

COMPLEMENT TO CITY STRATEGIC FRAMEWORK

The City of Dublin Strategic Framework was adopted on July 25, 2022. The Strategic Framework brings strategic alignment and focus to a wide range of municipal functions and serves as the long-term, central guide for each City department's supporting plans, measures, metrics, initiatives, and projects. The *Envision Dublin Community Plan* addresses long-term land use and development in alignment with the broader vision established in the City's Strategic Framework. The Strategic Framework vision statement is as follows:

Dublin, Ohio is the Most SUSTAINABLE, CONNECTED, and RESILIENT Global City of Choice.

The *Envision Dublin Community Plan* Vision, Goals, and Objectives will serve as a complement to the City Strategic Framework. They do not replace or update the Strategic Framework adopted by City Council. The Community Plan will guide land use and development policy decisions in alignment with the broader Strategic Framework.

CITY STRATEGIC FRAMEWORK THEMES

Framework to Plan

Sustainability, Connectivity, and Resiliency were identified as key themes in the City of Dublin's Strategic Framework. As such, the Goals and Objectives of the *Envision Dublin Plan* strive to meet these themes and continue the vision established by the community. Each chapter page will feature each of the three colored callouts and indicate how the contents of said chapter relates with each theme and help link the Strategic Framework with the Plan.

Most Sustainable. Through exemplary economic, fiscal and environmental stewardship, we provide world-class, innovative services and amenities that make Dublin the most desirable and sustainable community.

Most Connected. We are one of the world's most connected communities. Through state-of-the-art infrastructure, convenient transportation and expansive broadband access, Dublin is a model democracy for businesses, residents and visitors.

Most Resilient. We are a safe, resilient and inclusive city with the best quality of life and environment for all to thrive – physically, mentally, socially and emotionally.

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ENVISION DUBLIN VISION STATEMENT

In the coming decades, the City of Dublin will continue to be known as welcoming and prosperous to all and one of the most highly regarded cities across the country. Residents will be proud to call Dublin home, because of its inviting neighborhoods, robust local economy, abundant open spaces, seamless bike and trail networks, and exceptional array of services and amenities. Dublin will be a magnet for individuals across all life stages, backgrounds, and abilities.

Dublin will serve as a hub for commerce and opportunity with a lively business environment that ignites innovation and investment. A steadfast dedication to enhancing mobility and connectivity will translate into an expansive network of greenways, complete streets, and quality public transportation, ensuring that every resident can commute, complete daily tasks, and have recreational opportunities without reliance on a car. By upholding its positive reputation and expanding on its exceptional services, Dublin will continue to draw residents, invite visitors, and create new opportunities to enjoy the community.

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Vision and Goals | Envision Dublin Community Plan 28



LAND USE AND DEVELOPMENT

Goal

Guide growth through targeted infill and strategic expansion that balances residential and commercial development needs with environmental preservation, increased economic vitality, and enhanced quality of life.

Objectives

- Ensure that each individual development contributes in a complementary manner to the larger district vision and plan by using a guiding framework and vision for land use patterns, activity nodes, open spaces, parking and connectivity.
- Create neighborhoods and districts which provide a balanced and integrated mix of land uses (where retailers, restaurants, employers, and housing are located in close proximity to one another) to support the daily needs for both the residents and business community.
- Coordinate with neighboring communities to plan and manage growth.

- Emphasize infill, redevelopment, reinvestment, and re-use in existing and underutilized areas to make efficient use of existing infrastructure utilize and leverage existing infrastructure.
- Ensure development starts with the public realm and provides sufficient open space and purposeful public spaces for all people to gather, socialize and recreate.
- Foster transit-supportive development in targeted areas to create the critical mass of potential ridership needed to sustain high-quality public transportation.
- Encourage development with human centric design that prioritizes the well-being and experiences of people.
- Encourage sustainable and energy-efficient building practices and low impact design to promote environmental responsibility, better manage stormwater, and reduce utility costs.

- Protect and enhance environmentally sensitive areas, including large tree stands and landmark trees, wildlife habitat and corridors, waterways and watersheds.
- Continue to express our distinct Dublin identity and sense of place through: high quality building materials, architecture, landscape and public art. Encourage thoughtful and innovative design that distinguishes Dublin as a global city of choice.
- Preserve the character of existing established neighborhoods.
- Reinforce existing and establish new community focal points, gathering places, and gateways.
- Leverage and expand upon the community's greenway network to serve as a unique amenity that anchors future development and connects residents to activity and employment centers.

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HOUSING AND NEIGHBORHOODS

Goal

Create well-planned, livable neighborhoods with a variety of housing choices for all ages and ways of life, as well as supporting the evolving needs of existing neighborhoods.

Objectives

- Preserve and strengthen Dublin's existing neighborhoods.
- Continue to require high-quality building materials and open space to uphold community image and create long-term neighborhood value.
- Provide a variety of housing and neighborhood choices to gently expand the housing stock.
- Create thoughtful, well-planned, livable neighborhoods which encourage social interaction, physical health, recreation, and amenities.
- Plan for the needs of an aging population.

ECONOMIC DEVELOPMENT

Goal

Foster an innovative and sustainable economy that supports a strong, resilient tax base.

Objectives

- Retain and support existing businesses.
- Reposition aging business parks as premier employment destinations for the future, with an emphasis on high-quality design while maintaining flexibility regarding use mix.
- Maintain Dublin's regional/national position as an employment hub for corporate, technology, and health and medical sectors.
- Uphold the City's long-standing policy of an overall land use mix of 60% residential and 40% non-residential development.
- Promote entrepreneurship and small business growth.
- Increase local tourism.
- Increase workforce job readiness.
- Protect long-term economic development resources and opportunities and proactively plan for the use of undeveloped land in targeted economic development areas.
- Diversify the City's economic base.



Vision and Goals | Envision Dublin Community Plan 30

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TRANSPORTATION AND MOBILITY

Goal

Create well-planned, livable neighborhoods with a variety of housing choices for all ages and ways of life, as well as supporting the evolving needs of existing neighborhoods.

Objectives

- Promote bicycle and pedestrian mobility throughout Dublin including education and safety improvements.
- Plan for innovative transportation and mobility technologies.
- Promote alternatives to single occupant vehicle travel.
- Prioritize the maintenance and level of services of City owned streets while improving safety for all modes of transportation.
- Update the Thoroughfare Plan to plan for future connectors and improvements.
- Minimize adverse roadway impacts in sensitive areas and balance roadway design with community character and aesthetics.
- Maintain an acceptable balance between public and private sector responsibilities for street improvements.
- Work cooperatively with surrounding jurisdictions to coordinate regional transportation planning and programming.

COMMUNITY FACILITIES AND SERVICES

Goal

Ensure all areas of the community have access to quality community facilities and services that enrich the quality of life and account for future growth objectives.

Objectives

- Maintain high level of standard for Dublin's services.
- Provide needed facilities and enhance access to serve the population and to promote a high quality of life.
- Provide a variety of recreational and open space facilities for all residents.
- Consider Dublin's place within the region for parkland and open space.
- Coordinate with school districts to maintain excellence in the public education system.
- Continue to maintain neighborhood safety through community policing and a proactive and engaged police force.
- Coordinate with Washington Township to ensure emergency services and facilities continue to meet the community's needs.
- Support culture and public art.
- Preserve the Historic District and protect other historic resources in outlying areas in and beyond Dublin's corporate boundaries.
- Ensure the preservation of archaeological resources.
- Incorporate sustainability best practices in community facilities and services where appropriate.



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UTILITIES AND INFRASTRUCTURE

Goal

Ensure all areas of the community have access to quality infrastructure to provide safe and efficient delivery of utilities and accommodate future growth objectives.

Objectives

- Provide for the safe and efficient delivery of high-quality potable water to the community for consumption and fire protection.
- Provide for the safe and efficient collection of wastewater generated by the community.
- Provide for the safe and efficient collection of stormwater and continue to maintain and improve the water quality of Dublin's tributaries and the Scioto River corridor.
- Implement sanitary sewer extensions to growth areas consistent with the recommendations of the Community Plan in order to provide adequate service for the entire tributary service area.
- Design future facilities to blend with surrounding development as an attractive amenity and landscape feature when applicable.

- Incorporate sustainable infrastructure and best management practices including low-impact stormwater management, energy efficient design, and renewable energy.
- Work with utility providers to update aging infrastructure and keep pace with the needs of a growing population.
- Continue to provide quality access to broadband to ensure residents and businesses have high-speed internet and the information and technology they need to thrive.
- Building on the Parks and Recreation Master Plan, expand the parks system as development occurs, and coordinate with regional partners, to ensure future neighborhoods have access to high-quality parks.
- Ensure greenways and public open space are established and preserved as the City grows.

NATURAL RESOURCES AND ENVIRONMENT

Goal

Protect and enhance the integrity of natural systems through environmental stewardship.

Objectives

- Grow the local tree canopy.
- Encourage the preservation and restoration of existing native plants and landscapes.
- Protect topsoil resources from erosion.
- Preserve and enhance watershed management and natural hydrological systems.
- Protect streams and their buffers and provide public access, particularly along the Scioto River.
- Enhance public awareness and involvement in environmental stewardship.
- Connect people with nature.
- Reduce urban heat-island.

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04 LAND USE AND DEVELOPMENT

The Land Use and Development chapter is the core component of the Envision Dublin Community Plan, representing the primary building block upon which other plan components are structured. The chapter identifies future land uses for all areas of the City and surrounding growth areas.

The chapter will provide a framework for planning decisions that build upon the desired characteristics of Dublin's residential neighborhoods, commercial districts, and employment areas. It is also mindful of growth pressures and seeks to lay the groundwork for responsible development growth that accommodates demand, while retaining the community's well-established character. The chapter explains the Plan's overall growth strategy and the iterative scenario-planning process that was central to developing the Future Land Use Plan. It describes Dublin's community identity and vision including growth pressures, changing demographics, and development opportunities and the considers several land use options the City can pursue to meet its housing needs, sustain economic growth, and be resilient to change. From these alternatives, it suggests a Future Land Use Plan to guide Dublin for the coming decades.

The Land Use and Development chapter, and accompanying Future Land Use Plan clearly identify established areas that should remain relatively unchanged moving forward, and areas where new growth and development should be supported.

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Building on the community's existing land use and development pattern, this Future Land Use Plan seeks to ensure Dublin can accommodate future growth responsibly and sustainably. This approach to land use retains and bolsters established neighborhoods, identifies opportunities for growth through infill development, targets certain areas for development intensification, and plans for responsible expansion. Several important considerations and desires of the community are discussed in this section to lay the groundwork for some of the central topics to be addressed in the Envision Dublin Land Use and Development chapter.

The previous Community Plan, adopted in 2013, was an update to the 2007 Community Plan. It guided the development and progress of the built and natural environment over the last decade. Given the changing demographic and development trends within the City and the Central Ohio region since then, it is necessary to understand how the City wants to grow, develop, and improve to remain a desirable and sustainable community. Extensive public and stakeholder engagement, coupled with a comprehensive analysis of current demographics, development trends, and opportunities, were crucial to the process. Meanwhile, in-depth land use scenario planning, with transportation and utility modeling were key to developing a Future Land Use Plan that meets the community's vision in a fiscally responsible manner.



Purpose

This chapter provides the framework for land use, development character, and growth for the city and its planning area. The chapter highlights the land use scenario planning that was undertaken to help develop the plan, as well as provide the future land use map and growth strategy necessary to accommodate population increase while maintaining desired community character.

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COMMUNITY IDENTITY AND VISION

The City of Dublin has made significant strides in recent decades as it has evolved from a rural town to a robust and diverse City. This has been the result of a variety of "wins" from attracting key employers and residential projects to the development of Bridge Street District.

It is of the utmost importance that the community, with its diverse perspectives and voices, establish a unified vision. This vision should be built on a strong foundation of community engagement and feedback. Based on the extensive community outreach conducted throughout the planning process, it is clear that some residents prefer to maintain a more suburban character similar to Muirfield Village, while others embraced Bridge Street as a model for the future of Dublin. Most participants felt the community should balance both visions by emphasizing growth while maintaining Dublin's historic community identity.

ADOPTED SPECIAL AREA PLANS

The 2013 Community Plan included nine adopted Special Area Plans and detailed analysis and recommendations for specific geographical areas within the City and its planning area. The special area plans provided a framework to establish a sense of place and community identity in key locations. These nine special areas have been updated over time as necessary. As part of this Envision Dublin Community Plan Update, the previous nine special area plans were evaluated, assessed, updated, and revised to reflect current conditions and planning priorities.

Special Area	Adopted/Updated
Historic Dublin Revitalization Plan	2005
Historic District Area Plan	2007
Bridge Street Corridor Study Vision Report	2010
Bridge Road Area Plan Update	2016
Crossroads Area Plan	2016
Shier Rings Road Corridor Study	2016
West Innovation District	2017
Dublin Corporate Area Plan	2018 / 2022
Historic District Task Force Final Recommendations	2021

As a result, six special area plans have been identified and incorporated, including the Historic District, Bridge Street District, West Innovation District, Dublin Corporate Area, Southwest Area, and a new expanded area, the Emerald Corridor. Please see Chapter 11 Special Area Plan (pg.##) for further details.

- Historic District
- Bridge Street District
- Dublin Corporate Area
- West Innovation District
- Emerald Corridor
- Southwest Area

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GROWTH PRESSURES

Dublin and the Central Ohio region are growing rapidly. Between 1990 and 2020, Dublin's population has nearly tripled from approximately 16,400 residents to 48,600 residents. The recent growth in the region places Central Ohio among the fastest-growing large metropolitan areas in the country, with an estimated annual growth rate of 0.89 percent. The region's strong population growth can be attributed, in part, to continued strong economic growth. According to the 2023 Housing Study and Strategy, Dublin's population is projected grow to 60,500 by 2040 per data provided by the Mid-Ohio Regional Planning Commission (MORPC).

As part of initial stakeholder workshops, City leadership, department heads, and the Steering Committee, growth pressure was a top concern. As more people seek to move into the community, residents have increasing concerns regarding growing pressure on infrastructure, housing, the School District, and other services. As the City grows, residents said it will be important to ensure the community is prepared to handle growth while retaining neighborhood identity, ensuring housing attainability, accommodating school capacity needs, handling traffic, and maintaining infrastructure.

CHANGING DEMOGRAPHICS

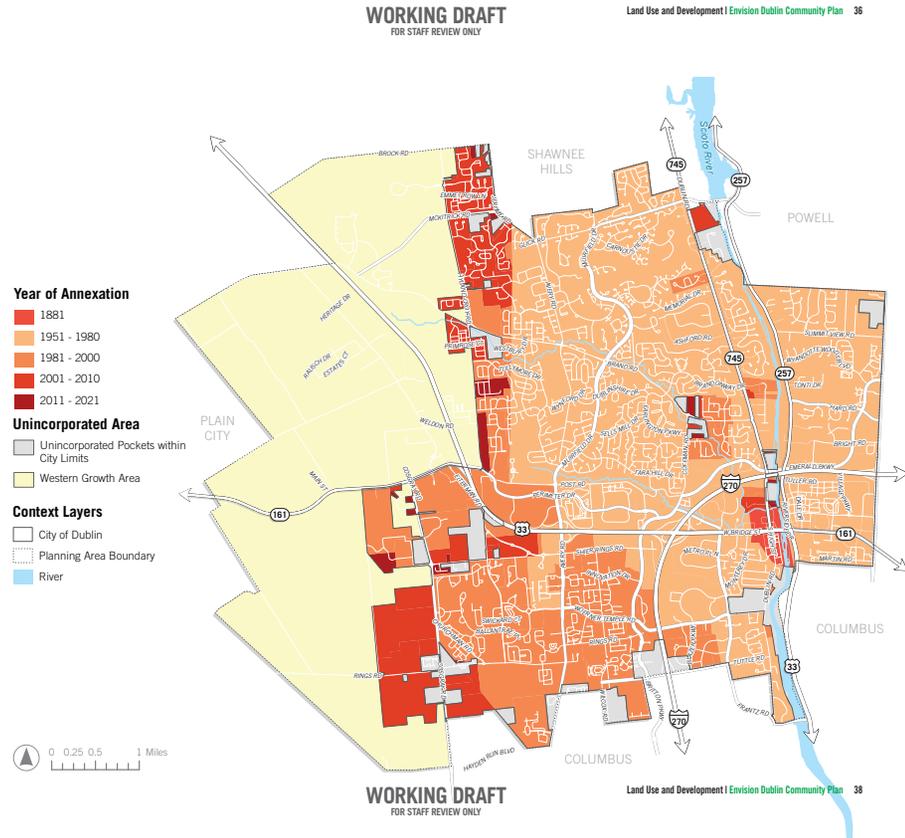
With the City experiencing rapid growth, meeting the demands of the changing demographic is crucial. The demographic characteristics of a community influence the needs of residents, particularly regarding housing and demand for services. As the community's demographics change, the City must respond accordingly to provide for the residents' needs.

Age. Per the US Census, between 2000 and 2021, the median age within the City of Dublin increased by nearly five years to 40.5. This is partly due to a 150% increase in the population aged 55+. The aging nature of Dublin's population, particularly when compared to the larger region, may indicate an increasing need for health care services and facilities, senior care facilities, and housing that is appealing to older households looking for lower maintenance and more affordable housing options.

Household Characteristics and Size. Between 2010 and 2021, the number of childless couples (as defined by the US Census) has grown by nearly 2,000 households. This reflects a broader national trend with a growing share of aging population and empty nesters, households with no children. Despite this trend, Dublin has continued to attract family households, and the share of those households has outpaced other categories. As a result, the average household size in Dublin has remained steady at 2.8 since 2000. However, the expanded development of four- and five-bedroom units appears to be shifting Dublin's housing stock out of alignment. Single-family detached housing will continue to be the predominant housing type in Dublin to accommodate a steady base of family households. However, data indicates a need for smaller two- and three-bedroom housing units to meet changing family needs. This would also potentially help reduce housing costs.

Further, initial stakeholder workshops identified changing community needs and related shifts in housing as critical topics of concern for the Community Plan. City leadership, staff, and the Steering Committee consistently discussed Dublin's residential environment, specifically concerning the rapid growth occurring in Dublin and increased interest in more diverse housing options. Participants also emphasized the importance of ensuring housing attainability for everyone, from young professionals to growing families to retirees.

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DEVELOPMENT OPPORTUNITIES

Currently, there are nearly 1,600 acres of vacant, undeveloped, and agricultural land within the City of Dublin and its planning area that could accommodate potential development opportunities. Such agricultural and undeveloped properties are primarily zoned for residential, commercial, or industrial uses. An analysis was done to determine the number of new residential households and additional non-residential development that could be developed on these properties based on the City's current zoning standards and regulations.

Residential. Within the planning area, there are 1,250 acres of land zoned for residential use or unincorporated agricultural land. Based on the current zoning code and bulk regulations, Dublin can accommodate approximately 1,456 new units.

Non-residential. The amount of land zoned for commercial, industrial, or innovative uses is 340 acres. With an estimated development of 10,000 square feet per acre (0.23 acres) of developable land, Dublin can accommodate approximately 3.39 million square feet of additional non-residential space.

WESTERN GROWTH AREA AND ANNEXATION

After decades of growth and expansion, the City of Dublin is now reaching the borders of adjacent communities which are also growing and developing. The most recent growth between 2010 and 2020, added approximately 0.3 square miles of area and a population increase of an additional 9,000 residents. Currently, Dublin has a population of 48,613 with an area of approximately 25 square miles.

The Community Plan analyzed both the current City boundaries as well as areas west of Dublin that are outside the City. The area is anticipated to experience significant commercial development, housing development and population growth in the coming years and decades. With U.S. 33 as the primary arterial of the area, multiple warehouses, technology, and entertainment venues have developed in and around the City in recent years. It has also experienced extensive commercial development including big box and national retailers, shopping centers, smaller local businesses. Additionally, multiple residential subdivisions have been platted and built in recent years with many more expected. Infrastructure will need to be extended to this area to facilitate development, but utilities are already present in some areas having been provided by the City of Marysville in an agreement with Jerome Township.

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LAND USE DEVELOPMENT

Based on the growth pressures experienced and development opportunities, exploring alternate land use scenarios was necessary to ensure future growth aligns with the community's vision. Scenario planning helps decision-makers understand the impacts of current land use trends and evaluate alternate "what-if" scenarios and how they can affect the community in future years. By understanding the pros and cons of various scenarios, decision-makers can adjust short-term and long-term plans for the community. The planning process analyzed the current land use plan based on adopted plans and policies to establish current and future metrics, including population, housing, and employment growth across the planning area. Alternate scenarios were then developed through an iterative process and extensive engagement with the steering committee, City Council, and the community feedback. This helped establish the baseline for the entire planning area and facilitated discussions among the alternate scenarios.

The land use scenario process and a fiscal impact analysis were critical in the Envision Dublin Community Plan update. Based on the feedback received and parallel modeling efforts to identify potential impacts to the infrastructure, including water, sewer, and transportation that will serve future development, the alternates were revised to develop a preferred Future Land Use Plan that contributes positively to the City's fiscal health.

By leading with land use policy first, related modeling efforts for transportation and mobility, fiscal health, and utilities can be driven by the community's desired vision for the future rather than having that vision react to constraints. Please see the Economic Development, Transportation and Mobility, and Utilities chapters for additional details.

2040 TRANSPORTATION DEMAND MODEL

Forecast to Reality

Local governments, metropolitan planning organizations (MPOs), and the Ohio Department of Transportation (DOT) conduct 20 to 30-year long-range transportation demand modeling to plan for future growth and address deficiencies in the transportation system. TDMs help identify areas in need of roadway improvements and help plan for public transportation and improvements. Such models are based on proposed land use, demographics, and travel patterns unique to the region.

A 2040 transportation demand model (TDM) was completed in 2014 by the Mid-Ohio Regional Planning Commission and Central Ohio Rural Planning Organization (MORPC) with input from the City of Dublin. It projected population to grow by more than 11,000 to 60,500 by 2040 with over 22,300 households. Looking out to 2050, the Envision Dublin Community Plan Update used a similar methodology as the 2040 TDM by MORPC to analyze land use scenarios and transportation models with Dublin specific assumptions and metrics.



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PROCESS

The City of Dublin had previously adopted 27 different future land use categories, including several specific to the special areas in the City. The City's 2013 Community Land Use Plan and current adopted plans for multiple special areas were amalgamated to plan for future growth and development. This resulted in a set of 16 land use categories and helped create a single land use map, assigning a desired future land use to all parcels in the City and its planning area.

Land Use Categories

The Community Plan defines future land use and development using 16 land use categories:

- Agriculture/Rural
- Residential - Low
- Residential - Suburban
- Residential - Mixed
- Residential - Medium
- Mixed Use - Neighborhood
- Mixed Use - Village
- Mixed Use - Center
- Mixed Use - Urban
- Suburban Commercial
- Neighborhood Office
- Suburban Office
- Flex Innovation
- Industrial
- Civic/Community
- Park/Open Space

The assignment was based on what best suited the community's vision and matched existing development trends. For areas outside of a special planning area boundary, the 2013 Community Plan's land use plan was used to assign desired future land use. This helped create the base for the different scenarios.

Land use scenarios were then developed following input from an iterative transportation and utility modeling, fiscal impact analysis, and extensive engagement and feedback from the Steering Committee, staff, and key stakeholders. Along with defining desired land use, desired development scale, intensity assumptions, and key metrics were also defined to model and evaluate the different scenarios. Assumptions included:

- The number of building square feet to be developed.
- The area dedicated to residential and employment-generating uses within the development.
- The number of people and employees per square foot of the potential development.

Key metrics included the floor-to-air ratio (FAR), land use mix for different land uses and population per household.

Areas of Change

To accurately assess the impacts of future land use recommendations and related transportation and infrastructure impacts, it was essential to account for the existing conditions accurately. Areas that could accommodate future development were distinguished from built-out neighborhoods and employment districts that will experience little to no change. The additional potential number of people, households, and jobs that could be accommodated within each scenario were based on these areas of change. For example, existing agricultural land planned for future development would be an area of change, whereas established residential neighborhoods within the City limits would not change.

Development Area Propensity

The Housing Study and Strategy also identified developable land in the City to accommodate future growth. The report identified undeveloped sites with limited or no existing infrastructure, areas served by streets and general infrastructure suitable for infill, and potential redevelopment areas based on the Adopted Special Area Plans. The report also identified active sites with an approved development or those under construction during the study period. Sites that were still development opportunities were incorporated into the land use modeling process.

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ALTERNATE LAND USE SCENARIO 2

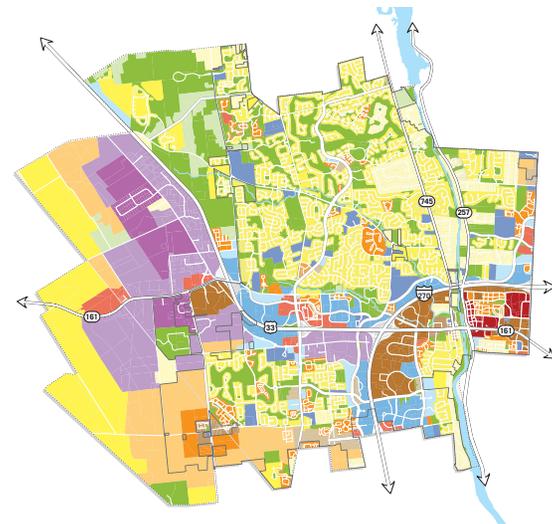
Based on the feedback received, Scenario 2 provides for growth and development in Dublin's commercial and employment areas while making targeted changes to the community's established residential neighborhoods. It promotes the development of the unincorporated areas that are currently surrounded by the City of Dublin and also defines desired land use for Dublin's west and southwest growth areas, ensuring that future development in those areas reflects the character of the community while addressing the needs for new jobs and greater housing choice.

As the unincorporated areas west of the City limits are also planned for in Scenario 2, it can accommodate almost 130,000 people and 120,000 jobs, over 35,000 more people and 20,000 jobs than Scenario 1.

	Current Numbers	Projected
Population	49,085	127,769
Households	17,700	52,194
Employment	49,000	118,428

Key discussion while reviewing the current land use scenario that led to the development of the alternate land use scenario 2 focused on:

- Where additional or different areas should be targeted for employment-generating development?
- Where additional or different areas should be targeted for new housing?
- Change in established residential areas is targeted at local neighborhood nodes (mixed-use neighborhoods and village centers). Is this appropriate?



Scenario 2 repositions targeted areas as mixed-use centers, including portions of the Dublin Corporate Area, Bridge Street districts, and the northern area of the Western Innovation District. The scenario also reflects the City's ongoing Transportation - Thoroughfare Plans, including the potential future Tuttle Crossing Boulevard extension and Sr-161 corridor.

Steering Committee workshop feedback on the alternate land use scenario 2 centered around identifying opportunities for neighborhood-serving uses, providing a wider range of housing options, increasing research and development areas to meet the needs of the diverse economic base, and the location of mixed-use developments and nodes.

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CURRENT LAND USE SCENARIO

The scenario reflects development trends envisioned by the Dublin community across several special areas within the City's planning area limits. It is based on the adopted land use plans, supplemented by current land use. The scenario demonstrates ample long-term growth potential. While most of the current residential areas and parts of the planning area will not change, the growth in household and population is primarily driven by a more targeted approach in the special areas, including Bridge Street, Southwest Area, and Western Innovation District, with current trends.

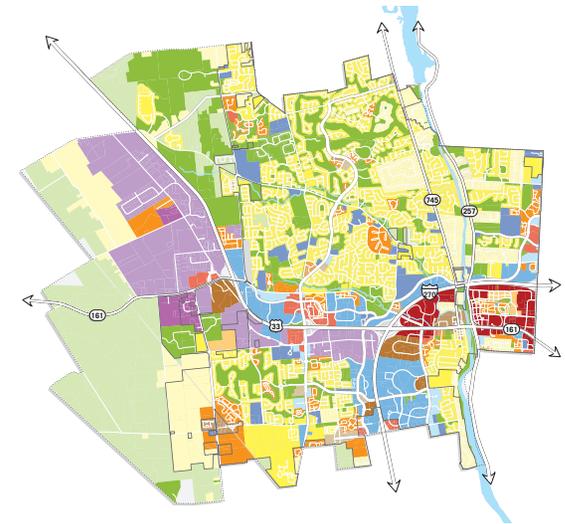
Scenario 1 can accommodate nearly 40,000 households across the entire planning area, with a population of over 92,000 and almost 90,000 jobs. While the increase is significant, the projected population-to-employment ratio is consistent with the current population-to-employment ratio in the City.

	Current Numbers	Projected
Population	49,085	92,862
Households	17,700	38,589
Employment	49,000	90,930

Feedback from the steering committee on the Existing Land Use included:

- Support more walkable and sustainable development in Bridge Street District.
- Shift from auto-oriented retail to a walkable mixed-use development with housing.
- Maintain premier office uses along I-270
- Integrate open space and improve roadway connectivity as development occurs.

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- Maintain the identity of the special areas
- Need to revitalize local businesses
- Encourage moderate-scale, mixed use development on underutilized properties in the Historic District
- Investigate opportunities for adaptive reuse and promote sustainable development practices
- Support employment-based uses along the potential passenger rail to the west.
- Encourage a variety of housing options and densities in the southwest area

 **44,000**
more people across the entire planning area

 **42,000**
more jobs across the entire planning area

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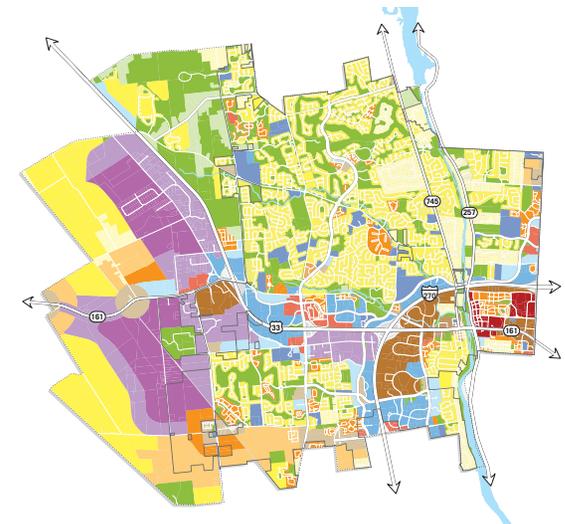
ALTERNATE LAND USE SCENARIO 3

Building off alternate land use Scenario 2, the third scenario explores concentrated industrial and employment opportunities in the western growth areas around the Southwest and West Innovation District special areas extending up to SR 161. The scenario also reflects a revised future mobility network emphasizing stronger east-west connectors across the planning area and neighboring communities.

The scenario incorporates updates to Alternate Land Use Scenario 2 based on the feedback received, including detailed land use, urban design, transportation, and utility and infrastructure-related input on the special areas. The scenario balances various residential and employment-generating uses and opportunities for mixed-use development across the planning area.

	Current Numbers	Projected
Population	49,085	118,423
Households	17,700	48,826
Employment	49,000	123,011

Scenario 3 can accommodate over 25,000 people and 32,000 jobs more than Scenario 1. While there's potential for slightly fewer people than Scenario 2, Scenario 3 supports more jobs than any other scenario, over 2.5 times the current jobs in the City.



 **69,000**
more people across the entire planning area

 **74,000**
more jobs across the entire planning area

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FISCAL IMPACT BY LAND USE TYPE

Given the revenue structure and capital demands of land uses in the City, the best means to maintain fiscal sustainability is to diversify and intensify the land uses, emphasizing nonresidential and mixed uses. As the City relies heavily on income tax from workers employed within the municipality, it is fiscally beneficial to prioritize mixed-use and nonresidential land uses and target high-income industries, in particular.

While residential development types place significant demands on City services and infrastructure, they do not generate substantial revenue for the City, resulting in a lack of positive fiscal benefits. However, the growing trend of working from home presents an opportunity. Residential units with a work-at-home situation could potentially produce a fiscal surplus for the City. Similarly, mixed-use developments, with their increased densities and income tax from nonresidential uses, offer a promising avenue for generating fiscal benefits.

Office and industrial/flex/innovation employment pay higher wages and salaries than retail/commercial development, generating much greater fiscal benefits to the City. Additionally, retail/commercial development tends to generate significant public safety and transportation costs to a community and generate a low fiscal benefit to the City.

Future Land Uses					
Development Type	Tax Revenue		Demand for Service	Demand for Infrastructure	Fiscal Benefit
Residential (per Unit)	Property	Income			
Low Residential	Low	Low	High	High	Negative
Suburban Residential	Low	Low	High	High	Negative
Mixed Residential	Low	Low	Medium	Medium	Negative
Medium Residential	Low	Low	High	High	Negative
Mixed Use					
Mixed Use Neighborhood	Low	Medium	Medium	Medium	Medium
Mixed Use Village	Medium	Medium	Medium	Medium	Medium
Mixed Use Center	Medium	High	Medium	Medium	High
Mixed Use Urban	Medium	High	Medium	Medium	High
Nonresidential					
Agricultural/Rural	Low	Medium	Low	Low	Medium
Suburban Commercial	High	Low	High	High	Low
Neighborhood Office	High	High	Medium	Medium	High
Suburban Office	High	High	Medium	Medium	High
Flex Innovation	High	High	Low	Low	High
Industrial	Low	High	Low	Low	High
Civic/Community	Low	Low	Low	Low	Low
Park/Open Space	Low	Low	Low	Low	Low

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FUTURE LAND USE PLAN

With a combination of the different scenarios, a preferred future land use plan was developed that helps achieve the community's vision. While the anticipated growth will take time, the Future Land Use Plan has been carefully designed to have little impact on the City's existing transportation and mobility network. It is fiscally responsible, supporting future investment to meet utility demand, new transportation infrastructure needs, and to maintain the quality of services that are important to the community.

The Future Land Use Plan is a dynamic tool that supports the full potential of vacant and undeveloped properties. It provides users, including the development community, a flexible framework for future growth. The creation of vibrant places not only depends on land uses, but also on their specific design, functionality, access to infrastructure and services, and overall character.

PURPOSE OF THE MAP

The Future Land Use Plan is a tool to guide future development within Dublin. It will be applied through day-to-day decision-making to help implement the Envision Dublin Community Plan for the physical growth of the community.

USE OF THE FUTURE LAND USE PLAN

The Future Land Use Plan should be part of the review and decision-making process for elected officials, boards and commissions as they review development proposals and plan for the future. It should also be used by City staff in project and proposal reviews and recommendations. The map should guide the development and implementation of neighborhood, special area, and capital improvement plans for investment in systems, such as parks, sewer, transportation, and other infrastructure and services. By using the Future Land Use map as a guide, elected and appointed officials and staff can help ensure that decisions align with the Community's vision for future growth. The map should also be readily available to the development community and the public for review.

For the Future Land Use map to continue to be a relevant tool in guiding decision making, development projects and trends should be consistently monitored and a process for regular review and update of this map should be established.



FISCAL IMPACT ANALYSIS

Key Finding

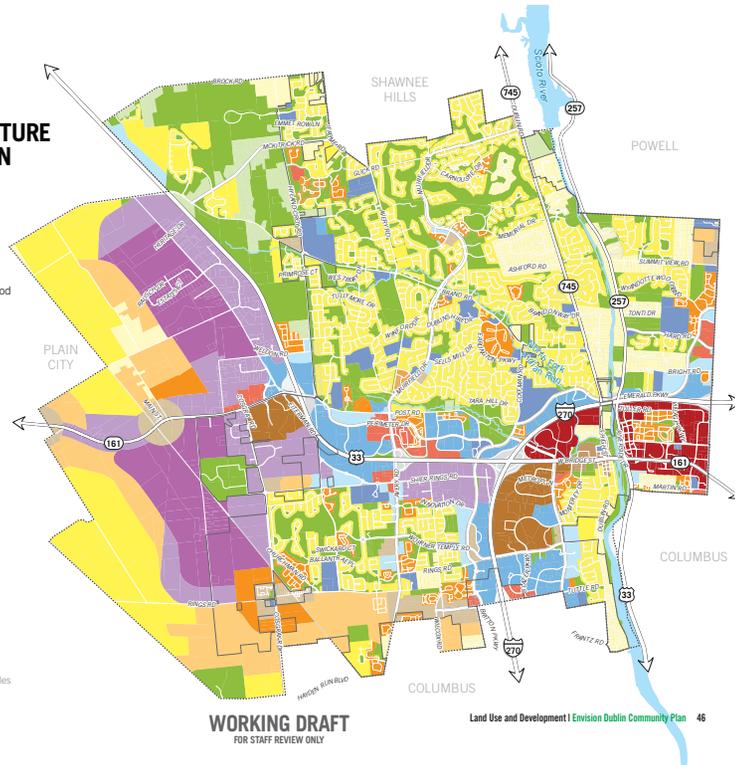
The results indicate that the City's revenue structure, with its heavy reliance on income taxes, is sufficient to cover the costs to serve the development projected in the Preferred Scenario. Because this source is based on at place employment, the amount of office and industrial development is the main determinant of the results.

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PREFERRED FUTURE LAND USE PLAN

- Agriculture/Rural
- Residential - Low
- Residential - Suburban
- Residential - Mixed
- Residential - Medium
- Mixed Use - Neighborhood
- Mixed Use - Village
- Mixed Use - Center
- Mixed Use - Urban
- Suburban Commercial
- Neighborhood Office
- Suburban Office
- Flex Innovation
- Industrial
- Civic/Community
- Park/Open Space

- Context Layers**
- City of Dublin
 - Planning Area Boundary
 - River



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RL LOW RESIDENTIAL

INTENT

Large-lot residential development that is responsive to environmentally sensitive areas and sites incorporated by existing natural features, and transitions from rural residential to suburban single-family residential.

BUILDING BLOCKS

Principal Uses	Single-family residential
Supporting Uses	Home occupations, parks and open space, schools, places of worship
Density	0.5 to 2 du/ac; minimum 0.50-acre lot
Building Form and Orientation	1 to 2 stories; a range of housing sizes and styles with single-family scale and appearance, detached, integrated into natural setting, buildings set back from the road
Open Space	Preserved open space, natural features, maintained private lots, passive open space
Sustainability	Building-mounted solar, geothermal, rain gardens
Streetscape	Two-lane rural roadways often without curbs, limited pedestrian provisions, front yards and residential landscaping, bike and vehicular traffic on roads
Parking	Private off-street parking, individual driveways and garages

CHARACTER IMAGES



RS SUBURBAN RESIDENTIAL

INTENT

Traditional single-family neighborhoods with consistent housing types and lower densities located together.

BUILDING BLOCKS

Principal Uses	Single-family residential
Supporting Uses	Home occupations, parks and open space, residential clubhouses and amenities, schools
Density	1 to 4 du/ac; minimum 0.25-acre lot
Building Form and Orientation	1 to 2 stories; a range of housing sizes and styles with single-family scale and appearance, consistent throughout each neighborhood, uniform setbacks, detached, four-sided architecture
Open Space	Formalized, active and passive open space connected by shared use path systems and sidewalks, maintained private lots, play fields
Sustainability	Building-mounted solar
Streetscape	Curvilinear streets, street trees, sidewalks, shared-use paths, tree lawns
Parking	On-street and private off-street parking, individual driveways and garages

CHARACTER IMAGES



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RMX MIXED RESIDENTIAL

INTENT

Walkable neighborhood that is marketable to all age groups with a variety of housing types and styles located close to entertainment, employment, and appropriate services.

BUILDING BLOCKS

Principal Uses	Single-family and multi-family residential
Supporting Uses	Senior living and assisted-living, schools, parks and open space, residential clubhouse and amenities, small-scale neighborhood commercial
Density	3-12 du/ac
Building Form and Orientation	1-3 stories, variety of building types and sizes oriented towards the street or open space, uniform building setbacks, detached and attached homes, cottages, townhomes, duplexes, triplexes, rear-loaded homes, breezeway and garden apartments
Open Space	Formalized, active and passive open space connected by shared use path systems and sidewalks, maintained private lots, neighborhood greens
Sustainability	Building-mounted solar, alternative materials, bioswales
Streetscape	A higher degree of street connectivity with short walkable blocks, street trees, sidewalks, shared-use paths, tree lawns
Parking	On-street and private off-street parking, individual garages and carports, tuck-under parking

CHARACTER IMAGES



RM MEDIUM RESIDENTIAL

INTENT

Neighborhoods with a variety of housing products that are defined by consistent architecture, large open and green spaces, and walkable streets and blocks.

BUILDING BLOCKS

Principal Uses	Single-family residential, multi-family residential
Supporting Uses	Parks and open space, residential clubhouse and amenities, schools, senior housing and assisted living
Density	2-12 du/ac
Building Form and Orientation	1-3 stories, variety of housing types that coordinate in massing and architectural details, uniform building setbacks, townhomes, duplexes, triplexes, quadplex, garden and breezeway apartment buildings
Open Space	Integrated around open space, shared-use paths, small maintained lots, large open space reserves
Sustainability	Building-mounted solar, alternative building materials, bioswales
Streetscape	A higher degree of street connectivity with short walkable blocks, street trees, sidewalks, shared-use paths, tree lawns
Parking	Shared surface lots, private individual and shared garages, on-street parking, tuck-under parking

CHARACTER IMAGES



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MXC MIXED USE CENTER

INTENT

Vibrant mixed-use district organized around open space with live-work opportunities, supporting services, and amenities positioned in key locations around high-volume thoroughfares and ground-floor activation.

BUILDING BLOCKS

Principal Uses	Office, hospitality, multi-family residential, laboratory, R&D
Supporting Uses	Civic, parks and open space, commercial, retail
Density	1.5 - 3 FAR
Building Form and Orientation	2-8 stories; low to mid-rise buildings located along public streetscapes with an emphasis on pedestrian accessibility and scale, vertical mixed-use in key locations, organized around green space, horizontal mix of uses
Open Space	Urban open space concepts, including plazas, greens, pocket parks, and public squares, linear green spaces, neighborhood greens
Sustainability	Building-mounted solar, green roofs, LEED buildings, permeable pavement, rain gardens, bioswales, adaptive reuse, alternative building materials
Streetscape	Buildings close to the street, blend of patio and open space between buildings, mobility hubs, sidewalks, shared-use paths
Parking	Above or below ground structured parking, on-street parking at key locations, shared surface parking lots

CHARACTER IMAGES



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MXN MIXED USE NEIGHBORHOOD

INTENT

Neighborhood services located near existing and future residential neighborhoods that are largely auto-oriented but walkable and scaled to neighborhoods.

BUILDING BLOCKS

Principal Uses	Office, personal services, commercial, retail, and eating and drinking
Supporting Uses	Single-family residential, multi-family residential
Density	0.33 - 1 FAR
Building Form and Orientation	1-3 stories; residentially-scaled buildings along the street, storefronts and entrances along sidewalk, horizontal or vertical mix of uses
Open Space	Small open spaces such as plazas and pocket parks
Sustainability	Building-mounted solar, green roofs, alternative building materials, permeable pavement, bioswales
Streetscape	Buildings along the street, sidewalks, street trees, patios and seating areas
Parking	Surface parking lots located behind buildings, on-street parking

CHARACTER IMAGES



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NO NEIGHBORHOOD OFFICE

INTENT

Small-scale development with frontage along major collectors and necessary for transitioning to existing residential neighborhoods.

BUILDING BLOCKS

Principal Uses	Office, medical office, institutional office
Supporting Uses	Civic and institutional (including assisted living)
Density	Generally not to exceed 9,500 SF / ac.
Building Form and Orientation	1-2 stories; small-scale clustered buildings with a residential character, buffered from residential, set back from the street, architectural design cues from adjacent neighborhoods, low lot coverage
Open Space	Landscape setbacks from streets with sidewalk and multi-use paths
Sustainability	Building-mounted solar, green roofs, permeable pavement, alternative building materials
Streetscape	Street trees, extensive landscape buffer within setback, shared-use paths
Parking	Small shared surface parking

CHARACTER IMAGES



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MXV MIXED USE VILLAGE

INTENT

Small-scale, pedestrian-oriented district preserved and developed with respect to historic building context and character.

BUILDING BLOCKS

Principal Uses	Office, retail, commercial, civic buildings, single-family residential
Supporting Uses	Multi-family residential
Density	1 - 1.5 FAR
Building Form and Orientation	1-3 stories; historic and complementary buildings compatible in scale and massing, entrances and storefronts along the sidewalk, horizontal and vertical mix of uses
Open Space	Small open spaces such as plazas and pocket parks
Sustainability	Building-mounted solar, green roofs, permeable pavement, adaptive reuse
Streetscape	Narrow streets, buildings along the sidewalk, pedestrian activity with smaller blocks and sidewalks, patios and seating areas, street trees, mobility hubs
Parking	Shared public parking lots located off service streets, parking garages, on-street parking

CHARACTER IMAGES



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SO SUBURBAN OFFICE

INTENT

Major employment and institutional centers with high visibility along highway corridors.

BUILDING BLOCKS

Principal Uses	Office, medical office, hospital, institutional and educational campuses
Supporting Uses	Ancillary commercial support uses such as restaurants, day cares or business services that are encouraged to be integrated into the interior of office buildings
Density	Generally not to exceed 12,500 SF / ac. (not to exceed 16,500 SF / ac. when fronting highways)
Building Form and Orientation	2-6 stories; low to mid-rise buildings with significant prominence along highway corridors, significant building setbacks
Open Space	Landscape setbacks from streets with sidewalk and multi-use paths, formalized landscape design
Sustainability	Building-mounted solar, LEED buildings, green roofs, rain gardens, permeable pavement, alternative building materials
Streetscape	Curvilinear streets, shared-use paths, street trees, tree lawns
Parking	On-site surface parking lots and structured parking

CHARACTER IMAGES



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FXI FLEX INNOVATION

INTENT

Employment-intensive uses within a more industrial-style development, in which these areas are vibrant centers of innovation, art and collaboration, integrated into the surrounding community.

BUILDING BLOCKS

Principal Uses	Office, R&D, flex office – warehouse, clean manufacturing
Supporting Uses	Commercial, neighborhood services
Density	8,700 - 16,500 SF / ac.
Building Form and Orientation	1-3 stories; variety of building types and sizes, office in the front / warehouse functions to the rear, loading bays to rear, large building setbacks
Open Space	Small open spaces, such as plazas and pocket parks, as amenities for employees, campus setting
Sustainability	Rooftop solar, geothermal, LEED buildings, green infrastructure, smart parking
Streetscape	Curvilinear streets, manicured landscaping within setback, shared-use paths
Parking	On-site surface parking landscaped and screened from street

CHARACTER IMAGES



IND INDUSTRIAL

INTENT

A full range of medium to heavy industrial uses in proximity to major arterials and buffered from residential developments.

BUILDING BLOCKS

Principal Uses	Warehousing, light industrial, R&D, distribution, assembly, office, advanced manufacturing, data centers
Supporting Uses	Eating and drinking, neighborhood services
Density	Generally not to exceed 18,000 SF / ac.
Building Form and Orientation	1-3 stories; large footprint buildings designed for flexible interior layout, high-bay/ceilings, loading docks located to rear, set back from the street
Open Space	Small open spaces, such as plazas and pocket parks, as amenities for employees, berming and landscaping along the perimeter
Sustainability	Building-mounted solar, ground-mounted solar for parking, geothermal, LEED buildings, green infrastructure, smart parking, alternative building materials
Streetscape	Buildings sited to accommodate ease of vehicular access, extensive landscape buffers and berming within setback
Parking	On-site surface parking landscaped and screened from the street

CHARACTER IMAGES



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SC SUBURBAN COMMERCIAL

INTENT

Key service areas intended to provide a variety of retail and commercial uses, such as grocery stores, for the community through anchor-driven shopping centers, outparcels with drive-thrus, and ease of vehicular access.

BUILDING BLOCKS

Principal Uses	Commercial, office, retail, eating and drinking
Supporting Uses	Drive-thru facilities, civic, institutional
Density	6,500 - 8,700 SF / ac.
Building Form and Orientation	1-2 stories; medium to large building footprints set back from the street, big box stores, in-line retail, out-parcel buildings along street
Open Space	Landscaped setbacks from streets with sidewalk and multi-use paths
Sustainability	Solar
Streetscape	Landscaped setbacks from streets with sidewalk and multi-use paths, mobility hubs
Parking	on-site surface parking landscaped and screened from the street

CHARACTER IMAGES



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C CIVIC / COMMUNITY

INTENT

Public buildings and institutions owned and operated by governmental or other public agencies.

BUILDING BLOCKS

Principal Uses	Government buildings, recreational facilities, institutional and educational campuses
Supporting Uses	Parks and open space
Key Considerations	These areas serve a range of roles depending on their location, characteristics, sensitivity, and management.

CHARACTER IMAGES



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P PARKS / OPEN SPACE

INTENT

Public or privately owned parks and recreational uses, or lands that are to be preserved in a natural state.

BUILDING BLOCKS

Principal Uses	Parks, recreation, stormwater facilities, natural areas
Supporting Uses	Civic buildings
Key Consideration	These areas serve a range of roles depending on their location, characteristics, sensitivity, and management. Opportunities to expand and connect existing parks is encouraged.

CHARACTER IMAGES



AG AGRICULTURAL / RURAL

INTENT

Large, undeveloped land sparsely occupied and used primary for agriculture.

BUILDING BLOCKS

Principal Uses	Agricultural, single-family residential
Supporting Uses	Home occupations, places of worship, civic, parks and open space
Density	0 - 0.5 du/ac; minimum 2-acre lot
Building Form and Orientation	1-2 stories; detached, rural single-family building forms, buildings set back from the road
Open Space	Preserved naturalized features, farmland, tree stands, large green space
Sustainability	Building-mounted solar, geothermal
Streetscape	Two-lane rural roadways often without curbs, limited pedestrian facilities, bike and vehicular traffic on roads
Parking	Private off-street, individual driveways and garages

CHARACTER IMAGES



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GROWTH FRAMEWORK

A thorough examination of market trends, land values, existing land uses, and infrastructure illustrates that Dublin can accommodate the needs of its growing population and changing commercial and industrial land use needs in the coming decades within the planning area. Doing so will help the City achieve its objectives of encouraging infill, reuse, and redevelopment of its existing and underutilized areas, making efficient use and leveraging existing infrastructure, maintaining community character, and ensuring consistency between new development with existing adjacent development and the Community Plan. The Growth Framework identifies four area classifications that should be prioritized in the following order when encouraging development: Development Intensification Areas, Minimal Change Areas, New Growth Areas, and Unincorporated Areas.

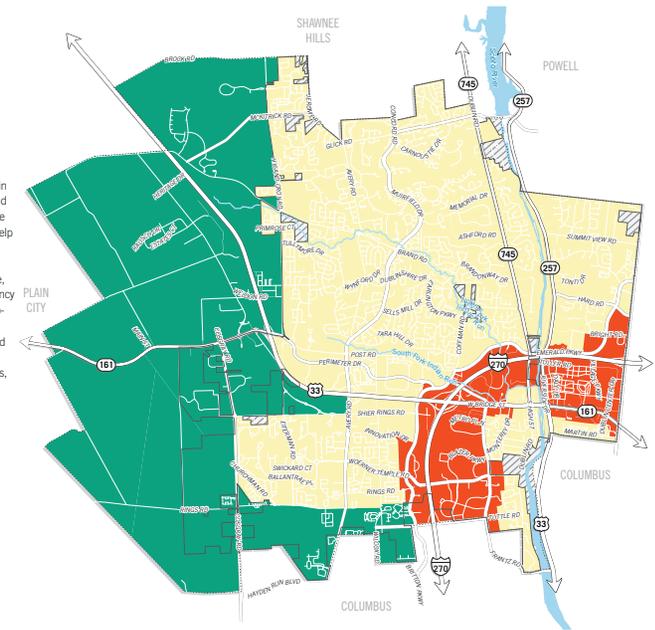
Growth Framework

- Development Intensification
- Minimal Change / Maintain Character
- New Growth Areas
- Unincorporated Areas

Context Layers

- City of Dublin
- Planning Area Boundary
- River

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DEVELOPMENT INTENSIFICATION

The areas identified for development intensification are already developed but have varying degrees of potential for more intense development, conversion of existing structures to new uses (e.g., large office buildings or complexes into mixed-use areas), or redevelopment to meet future needs or opportunities. These areas contain undeveloped land, vacant buildings, and an abundance of surface parking space, so these underutilized areas should be prioritized for redevelopment. Development intensification in these areas will help Dublin accommodate its growing population and increase jobs, and it will be consistent with the Special Area Plans and improvements (see Chapter "Special Area Plans", pg ##).

Recommendations

- Emphasize increased density in residential development, including townhouses, multi-family, and mixed-use housing, that enables developers to offset high property costs through market-driven means.
- Incentivize the development of underutilized land or the redevelopment or reuse of existing development through tax abatements or the creation of Tax Increment Financing (TIF) districts.
- Identify opportunities for specific projects involving the development of underutilized land or redevelopment or reuse of existing development that include key infrastructure improvements, achieve other established community objectives, transform otherwise challenging development sites, or act as a catalyst for the development of surrounding properties.

MAINTAIN CHARACTER

Helping Dublin maintain the balance of accommodating growth and change while retaining its character will result in minimal change in these areas. They are established areas within city limits served by existing infrastructure and services. Where vacant properties exist in these areas, they should be developed in alignment with the Community Plan to maintain Dublin's character.

Recommendations

- Identify vacant properties in these areas.
- Ensure that zoning regulations and design standards align with the Comprehensive Plan's goals, objectives, and recommendations so that any new development maintains the character of existing neighborhoods and developments. Update zoning and design standards if necessary to maintain community character.

NEW GROWTH AREAS

While the development outside the city boundary may not always match Dublin's expectations, growth in these areas will significantly impact the City. The new growth area is mostly undeveloped and presents opportunities for new development. Before development, these areas require establishing regulations to ensure that development is consistent with the Community Plan and existing adjacent development.

The City should prioritize managed growth in these areas in alignment with a coordinated extension of services and infrastructure with neighboring communities.

Recommendations

- Discourage new residential development more than a quarter-mile away from existing water, sewer, and stormwater infrastructure.
- Incentivize new residential development within a quarter-mile of existing water, sewer, and stormwater infrastructure.
- Work closely with Union and Delaware Counties to avoid developing unincorporated areas that are not served by existing infrastructure or are more than a quarter-mile from existing infrastructure.
- Approve new subdivisions only within the quarter-mile buffer of existing infrastructure if they connect to existing infrastructure and serve as logical extensions of existing/adjacent development.
- Identify sensitive and essential conservation areas and require that any approved developments consider and preserve them to the greatest extent possible.

UNINCORPORATED AREAS (WITHIN CITY LIMITS)

Unincorporated areas within Dublin's city limits should be prioritized for annexations. Development within these areas should be consistent with adjacent development and the Community Plan.

05 HOUSING AND NEIGHBORHOODS

Over the past several decades, Dublin's residential landscape has undergone rapid change. Higher-density urban housing has increased dramatically in the Bridge Park area and new clusters of suburban-style single-family homes have developed on the City's periphery. Meanwhile, legacy neighborhoods have retained their appeal with their mature tree canopies and quality architecture. As the community has grown, it has adapted to the shifting preferences and needs of its residents and market dynamics. With Dublin's population on the rise, neighborhoods will continue to change to meet the growing demand for diverse types of housing and neighborhoods to accommodate smaller household sizes, young professionals and families, and aging residents who hope to age in place, all while upholding Dublin's high standard of living.

The Housing and Neighborhoods chapter acknowledges the distinct trends unfolding in the City and provides recommendations for how Dublin can help ensure the availability of residential options that meet the needs and preferences of its residents in the decades to come. It builds upon the Dublin Housing Study & Strategy and provides further guidance on how the City can implement its strategies to enhance the sense of community, ensure economic competitiveness, plan for growth, and expand housing options across Dublin. This chapter recommends incremental strategies to help the City achieve its goal of creating well-planned, attractive and neighborhoods with a mix of housing choices to meet the needs of residents of all ages and ways of life, while supporting the changing needs of existing neighborhoods. It culminates in a Housing and Neighborhoods Framework Dublin can use to guide future action and meet its housing and neighborhood.

We need more housing options to house all levels of our workforce and allowing young adults to stay in the community they grew up in.

Purpose

The Housing and Neighborhoods chapter provides guidance on key issues impacting residential areas of the City. The Housing and Neighborhoods chapter strives to preserve and enhance Dublin's established residential neighborhoods while promoting opportunities for higher density, unique, and variety housing options within and on the periphery of the City. The chapter delves into supporting amenity-rich neighborhoods and investing in infrastructure to ensure continued high quality living, as well as identify opportunities to allow for "aging in place."

Goal and Objectives for Housing and Neighborhoods

CREATE WELL-PLANNED, LIVABLE NEIGHBORHOODS WITH A VARIETY OF HOUSING CHOICES FOR ALL AGES AND WAYS OF LIFE, AS WELL AS SUPPORTING THE EVOLVING NEEDS OF EXISTING NEIGHBORHOODS.

- Preserve and strengthen Dublin's existing neighborhoods.
- Continue to require high-quality building materials and open space to uphold community image and create long-term neighborhood value.
- Provide a variety of housing and neighborhood choices to gently expand the housing stock.
- Create thoughtful, well-planned, livable neighborhoods which encourage social interaction, physical health, recreation, and amenities.
- Plan for the needs of an aging population.

The goal and objectives for Dublin's housing and neighborhoods are further expanded in this chapter through community-wide policies and key recommendations.



Most Sustainable.

Through encouraging complete neighborhoods and diverse housing options Dublin can achieve its goal of being the most sustainable City. A diversity of housing options helps guarantee housing attainability and a diverse population that will keep Dublin a dynamic and economically sustainable community for generations to come. Complete neighborhoods with improved walkability and access to amenities, reduce reliance on motorized transportation, further advancing the City's environmental sustainability goals, while also improving public health.



Most Connected.

Through the expansion of opportunities for safe, active transportation, complemented by the creation of commercial and service nodes in complete neighborhoods, Dublin can realize its goal of being the most connected City. Enhancing the ability of children to walk and bike to school, seniors to maintain an active lifestyle, and neighbors to easily and spontaneously interact, Dublin will succeed in connecting the community in ways that add to its already high quality of life.



Most Resilient.

Diversifying housing options to make housing more attainable and flexible to changing demands, and better connected and well-designed neighborhoods that encourage active transportation, will advance Dublin's goal of being the most resilient City. Targeting development in certain areas will decrease the impact on watersheds that provide clean water and absorb stormwater runoff, a diverse housing stock will enable the City to adapt to changes in the economy and residential housing market, and conservation design and green infrastructure will help neighborhoods mitigate the impacts of natural hazards and detrimental impacts on ecosystems.

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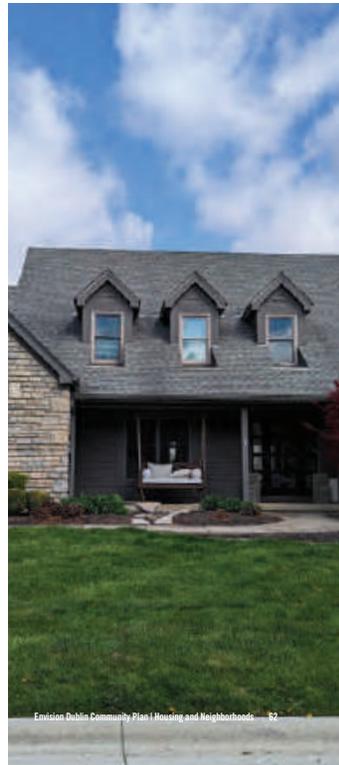
ENCOURAGE CONTEXT SENSITIVE DENSITY

To meet projected housing needs and preferences of new and existing residents, the city can plan to incrementally and appropriately increase density by encouraging context-sensitive infill housing and requiring high quality design and construction. Through increasing density in specific areas, with consideration for existing neighborhood character, and adding multi-family, mixed-use and smaller- and medium-sized homes, Dublin can meet its goals of providing a variety of housing choices to accommodate a diverse mix of resident age, life-stage, and income-level while retaining community character and enhancing overall quality of life.

CONTINUE TO PLAN FOR MAINTENANCE AND CAPITAL IMPROVEMENTS

Dublin has a long and commendable record of maintaining its parks, public spaces, and facilities and planning for and making capital improvements to ensure the high quality, livability, and attractiveness of its residential neighborhoods. These continued practices are essential for successful complete neighborhoods. This includes prioritizing initiatives such as tree planting and replacement programs, integrating green space into neighborhoods, trail connectivity, responsive and adequate stormwater systems, which can significantly contribute to the preservation of natural ecosystems while promoting a healthier urban environment.

Maintaining and enhancing neighborhoods can also involve residents themselves. Collaborating with neighborhood groups in community-driven beautification projects, supported by initiatives like the Beautify Your Neighborhood grant program, can beautify neighborhoods while inspiring an even stronger sense of connection and pride among residents. By initiating activities such as neighborhood clean-up events, landscaping projects, residents are encouraged to actively contribute to the improvement and beautification of their surroundings. Through unified efforts and with support from the City, groups can make Dublin's shared spaces even more vibrant and welcoming, cultivating a greater sense of community cohesion and pride while creating lasting positive impacts for residents and visitors alike. Lastly, the City can identify aging housing stock and initiate programs to support the upgrade and renovation of older properties to ensure these homes can continue to provide needed housing while contributing positively to Dublin's character and sense of community.



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QUESTIONNAIRE FEEDBACK

What is the quality of Dublin's housing stock?



What type of home do you see yourself living in 10 years from now?

30% decrease of respondents who see themselves living in a Large Single Family home

180% increase of respondents who see themselves in a missing middle type residence

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NEIGHBORHOOD CHARACTER AND QUALITY

Dublin is known for its high quality single-family residential neighborhoods and housing stock. As described in the Land Use Plan, Dublin is, and will remain, primarily a community of single-family homes and neighborhoods. This is especially true in established neighborhoods that will experience minimal change.

Preserving and strengthening Dublin's existing neighborhoods is key to maintaining the city's unique identity and bolstering the sense of community. Emphasizing the maintenance of high-quality shared public spaces ensures that residents have access to well-kept parks, trails, and gathering areas, promoting social interaction and a strong sense of belonging. Community-driven beautification projects not only enhance the aesthetic appeal of neighborhoods but also empower residents to take ownership of their surroundings, fostering a deeper connection to their community. Additionally, it will be important to continue fostering a cohesive architectural character that builds upon the existing vernacular, preserving the charm and character of Dublin's neighborhoods while allowing for thoughtful evolution that reflects the city's growth and vitality.

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Housing is only one part of what makes a neighborhood livable. Access to amenities and infrastructure allows for active transportation and provides convenience, promotes a sense of connection and community, and enhances resident well-being. In addition to amenities such as grocery stores, pharmacies, health care facilities, and restaurants, "complete neighborhoods" include shared quality public spaces such as parks, plazas, community gardens, that provide places for neighbors to gather and interact and recreate. Lastly, livable, amenities-rich neighborhoods are connected with amenities and public spaces located within close enough proximity to encourage and better accommodate enhanced walkability and bikability. Below are actions the City can take to preserve the character and quality of its neighborhoods.

PRESERVE DUBLIN'S CHARACTER

To preserve and enhance the unique charm and identity of Dublin's neighborhoods, the city should encourage a cohesive architectural character that builds on the existing vernacular. This involves supporting policies that safeguard the architectural character of new and existing neighborhoods, while accommodating a wide variety of architectural styles, from Muirfield Village to Ballantrae. By implementing our Neighborhood Design Guidelines and preservation programs, Dublin can protect and enhance the distinctive features that contribute to the appeal of its neighborhoods. This approach not only maintains the visual harmony and integrity of the built environment but also honors the history and heritage of the community, ensuring that future development complements and enriches the existing architectural fabric. Ultimately, by prioritizing the preservation of architectural character, Dublin can create enduring neighborhoods that reflect the city's character and values, fostering a sense of pride and belonging among residents for generations to come.



ENCOURAGE COMPLETE NEIGHBORHOODS

To increase livability for residents and increase the desirability of Dublin's neighborhoods, the City should encourage the development of complete neighborhoods. A complete neighborhood is one where access to housing, jobs, education, essential needs, services, and amenities are all organized around the human scale. Supporting the integration of essential amenities within and near neighborhoods enhances residents' quality of daily life, encourages walking and biking, and fosters a more vibrant community supportive of best practices regarding sustainability, equity, and health. Prioritizing the development of essential amenities within neighborhoods enhances the livability and vitality of the community by creating environments where residents can thrive and connect with their surroundings and each other.

Complete neighborhoods do not just happen - they require intention and maintenance. As Dublin considers increasing and diversifying its housing supply to better meet the needs and preferences of a growing and changing population, it should also consider how to encourage the development of neighborhood commercial and service nodes and design standards that accommodate enhanced mobility and more convenient and safe active transportation. In existing neighborhoods, this may prove to be more challenging as infrastructure, right-of-way, and development patterns are already established. In these existing areas, infill redevelopment and capital improvement projects represent the best opportunities for mobility enhancement. In areas of development intensification and new growth, new mixed-use developments and land use arrangements can more easily accommodate improved mobility and access between residential dwellings, services, and amenities. In these new development areas, the city can work with developers to create neighborhoods where residents, thereby creating neighborhoods where residents can better satisfy many of their daily immediate needs, attend schools, possibly work, and interact with their neighbors within a short drive, walk, or bike from their homes.

Complete Neighborhood Elements



COMPLETE NEIGHBORHOODS FOCUS ON PROVIDING ESSENTIAL AMENITIES, ENHANCING THE LIVABILITY AND VITALITY OF THE COMMUNITY

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EMBRACE ACTIVE TRANSPORTATION

Connecting neighborhoods to provide residents options for convenient and safe active transportation such as walking and bicycling is an important component of encouraging complete neighborhoods. As outlined in more detail in the Transportation and Mobility chapter, it requires an understanding of existing land use and infrastructure and barriers to active transportation (e.g. lack of sidewalks, dedicated bike lanes, amenities/service too far away) and intentional planning to reduce or remove those barriers. A logical place to start is by looking at the places where residents are most likely to walk or bike. Providing safe routes to school for children to walk or bike is an obvious place to focus.

Considering projected populations, demographics, and recommendation in the Land Use Plan, Dublin can identify which routes to prioritize for infrastructure upgrades such as new or improved sidewalks and bike lanes. This can also help to inform where new school facilities plan to locate to ensure they are within a walkable/bikeable distance of neighborhoods. The next places to examine are parks and retail/commercial neighborhood nodes. Ensuring new developments prioritize sidewalks and bike lanes that connect amenities and services to neighborhoods and existing non-motorized transportation routes, and requiring the installation of bike racks and other facilities to support active transportation in new developments and recreation destinations can reduce impediments to walking and biking and make these options more attractive.

CONCLUSIONS AND RECOMMENDATIONS

- For established neighborhoods, identify areas of potential infill and opportunities for appropriately increasing in density with single-family homes that complement the existing homes and neighborhood character.
- Continue to maintain high-quality public spaces to improve residents' quality of life and attract new homeowners.
- Collaborate with neighborhood groups to undertake community-driven beautification projects, enhancing local pride and sense of ownership and stewardship.
- Safeguard the architectural character of Dublin's neighborhoods through robust preservation policies, neighborhood design guidelines, and development standards.
- Strengthen open space requirements to specify higher percentages of native and/or adapted plantings and to prioritize non-turf green space.
- Continue to promote the use of native plants when reviewing Beautify Your Neighborhood Grant applications.

CONCLUSIONS AND RECOMMENDATIONS

- Encourage sustainable building and energy conservation practices for all types of residential development.
- Encourage development of commercial/service nodes and public facilities near established neighborhoods where appropriate to encourage and better support the complete neighborhoods concept.
- Emphasize shared public spaces by encouraging plazas, gardens, and gathering areas to foster social interaction and community events.
- Support citywide landscaping by continuing to prioritize tree planting and community gardens for environmental sustainability and resident well-being.
- Ensure the design of neighborhoods, parks, and public space promote socializing and encourage community gathering.
- Develop accessible recreation spaces by creating and maintaining more parks and trails for residents of all ages and abilities.
- Integrate essential amenities into existing and new neighborhoods by supporting grocery stores, health-care facilities, and local businesses within neighborhoods for convenience and community cohesion.
- Look for ways to improve connectivity through improving infrastructure to encourage active transportation. This may include the addition of sidewalks, bike lanes, and dedicated non-motorized paths.

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HOUSING SUPPLY AND MIX

Available housing options and the cost of housing are typically intertwined as the more diverse a residential housing market is the more attainable it is for current and future residents. A variety of housing options makes a community more attractive, stable, and resilient for those looking to relocate to Dublin as well as for those who have lived there their whole life. To achieve its housing goal, Dublin should pursue the actions described below.

PLAN FOR ANTICIPATED HOUSING NEED

The City of Dublin recently completed a Housing Study which provide insight into the City's housing needs within its municipal boundaries and the Study Area. Factoring in variety of household trends and forecasts, the Housing Study concluded that the City can anticipate a growth of 3,260 homeowners and 1,000 renters by 2040. The total anticipated demand increased to 8,410 additional homeowners and 5,280 new renter households when referring to the plan's Study Area.

ADDRESS HOUSING ATTAINABILITY

Dublin is a desirable place to live and a welcoming community that offers an exceptional quality of life. However, for many existing residents and those who would want to make the City home, housing is increasingly unattainable. For Dublin to continue to be a vibrant, dynamic place where people of all ages, income-levels, and life-stages can live and add to the texture of community life, the city will need to strategically plan to ensure housing attainability. An essential component will be prioritizing housing choices available to various income-levels including quality multi-family and mixed use developments, single-family starter homes, mid-level housing, and luxury residences. This commitment to housing attainability strengthens the community, promotes social cohesion and enhances the overall quality of life for all residents.

ENCOURAGE A VARIETY OF HOUSING OPTIONS

To achieve the mix of housing necessary to meet the needs and preferences of residents in the future, the Land Use Plan recommends the development of a range of housing types appropriate to specific areas—existing established neighborhoods, areas of development intensification, and new growth areas. Public engagement throughout this planning process, as well as past studies undertaken by the city reveal the support for and need to diversify Dublin's housing options, including more smaller- and medium-sized single-family homes, multi-family and mixed-use units, and senior-oriented housing. Dublin can meet its future housing needs while retaining its character by requiring new development to conform to design and development standards that reflect and complement the existing architectural character of the community. The incremental, strategic development of new housing options will ensure Dublin's ability to attract and retain a diverse population of different ages, life-stages, and income-levels and strengthen the city's resilience to market adversities and challenges in the future.

8,410

Additional homeowners anticipated in the plan's Study Area by 2040

5,280

Additional renter households anticipated in the plan's Study Area by 2040

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EMBRACE MIXED-USE AND MULTIFAMILY WHERE APPROPRIATE

In the areas identified in the Land Use Plan for development intensification and new growth, mixed-use and multi-family development can provide diverse housing options for young professionals, empty nesters, and others who desire to live near amenities, in a vibrant, walkable neighborhood. Mixed-use and multifamily development can also significantly enhance the supply of affordable housing options, as they can typically accommodate smaller and more affordable units than single-family detached or attached units.

Supporting mixed-use development that enhances street activity is also an essential strategy for creating vibrant and pedestrian-friendly community spaces. By supporting projects that blend residential and commercial spaces, Dublin can create lively streetscapes that cater to the needs and interests of all community members. Utilizing regulations to promote a mix of retail and dining options alongside housing will facilitate a dynamic neighborhood environment where people can live, work, and socialize. Such efforts not only contribute to a more engaging and bustling atmosphere but also foster economic growth and enhance the overall livability of the city, creating vibrant pedestrian-friendly hubs of activity that attract residents and visitors.

CONCLUSIONS AND RECOMMENDATIONS

- Prioritize mixed-use and multi-family development, and adaptive reuse of existing structures for mixed-use and residential purposes in areas identified in the Land Use Plan for development intensification.
- Ensure development follows the Neighborhood Design Guidelines (NDG) and City regulations to ensure new development upholds and enhances the existing character and charm of the city while supporting the complete neighborhood concept and better facilitates active transportation.
- Support incremental increases in "Missing Middle" housing such as duplexes, triplexes, and small-scale multifamily development to address the need for diverse housing options.
- Identify opportunities for increased housing attainability by supporting the construction of housing options for various income levels, ranging from attainable entry-level apartments to large single-family residences.
- Preserve existing income-restricted rental housing stock.

CONCLUSIONS AND RECOMMENDATIONS

- Extend existing sustainability and development incentives to additional zoning districts that are appropriately suited for intended density bonuses consistent with the 2024 Dublin Sustainability Plan.
- Participate in regular discussions with local industry, employers, City staff, and housing professionals to better understand and respond to the housing needs to support major employers and their employees.
- Work with developers to encourage building a variety of housing types close to transportation and employment centers.
- Provide resources to the public about programs and incentives to assist first-time homebuyers with down payment assistance, low-interest loans, and other financial assistance.
- Identify opportunities where infill development or redevelopment of underutilized office or commercial areas would benefit from residential development.

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AGING IN PLACE

While just over half (51%) of Envision Dublin Community Plan survey respondents indicated that they currently live in large single-family homes, only 35% expressed that they expected to live in those homes a decade from now, indicating that they expected to downsize to smaller single-family homes, condos, or senior living facilities. Additionally, the recent Housing Study noted that while growth is anticipated in all age groups, the most dramatic changes are in the 65+ population with a 41% increase in the plan's study area and a 38% increase within the City of Dublin. This increase in senior population translates to a need for 840 new senior-oriented homeownership units and 305 senior-oriented rental units.

Planning for the needs of an aging population requires a multifaceted approach to ensure the well-being of aging residents. This involves developing age-friendly infrastructure to facilitate mobility and independence, including accessible transportation and safe pedestrian pathways. Additionally, providing diverse housing options, such as low-maintenance apartments and senior living communities, is essential to accommodate varying needs and preferences. Through the Forever Dublin program and its support of the Dublin Connector shuttle, the City has been proactively supporting seniors. The actions described below further these efforts to achieve its housing goal for all in Dublin.

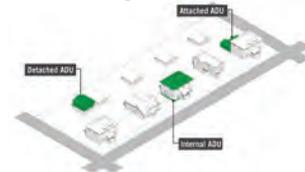
ENCOURAGE SENIOR-ORIENTED DEVELOPMENT

The Housing Study identified a number of housing construction requirements that should be considered to meet the projected demand. The study identified the need for quality senior owner-occupied housing that includes single-level floor plans that can adapt to potential physical constraint on the owners' mobility, low maintenance requirements, and outdoor and community amenities. It was noted that these needs are most effectively met by age-restricted and age-targeted residential developments.

Addressing housing options for the aging population involves encouraging the development of diverse and accessible housing solutions that cater to their specific needs. Building on the complete neighborhoods concept, senior-oriented housing should be located near public transit and close to retail and service areas including health care providers. Diverse housing options connected to public gathering spaces, retail and health care services via safe active transportation routes help facilitate meaningful community engagement and participation in social activities and civic life. The community should collaborate with local developers and organizations to ensure the availability of a wide range of housing choices that accommodate the diverse needs and preferences of seniors. By prioritizing the development of such housing options, the community can better support aging residents in maintaining their independence and quality of life as they age.

CONSIDER ADUS

Accessory dwelling units (ADUs) present an opportunity for more flexible and affordable housing options, especially for multigenerational households who may be interested in building "mother-in-law" suites. ADUs are also one of the best approaches to increasing the number of residential units within existing single-family residential neighborhoods, while having a minimal impact on established neighborhood character. By considering ADUs, Dublin can address the growing need for housing while accommodating changing family dynamics, also providing additional income opportunities for homeowners. ADUs offer a practical solution for increasing housing supply in a cost-effective and sustainable manner, contributing to the overall attainability and vibrancy of the community. By exploring the potential of ADUs, Dublin can further enhance its housing options and support the diverse needs of its residents, without any major alterations to the current community character and full advantage of the relatively large percentage of land dedicated to single-family detached residential neighborhoods.



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EMBRACE UNIVERSAL DESIGN

To meet the needs of Dublin's senior residents and ensure resilience of its housing stock to adapt to changing preferences and demands, the City should promote universal design principles in new construction, especially in age-friendly housing. By supporting universal design, Dublin can advance inclusivity and accessibility for all residents, regardless of age, ability, or background. Universal design emphasizes creating homes that enable residents of all abilities to navigate their homes comfortably as they age, even when experiencing mobility issues. Home designers should incorporate universal design concepts when considering layout, features, and materials, for example designing doorways that can accommodate wheelchairs and incorporating zero-step entrances/exits. By prioritizing and formalizing regulations for universal design principles, Dublin can create more homes that are welcoming and accessible to seniors and allow them the opportunity to more easily age in place.

CONCLUSIONS AND RECOMMENDATIONS

- Encourage more diverse housing options by supporting the development of age-appropriate housing solutions, such as accessible apartments and aging-in-place features, to meet the diverse needs of the aging population.
- Explore accessory dwelling units (ADUs) to support flexible housing options in single-family neighborhoods, including to better accommodate multigenerational households.
- Support elderly-friendly infrastructure by updating rights-of-way to enhance accessibility and safety for seniors, including improving sidewalks, public transportation, and public spaces.
- Promote universal design principles that incorporate accessibility features into home design through new policies and code updates.
- Support healthcare and social services accessibility, including home healthcare and geriatric care, to support the health and well-being of seniors.
- Promote connection and combat social isolation among older adults by establishing programs and initiatives that facilitate community participation and intergenerational activities.
- Continue to provide educational resources and programs for seniors that address aging-related issues, empowering seniors, and their families to make informed decisions and plan for their future.
- Incorporate recommendations for innovative site design recommended in the Neighborhood Design Guidelines, as well as work with developers to integrate sensitive design for senior housing projects highlighting walkability, social interaction, and necessary structural accommodations.
- Work with Forever Dublin and regional partners to identify senior home modification programs that offer grants, low-interest loans, and/or volunteer labor for a variety of items to help mobility-challenged seniors live safely in their current home.
- Work with housing providers to build new homes for seniors with fixed incomes and retain the supply of such units. Prioritize areas serviced by public transit, social services, and medical facilities.

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HOUSING AND NEIGHBORHOODS FRAMEWORK

The Housing and Neighborhoods Framework builds on the analysis of existing conditions, projected housing demands, what we heard from residents, and land use and development best practices to guide Dublin in meeting its present and future housing needs while enhancing the City's character and overall quality of life. Following the recommendations of the Land Use Plan, Dublin can accomplish its housing objectives with minimal change to established residential neighborhoods, largely within the existing developed footprint of the City. This can be achieved through incremental, context-sensitive increases in density and neighborhood reinvestment and development of small- and medium-sized single-family homes and mixed-use and multifamily housing in areas identified for development intensification and new growth, intentional design of complete neighborhoods that encourage active transportation, and development of senior-oriented housing options and neighborhoods.

DEVELOPMENT INTENSIFICATION

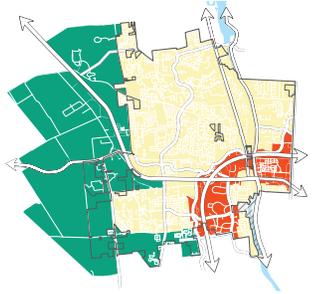
Prioritize Development Opportunity. Areas identified in the Land Use Plan for development intensification should be prioritized for infill mixed-use and multi-family developments and the adaptive reuse of existing structures for mixed-use and residential purposes. These areas will likely experience the greatest change, but appropriate and effective design standards and development regulations can ensure that new development upholds and enhances the existing character and charm of the city, while fulfilling the complete neighborhood concept and active transportation needs and preferences of residents that may desire to live in a more lively, urbanized setting.

MAINTAIN NEIGHBORHOOD CHARACTER

Preserve the Character of Established Neighborhoods. Many of Dublin's established neighborhoods should experience minimal change. The focus in these areas should be to identify areas of potential infill and then to gently and appropriately increase density with single-family homes that complement the existing homes and neighborhood character, possibly including ADUs. In addition, the City should look for ways to improve connectivity throughout these neighborhoods by making infrastructure improvements that enhance walkability and bikability. This may include the addition of sidewalks, bike lanes, and dedicated non-motorized paths. Lastly, the City should look for opportunities to develop commercial/service nodes and public facilities near established neighborhoods where appropriate to encourage the complete neighborhoods concept.

NEW GROWTH AREA

Diversify Housing for all and encourage complete neighborhoods. Where residential development in new growth areas is identified in the Land Use Plan, it should provide a diversity of housing options to ensure housing attainability and satisfy the needs and preferences of residents of diverse ages, life-stages, and household incomes. New complete neighborhoods should be developed that promote active transportation. While this may include a mix of different sized single-family homes, multi-family housing, and mixed-use developments, Dublin should continue to be intentional in requiring new construction and development to meet design standards that ensure that new growth complements the existing quality of the City's existing neighborhoods.



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HOUSING AND NEIGHBORHOODS FRAMEWORK

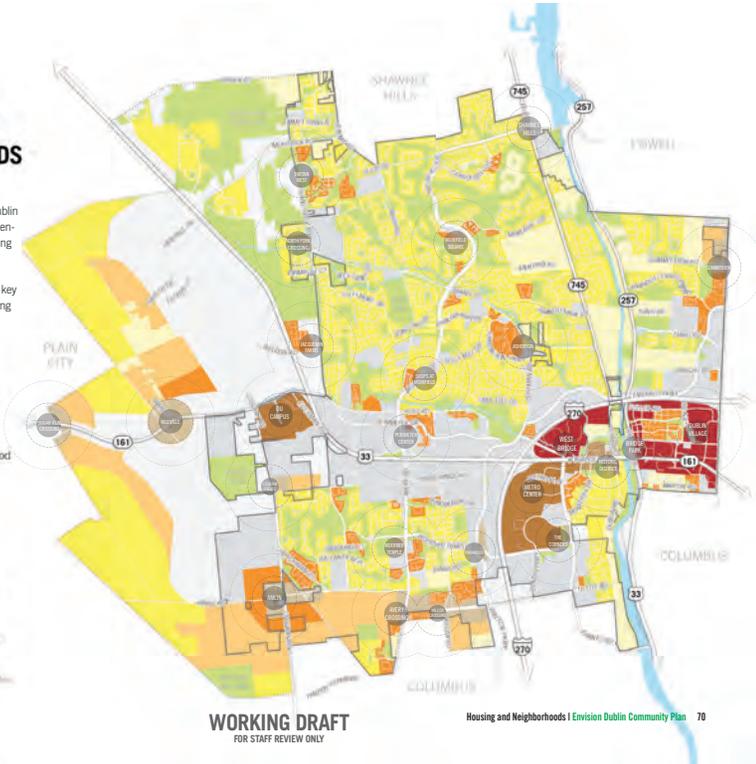
The map recommends where Dublin can best employ suggested residential land uses to achieve its housing goals in addition to the Growth Framework. This map indicates residential land use in relation to key activity centers across the Planning Area.

Future Land Use

- Residential - Low
- Residential - Suburban
- Residential - Mixed
- Residential - Medium
- Mixed Use - Neighborhood
- Mixed Use - Village
- Mixed Use - Center
- Mixed Use - Urban

Context Layers

- River
- Parks and Open Space
- City of Dublin
- Planning Area Boundary



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Purpose

The Economic Development chapter will seek to strengthen the City's robust economy, and commercial centers and major corridors. It will provide key priorities and recommendations that can improve the overall business climate and encourage new investment in Dublin's burgeoning growth areas. It focuses on approaches to invigorating the City's aging business parks with more contemporary neighborhood areas that offer diverse employment opportunities. The chapter also explores workforce development as a strategy to strengthen Dublin's employment base.

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06 ECONOMIC DEVELOPMENT

Dublin has a thriving economy that, paired with its exceptional quality of life, lures investment, innovation, and a skilled workforce. A historically healthy real estate market, connection to major transportation infrastructure, and proximity to Columbus have laid the foundation for a strong local economy and future prosperity. Community members repeatedly associated Dublin with innovation in face-to-face meetings, stakeholder interviews, and through the online survey and mapping exercise. They emphasized the importance of the City's economic stability and fiscal sustainability.

However, changes in how people work presents an opportunity to rethink the corporate office segment of Dublin's real estate market - to capitalize on underutilized properties and adapt policies that ensure a prosperous future. Key stakeholders, and the resident community stressed the need to utilize available properties strategically. They expressed a desire to see efforts to use existing vacant commercial and office spaces and to encourage infill development before new development.

Looking forward, Dublin's potential for growth and prosperity is not just a vision, but a tangible reality that can be achieved. By ensuring a workforce that can meet the labor demands of the regional, national, and global corporations that are attracted to the City, Dublin can encourage sustainable economic development in the years ahead. The City's commitment to maintaining a welcoming and supportive business climate, while adapting to take advantage of changes in the corporate office real estate market, will continue to enhance its appeal as a place to start or grow businesses, innovate, and make a career.

The Economic Development chapter builds on the proven record of Dublin's entrepreneurial ecosystem and recommends strategies to align future growth and policies best with repositioning the existing business districts, fostering a business-friendly environment that helps build a skilled workforce, and leveraging events and the hospitality industry to invigorate the City's economy further. Lastly, the planning area is categorized into three growth areas in an economic development framework that should be used to guide future commercial and industrial land uses and development. In addition to the Economic Development chapter, please see Chapter ## - Special Area Plans for detailed recommendations for commercial and industrial areas encompassed within the six special areas in the community.

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Most Sustainable.

Through cultivating a welcoming business climate, being dynamic to respond to innovation and the needs of diverse industries and businesses, supporting a skilled workforce, diversifying its economic base, and prudent fiscal planning, Dublin can ensure the sustainability of its economy.



Most Connected.

By supporting reliable high-speed internet and planning for and improving transportation infrastructure, Dublin can continue to be one of the most connected cities attracting regional, national, and global corporations to the City and ensuring a skilled workforce to meet their labor demands.



Most Resilient.

Encouraging diverse housing options and the development of complete neighborhoods, supporting the development of quality corridors and business nodes, and supporting adaptation of underutilized and vacant business parks will make Dublin's economy the most resilient to changes in the economy, how people work, and will enable the City to adjust to the changing preferences and requirements of the corporations that call Dublin home or will in the future.

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Goal and Objectives for Economic Development

FOSTER AN INNOVATIVE AND SUSTAINABLE ECONOMY THAT SUPPORTS A STRONG, RESILIENT TAX BASE.

To achieve this goal, Dublin can pursue the following objectives:

- Retain and support existing businesses.
- Reposition aging business parks as premier employment destinations for the future.
- Maintain Dublin's regional/national position as an employment hub for corporate, technology, and health and medical sectors.
- Uphold the City's long-standing policy of an overall land use mix of 60% residential and 40% non-residential development.
- Promote entrepreneurship and small business growth.
- Increase local tourism.
- Increase workforce job readiness.
- Protect long-term economic development resources and opportunities.
- Diversify the City's economic base.

The goal and objectives of the Economic Development Chapter were developed in response to what we heard from the community, an analysis of existing conditions, and a review of relevant past planning efforts and align with the objectives and strategies in Dublin's 2023 Economic Development Strategic Plan.

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REPOSITION BUSINESS DISTRICTS

Dublin's business districts constitute the core of its economic development. The districts are home to a long list of successful local, regional, national, and international businesses. According to the Dublin Economic Development, the total economic activity from Dublin companies is in excess of \$8 billion per year, representing 7.4 percent of the \$108 billion worth of goods and services produced in the Columbus MSA.

The business districts in Dublin encompass a variety of development potentials ranging from urban mixed-use opportunities to high-tech offices to light and clean manufacturing uses. Dublin business districts include:

- Bridge Street District
- Emerald Corporate District
- Blazer Research District
- Metro Office District
- Perimeter Commerce District
- Shier Rings Techflex District
- West Innovation District

However, the COVID-19 pandemic and technology today have disrupted the way we work, resulting in more employees working either entirely remotely or in a hybrid fashion and a rising expectation for flexibility in where and when people work. This has increased vacancies in Dublin's business parks and is a challenge to the City's commercial real estate market. Still, it also presents an opportunity for Dublin to reimagine the corporate work-space of the future. The following recommendations can help Dublin reposition its business parks to encourage sustainable and resilient economic development. Dublin target industries include:

1. IT
2. Medical Biosciences & Healthcare
3. Corporate HQs & Managing Offices
4. Business Services
5. Automotive R&D & Logistics

THE BETA DISTRICT

The Beta District concept was initiated in 2014 through collaborative efforts among public, private, and academic entities situated along the 33 Smart Mobility Corridor. Located in the Columbus Region, The Beta District spans several cities and counties across Central Ohio, including Columbus, Dublin, Marysville and Union County. This cooperative venture aims to attract innovative businesses to the area, with a focus on sectors such as ag-tech, healthcare, automotive manufacturing, logistics & distribution, transportation, insurance, technology, finance, smart cities, and aerospace. It offers a smart infrastructure ecosystem and living labs, facilitating cross-industry resource access and collaboration for pioneering projects.

DUBLINK TRANSPORT

Dublink Transport, owned by the City of Dublin, is a broadband connection initiative facilitating data transportation from office buildings to local carrier-neutral data centers at no expense. Operating across Dublin, and nearby communities, Dublink is not an internet service provider but provides a connection to the user's chosen service provider. With various locations serviced by Dublink Transport, businesses along the 125+ mile network can access critical broadband internet providers from the get-go.

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ADAPTIVE REUSE

The core of Dublin's commercial building stock dates back to the 1980s and 90s. Despite the City's legacy of success in attracting large employment and single-site company destinations, traditional office parks are not aligned with the demand for dense, live-work-play environments, presenting a need for diversity through new development.

Reduced demand for office space may present an opportunity to put office buildings to new uses. Adaptive reuse is the most sustainable way to utilize an existing building to meet a community's needs. Converting office buildings to residential, retail, and other mixed-uses can be an effective strategy to accommodate employees' desires to balance work, health, and well-being by living closer to work, amenities, and services. Adaptive reuse of office buildings can also help Dublin add more diversity to its housing stock and increase housing attainability.

CAPITALIZE ON UNDERUTILIZED PROPERTIES

In addition to adaptive re-use of existing office buildings, Dublin can encourage the construction of mixed-use and multifamily development on undeveloped sites and in underutilized parking lots in the districts. Residential and mixed-use infill development would provide a variety of housing options for professional close to their jobs and increase the customer base for local businesses in and around the district. This will help the City achieve its goal of increasing housing diversity and attainability while maintaining and even enhancing the character of its existing neighborhoods. Requirements for high-quality design and support for mixed-use development can result in attractive, walkable, complete neighborhoods close to employment centers.

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METRO CENTER REDEVELOPMENT

Metro Center in the Dublin Corporate Area is ripe for repositioning from a 20th century business park to a 21st century center of employment and active living. The City's Metro Place visioning processes, completed in 2021, recommended that the Metro Center be redeveloped to provide more diverse office options mixed with restaurants, retail, and residential uses set in a walkable environment. With the help of a team of urban design and landscape architecture consultants, the City is completing a plan for transforming the area into a desirable and active community and employment center. The plan for this ambitious and exciting repositioning project is expected to be completed in August 2024.

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CREATE DISTINCT DEVELOPMENT NODES

Building from the 2023 Economic Development Strategic Plan Update, Dublin can energize economic development by creating distinctive development nodes. This can enable the City to meet 21st century industrial demand for vibrant physical space while maintaining Dublin's high-quality built environment. The Economic Development Strategic Plan Update anticipates that Dublin's headquarters companies and concentration of information and business services industries will feel a disproportionate impact of any long-term shifts to decentralized operations or remote work but that the City also stands to gain from an increase in remote workers thanks to its quality neighborhoods and strong residential market. Distinct development nodes will attract high-paying industries and the skilled labor force they require through creating modern, flexible spaces. Efforts to develop distinct development nodes should build on the momentum in the Bridge Street, West Innovation District, and Dublin Corporate Area.

BRIDGE STREET

The Bridge Park/Bridge Street District, with its high-quality, dense mixed-use design, and connection to major transportation networks, is primed to become a distinct development node. Building on the 2010 Bridge Street Corridor Study, it will continue to develop as Dublin's centerpiece, connecting the City's cultural and historical centers across the Scioto River. Though some components of the district have yet to be developed, it already contains more than 600,000 square feet of office space and 231,000 square feet of retail, 728 housing units for rent, 248 units for sale and more than 400 hotel rooms.

DUBLIN CORPORATE AREA

The Dublin Corporate Area offers an opportunity to use existing infrastructure and reposition its business parks to create a distinct development node. Building upon the 2017 Dublin Corporate Area Plan, which laid the groundwork for an active, walkable, residential, commercial, and recreational area, the Dublin Corporate Area can be re-imagined to accommodate residents' changing work and lifestyle preferences and meet the needs of the businesses, regional headquarters, technology firms, health-care organizations, financial institutions, and professional service providers. Its existing road network, internet and energy infrastructure, built environment, and proximity to City shopping centers, hotels, recreational facilities, and residential neighborhoods make it an ideal location for this transformation.

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MAKING STRATEGIC INVESTMENTS IN PLACE-BASED DEVELOPMENT NOW CAN HELP DUBLIN REMAIN COMPETITIVE IN THE CURRENT GROWTH CYCLE. BUT ALSO PREPARE IT TO WEATHER THE NEXT ECONOMIC DOWNTURN.

- Dublin Economic Development Strategic Plan 2023

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FISCAL IMPACT ANALYSIS

Key Findings

The results indicate the City's current residential development base is not paying its own way, which is not surprising given the municipal revenue structure for Ohio cities, which favors at place employment (meaning withholding tax stays in the jurisdiction a person is employed). As the long-term effects of the COVID 19 pandemic on nonresidential space needs and the ability of employees to work at home become better known, these may have an effect on the City's revenue raising abilities.

That being said, the City of Dublin has done an excellent job developing a framework for funding growth through its economic development policies and use of various Tax Increment Finance Districts. It is clear that the City of Dublin does not have many of the budgetary constraints that most of our clients nationwide grapple with on an annual basis.

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QUALITY CORRIDORS

A significant portion of Dublin's existing economic activity and employment continues to thrive along its major corridors, including U.S. Route 33, State Route 161, and Interstate 270. These corridors are characterized by a mix of premium offices, businesses, and institutions that support the City's economic vitality. Dublin should build upon the success of the 33 Smart Mobility Corridor initiative to expand the value of the City's corridors for innovative mobility development while encouraging the development of quality corridors that will further attract investment, retain and create jobs, and contribute to the City's sense of place and quality of life.

Dublin's high-visibility corridors along US 33, SR 161, and I-270 support vital employment clusters in various retail- and service-sector activities ranging from healthcare institutions to local businesses. The architecture along these corridors has also established a sense of identity that sets Dublin apart from surrounding communities. Development opportunities along such highly visible corridors should be reserved to ensure the City protect its long-term economic and fiscal health. Quality architecture, well-landscaped areas, and streetscapes will continue to reinforce the standards for which the City is widely known.

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CONCLUSIONS AND RECOMMENDATIONS

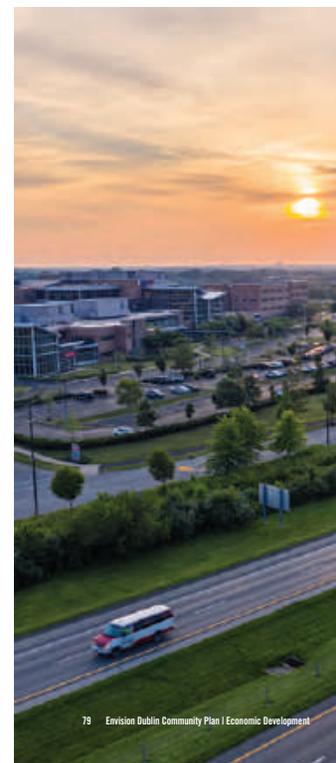
- Adopt policies that allow for the flexible development and redevelopment of business parks, including the development of a mix of multifamily housing, retail, and services and office space that adapts to changes in how people work.
- Require that redeveloped business parks include gathering places and facilitate active transportation including pedestrian and bicycling amenities.
- Build on the example of the Metro Center Redevelopment to reposition business parks to continue to provide productive business locations that enable workers to achieve work-life balance better.
- Consider tax incentives or financing mechanisms to encourage adaptive reuse of vacant properties along high-visibility corridors.
- Ensure any redevelopment meets the high-quality and standard in Dublin.
- Continue to collaborate with the Chamber of Commerce to support the business districts in Dublin.
- Continue to provide incentives to businesses that want to locate in Dublin.
- Use buffers to mitigate exposure of incompatible land uses.
- Adopt requirements that ensure quality design for any new development, repositioning, and redevelopment that complements and maintains Dublin's character.

WEST INNOVATION DISTRICT

The West Innovation District (WID) is a key growth area. Described by the 2017 West Innovation District Area Plan, it encompasses approximately 1,100 acres, bound by US 33 on the east, Post Road on the north, Houchard Road on the west, and Shier Pings Road on the south, mostly consists of undeveloped land. The 2017 WID Area Plan envisioned the area as a world-class innovation and research district. It provides opportunities for mixed-use, walkable development focused on research and innovation, accessible to the US 33 Smart Corridor. It has the potential to accommodate 3.9 million square feet of development and is a prime location to be cultivated as a distinct development node. The City recognizes this potential and has guided its development to establish premier innovation and research district centered around Ohio University's recent development of an advanced academic research campus in Dublin and the new medical campus for Ohio State University. These developments could create 10,500 jobs and include a future passenger rail station.

CONCLUSIONS AND RECOMMENDATIONS

- Conduct economic impact analyses of new or redeveloped nodes to capture the broader impacts of live, work, and play environments
- Build on the momentum of Bridge Park/Bridge Street District
- Continue to prioritize the redevelopment of Dublin Corporate Area and provide additional points of connection to alternative living/retail space.
- Continue to market development-ready sites and streamline approval, permitting and construction processes.
- Ensure development in the development nodes aligns with the Land Use Plan and the Special Area Plan recommendations.
- Connect development nodes through deployment of mobility technologies.
- Consult and coordinate with surrounding jurisdictions for development review, transportation infrastructure planning, and physical design standards for developments that about municipal boundaries.



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BUSINESS FRIENDLY ENVIRONMENT

DIVERSIFY EMPLOYMENT OPPORTUNITIES

Dublin's economy, while robust, is heavily reliant on a few sectors such as corporate headquarters, business services, and information technology. However, by strategically supporting the diversification of its employment opportunities, Dublin will remain resilient to economic shifts and attract cutting-edge industries. This shift will provide employment for residents of varying educational backgrounds and experience, contributing significantly to the economic and social stability of the community.

TARGET INDUSTRIES

As Dublin's updated Economic Development Strategic Plan outlines, the City should concentrate on key industries that can enhance its existing business ecosystem while diversifying its employment opportunities. These industries include information technology and computer services, medical and biosciences, healthcare services, and research and development. Leveraging its strength as a corporate headquarters and its well-developed business park infrastructure, the City should focus on activities that have not been as affected by remote work, such as light manufacturing (especially technical applications like electronics and advanced materials) and bioscience lab space (building on the development of new medical facilities complexes and momentum created by the recent arrival of several bioscience firms).

SUPPORT FOR SMALL BUSINESSES

Locally owned businesses are critical to advance economic growth and opportunities in Dublin. In addition to providing essential services to the surrounding communities, small businesses are key to a robust local economy, creating jobs and stronger social community ties. As Dublin progresses, supporting small and local businesses across the City is essential. In addition to encouraging residents to buy and shop locally, the City should engage the local business community and remediate barriers to ensure they have the space to grow and thrive in the future.

INCUBATOR AND ACCELERATOR PROGRAMS

To help spur innovation and create opportunities for residents, the City can support business start-up incubators and accelerators. Incubators and accelerators can offer physical space, collaborative work environments, networking, mentorship, and educational opportunities for residents with business ideas that they are trying to grow into viable ventures or businesses working to gain traction. Business incubator and accelerator programs can attract venture capital investment from partners such as Rev1Ventures and help cultivate an innovation ecosystem that can benefit established targeted industries and start-ups by attracting skilled workers and providing training and education to workers to meet employers' needs. Incubators and accelerators can help diversify Dublin's economy and make it more dynamic.

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TOURISM

Dublin has excellent potential to expand its tourism sector to diversify its economy further. Its appealing built environment, public art, recreational amenities, community facilities, parks and natural areas, and retail and dining options make it an ideal regional tourism location. By leveraging its existing tourism assets and proactive planning, the City can grow tourism as a durable and sustainable economic driver.

EVENTS AND MEETING FACILITIES

Dublin hosts many successful and well-attended conferences, meetings, and events. The Conference Center and OCLC, Ohio University Dublin Integrated Education Center, the Exchange at Bridge Park, and the Club at Tartan Fields host many large regional and national conferences. Dublin's many hotels have meeting spaces capable of hosting business and professional association meetings. The City can build upon this component of its tourism industry by continuing to provide quality community facilities, ensuring sufficient hotel accommodations, supporting active transportation, including well-connected public transportation, and planning for the development of quality dining, retail, and other tourism-oriented experiences to make Dublin the obvious choice to host conferences, events and meetings.

SPORTS

With Murfield Village, Dublin is an established premier golf location, but it is also a first-class destination for hosting other sporting events. Its high-quality athletic facilities provide venues for soccer, football, ice hockey, swimming, cycling, and other sporting tournaments, from small, local events to large-scale international competitions. Further, its hotels and other amenities make it a true sports location. The City can leverage this identity to expand its tourism sector.

FESTIVALS

Dublin is well known for its reputation as a place to visit, celebrate, and be enriched. The City is well-known for the Dublin Irish Festival, the St. Patrick's Day celebration, and the Memorial Tournament. Still, it is also popular for its other festivals, including Independence Day and Fore! Fest. Further, the lively weekly Dublin Market attracts residents and visitors throughout the summer. Dublin can lean into the popularity of these events and cement its identity as the go-to location for festivals by continuing to maintain and develop quality community facilities and an active transportation network, including accessible public transportation.

CONCLUSIONS AND RECOMMENDATIONS

- Support the maintenance, improvement, and development of quality community facilities to host large meetings, events, sports tournaments, and festivals.
- Support the development of retail, dining, and other tourist-oriented businesses close to lodging and event venues.
- Plan for active transportation, including public transit near hospitality uses that visitors can access easily.
- Promote Dublin's identity as a tourism location through the City's website, branding, and partnerships with tourism-oriented businesses.
- Collaborate with businesses on strategies to support housing and transportation for the low skill service industry workforce

EMERGING TRENDS

Based on the 2021 Update of Dublin's Cluster-based Economic Development Data Analysis report, major declines in Dublin's occupational employment mix during the pandemic were concentrated in low-skilled jobs in service industries, particularly sales and food services. Rebuilding these labor bases may prove challenging since much of this workforce relies on non-resident commuters whose preferences and opportunities have shifted as a result of the pandemic. Rising housing prices in Dublin continue to make it even more difficult for these workers to live near where they work.

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WORKFORCE DEVELOPMENT

Workforce development is crucial in encouraging resilient and sustainable economic growth in Dublin. Cultivating a diverse and multi-talented economy that is friendly to new and existing businesses is critical to ensuring Dublin continues to grow and thrive. There are several areas where the business community can attract new businesses, and improve access to jobs, wages, and the economy. The City should continue to encourage an entrepreneurial ecosystem, encourage partnerships between businesses and schools or higher education institutions, and promote the local workforce. An innovative and entrepreneurial community requires active involvement from decision-makers, economic development partners, and stakeholders from businesses, large and small.

Education and Employer Connections

Supporting the development of a skilled workforce to meet the needs of targeted industries and provide attractive career opportunities for residents begins with young people. By encouraging connections between employers and the City's high schools and the region's many colleges and universities including Ohio University's Dublin Integration Center and Ohio State University's Outpatient Care Clinic, Dublin can leverage its high-quality education system and proximity to major employers to help facilitate the creation of training and career paths into targeted industries including technology and health care.

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They also allow high school students to begin to network opening career opportunities when they finish their degree. Connection programs can enable college students to gain skills and experience. At the same time, they pursue their degree maximizing the value of their higher education experience and preparing skilled workers to meet employers' needs.

Internships and Training, and Certifications Programs

Internships and training, and certificate programs are two of the most effective ways to create career opportunities for residents. Both can bridge the experience and training gaps between a college degree and the needs of targeted industries or assist residents as they transition careers to take advantage of rewarding, high-paying jobs. Dublin should support internship, training and certification programs to make career opportunities available to residents and meet employers' needs.

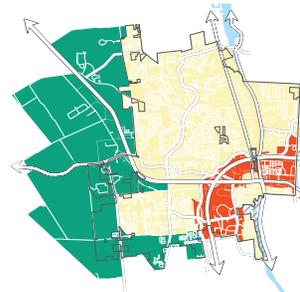
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CONCLUSIONS AND RECOMMENDATIONS

- Consider the needs of target industries in crafting land use policies to enhance the City's ability to attract these industries and create technology and computer services and bioscience as well as healthcare ecosystems.
- Collaborate with partners such as Rev1Ventures to reinforce an entrepreneurial-friendly business environment.
- Continue to build on the success of Riverview Village and the Dublin Entrepreneurial Center to provide space and infrastructure for remote-workers, and local and start-up businesses.
- Adopt policies that encourage the creation of business incubators and accelerators.
- Encourage and promote the use of community facilities to support training and certification programs.
- Foster partnerships between schools, colleges and universities, and employers to increase access to and awareness of internships, vocational training, and education in skilled trades in alignment with economic opportunities.
- Set aside space for local businesses in new developments.
- Provide economic development incentives and resources to small businesses.

ECONOMIC DEVELOPMENT FRAMEWORK

Dublin's commercial and industrial landscape covers a broad geographic area and responds to several markets. As such, a more localized look at commercial and industrial areas is necessary to understand how places differ and what improvements are appropriate in the different growth areas. This section looks at the three growth areas within the Planning Area and presents recommendations aimed at improving local land use, functionality, and character. The framework should be used in conjunction with the Special Area Plan recommendations in Chapter ##.



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DEVELOPMENT INTENSIFICATION

Prioritize adaptive reuse, infill, and mixed-use development. Areas identified in the Land Use Plan for development opportunity should be prioritized for a shift from suburban office model to a broader mixed-use development format. These areas will accommodate land uses including employment, hotel, retail, and potentially residential uses. The area presents opportunities to guide development toward creating a distinct development node and further solidifies its sense of identity and value. The City should continue to encourage a walkable and pedestrian friendly development that resonates with modern workforce looking to live close to their jobs and around urban amenities Dublin has to offer.

MAINTAIN NEIGHBORHOOD CHARACTER

Encourage commercial nodes that maintain the neighborhood character. The established neighborhoods and suburban offices along key corridors should experience minimal change. Within established neighborhoods, the City should identify opportunities to create a small-scale neighborhood commercial node that is easy to walk to and provides a mix of uses and amenities, making the neighborhoods complete. The mix of uses can include:

- small-scale and pedestrian-oriented retail,
- office,
- commercial uses integrated into the existing community.

Such nodes help establish a focal point of vibrancy and activity conveniently located in residential neighborhoods. In established suburban offices and business parks, the City should adopt design standards that encourage multimodal transportation and complement Dublin's built environment.

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NEW GROWTH AREA

Diversify employment opportunities. Where commercial and industrial development in new growth areas is identified in the Land Use Plan, it should encourage a variety of employment opportunities that align with the City's economic development goals and aspirations. Industrial land uses in the area is appropriate for facilities that involve manufacturing, processing, storage, and distribution of goods and materials, including resource production, processing, and/or extraction. Meanwhile, the Flex Innovation use caters to a mix of non-residential employment, including administrative, engineering, research, and development, offices, wholesaling, and business incubator space. As development gains traction in the area, coordination with adjoining jurisdictions would be required. As the area supports a variety of housing options that allow people to live closer to jobs, the City should consider including natural space and extending the public park systems to enhance outdoor recreational opportunities and walkability. In addition to pockets of mixed-use developments that serve the adjacent community, the area provides flexibility necessary to attract targeted industries and fosters a diverse economic base for Dublin.

COMMERCIAL AND INDUSTRIAL AREAS

The map recommends where Dublin can best employ suggested commercial and industrial land uses to achieve its economic development goals in addition to the Economic Development Framework.

Future Land Use

- Mixed Use - Neighborhood
- Mixed Use - Village
- Mixed Use - Center
- Mixed Use - Urban
- Suburban Commercial
- Neighborhood Office
- Suburban Office
- Flex Innovation
- Industrial

Context Layers

- River
- Parks and Open Space
- City of Dublin
- Planning Area Boundary



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Purpose

Details Dublin's complex transportation system, with recommended investments in active transportation, transit and roadways to support existing and future development and regional connections.

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07 MOBILITY AND TRANSPORTATION

Dublin's transportation system creates a balanced, efficient, and well-connected network providing access to goods, services, and community resources, and supports land use development through a variety of modes. The Mobility section culminates in Dublin's first Active Transportation Plan. Leading to that Plan, the section includes discussion regarding transit, passenger rail, micro-mobility, mobility hubs, bicyclists and pedestrians. The section discusses the Plan's approach to "human-centric transportation," including strategies to support walking, biking, and complete streets.

The transit section frames the Plan's approach to public transportation, including the City's bus options and potential future rail connections. The Multimodal Thoroughfare Plan section discusses the future roadway network, street sections for new and retrofit purposes, and strategies to maintain and improve it.

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Goal and Objectives for Mobility and Transportation

TO BE A CITY OF STRONG, GROWING, PROSPEROUS, AND INCLUSIVE COMMUNITIES SUPPORTED BY EXCELLENT MOBILITY OPTIONS THAT BOLSTER A THRIVING ECONOMY, ACCOMMODATE NEW AND ESTABLISHED POPULATIONS, FACILITATE HEALTHIER LIFESTYLES, ENCOURAGE SOCIAL CONNECTIONS AND ALLOW ALL DUBLINERS TO FULFILL THEIR POTENTIAL.

- Promote equitable access to mobility
- Safety
- Support economic development
- Expand multimodal options
- Improve public health
- Preserve our environs by focusing on future growth

The goal and objectives for Dublin's mobility and transportation are further expanded in this chapter through community-wide policies and key recommendations.

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Most Sustainable.

Sustainable transportation systems aim to improve public health, reduce greenhouse gas emissions, and improve quality of life. They also aim to reduce emissions and improve transportation energy efficiency through community design and planning, traffic operations, and roadway design.



Most Connected.

Connecting more people to more places through improved access to multi-modal transportation, this area defines goals to support economic development, advance multimodal transportation options, promote equity, and focus on future growth.



Most Resilient.

Transportation resilience is about systems working together to provide flexible and resilient infrastructure that helps people move safely through changing conditions. It means planning ahead and being thoughtful about our long-term infrastructure, maintenance strategies and investments.

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INTRODUCTION

The Community Plan Update process culminated in future land use recommendations that include all necessary infrastructure needs for future development including roadway improvements, utility extensions, parks and open space, and community facilities. Envision Dublin has worked hand-in-hand with other planning initiatives to ensure plans and policies related to infrastructure needs are incorporated in the Update. This includes the Active Transportation Plan and Multimodal Thoroughfare Plan, Economic Development Strategic Plan Update, Parks and Recreation Master Plan, Dublin Area Housing Study, Sustainability Framework, and Metro Center Implementation Plan. This ensures that the City of Dublin will succeed in meeting the goals and objectives of the next two decades.

As part of the Envision Dublin process, the Multimodal Thoroughfare Plan was updated to re-shape our growth, development, land use, and recreational spaces. Mobility is a common thread throughout these efforts, has been incorporated throughout the process, and for the first time, an Active Transportation Plan has been integrated into the Community Plan.

PARADIGM SHIFT

Historically, thoroughfare plans define a hierarchy of functional classifications for streets based on the need to accommodate future vehicular traffic volumes. This process was based on an evaluation of roadway capacity and level-of-service (LOS) for vehicles to determine the number of travel lanes needed for a roadway and an associated right-of-way width. Traditional thoroughfare plans have generally led to transportation networks that are auto-centric with more vehicular lanes, wider intersections, and higher travel speeds, but can be difficult to use and less safe for vulnerable road users (VRU), such as pedestrians and bicyclists.

Previous Community Plans relied on the traditional philosophy regarding how the transportation network has been prioritized, including measuring and designing for the peak traffic period of the day, while the remaining 23 hours have excess capacity. In recent public engagement processes, however, Dublin residents have emphasized safer streets, slower traffic, and more mobility options are needed. Based on this feedback, rethinking what success looks like for Dublin's transportation network means a holistic evaluation of the public rights-of-ways to better balance safe travel within the City. As a result, a new paradigm was developed by the Envision Dublin process, which changes the order of priority of users on the roadway.

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NEW PARADIGM GOAL

Promote a holistic Multimodal Thoroughfare Plan network through transportation investments that are examined through the lens of the new paradigm which prioritizes the active transportation network and safety of VRUs above vehicle capacity and level of service in most locations.

OBJECTIVES

- Promote the safety of all users, including those walking and rolling, through speed management techniques and the study and design of transportation improvements.
- Replace using the traditional vehicular LOS as the transportation Key Performance Indicator with the Demand-to-Capacity (d/c) ratio when evaluating the transportation network.

- Use a four-lane divided roadway with turn lanes and medians as the maximum roadway footprint for arterial type roadways.
- Evaluate the adequacy of pedestrian and bicycle facilities as the primary criteria before evaluating vehicle capacity for lower classification roadways.
- Evaluate a single lane roundabout first for intersection control for minor arterials and other lower classification roadways.



New Transportation Paradigm

Traditional Transportation Paradigm

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MOBILITY

Today, transportation planning efforts recognize a paradigm shift that prioritizes active transportation, particularly the safety of pedestrians and bicyclists, followed by the analysis of roadway connectivity and travel demand.

MOBILITY GOAL

Maximize the connectivity of Dublin's multi-modal transportation network to regional multimodal systems by laying groundwork for a more transit-rich, walkable, bike-able system.

OBJECTIVES

- Encourage mode shift by enhancing the existing and future active transportation network by prioritizing that infrastructure along mobility corridors, particularly along transit routes.
- Embrace other modes and/or aspects of mobility, such as transit, passenger rail, micro-mobility, mobility hubs, bikes and pedestrians.
- Encourage piloting and partnering with major employers and hotels on exploring other means for meeting daily travel needs.
- Continue to consistently require street and multimodal connectivity between adjacent developments, to improve residential mobility options, as well as improved access for delivery, maintenance, and emergency vehicles.
- Collaborate with neighboring communities and MORPC to create regional connections with Central Ohio Greenways and other trails of significance, and specifically, promote efforts to achieve trail connectivity with the Heritage Trail, Quarry Trails Metro Park, Olenlangy Trail/Antrim Park and the Columbus Zoo.
- Promote Scioto River recreational opportunities in cooperation with MORPC, the Urban Land Institute of Columbus, Columbus and Franklin County Metro Parks, and many other public and private partners throughout Central Ohio's Rapid 5 initiative.

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TRANSIT

Public transportation service in the Dublin area is provided by the Central Ohio Transit Authority (COTA). As the regional public transit provider for greater Columbus and Central Ohio, COTA serves over 1.1 million residents with over 9 million trips annually. Currently, there are two fixed routes that serve the City of Dublin, Route 33 and Route 73, primarily serving the southwest portion of the City. COTA also operates a park-and-ride in Bridge Park, one of the busiest in the region, and a Zoo Bus in the peak season.

Transit Goal

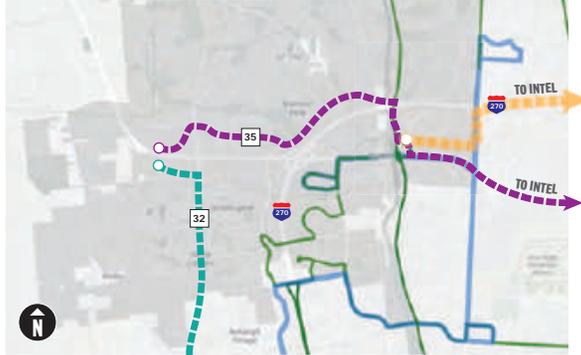
Expand transit service in Dublin through partnerships and innovative transportation and mobility technologies.

Objectives

- Support COTA's 2023-2027 Short Range Transit Plan (S RTP) goal of increasing frequency of buses on existing routes in Dublin.
- Encourage COTA to implement the extension of two additional fixed routes to Dublin: Lines 32 and 35 identified in their S RTP.
- Participate in the joint Ohio Department of Transportation (ODOT)/COTA East-West Workforce Connector Study, analyzing transit service along I-270, connecting Dublin to New Albany, in light of Intel's effect on the region.
- Review and analyze service options for the Dublin Connector micro-transit service for eligible residents and commuters, such as a new COTA/Plus zone in Dublin as included in the COTA S RTP.

EXISTING COTA LINES + COTA SHORT RANGE TRANSIT PLAN

- Proposed realignment of COTA Route 35, Dublin to New Albany
- Proposed realignment of COTA Route 32, Dublin to Easton
- Proposed ODOT East-West Workforce Connector
- Standard COTA Line (30-60 min frequency)
- Rush Hour COTA Line



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LINKUS BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is an advanced high-quality transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. The LinkUS Northwest Corridor connects Dublin with Downtown Columbus and points of interest in between.

LinkUS BRT Goal

Support the implementation of BRT in Central Ohio to address growth, affordability and opportunity gaps for the region.

Objectives

- Continue to partner with COTA, MORPC, City of Columbus and Franklin County to promote and implement the Northwest Corridor BRT through Dublin.
- Enhance rider and resident experience of BRT in Dublin through safe and convenient stops and stations.
- Intentionally planning for transit-supportive density, scale, and last-mile connectivity along the Northwest Corridor in Dublin.
- Connecting transit stops with existing bicycle and pedestrian facilities to create more vibrant, sustainable mode share and reduce car dependency.
- Leverage LinkUS Transit Supportive Infrastructure (TSI) funds to promote the use of transit on the Northwest Corridor BRT route and other existing and planned transit routes.
- Continue to develop and implement the secondary wayfinding system to inform riders/walkers how to use the bike/pedestrian system to access other parts of the community.

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LINKUS NORTHWEST CORRIDOR ALIGNMENT



- Rail line
- Proposed Dublin Rail Station
- Proposed Columbus Rail Station - Downtown
- Proposed Hilliard Rail Station
- Phase 1
- Phase 1 Stations
- Phase 2
- Phase 2 Stations
- Phase 3
- Further analysis is needed to identify potential LinkUS stations between Bridge Park and the proposed passenger rail station in Dublin, which would serve as the terminus of the LinkUS Northwest Corridor.

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PASSENGER RAIL

The Midwest Connect rail corridor represents a potential passenger rail route that is in the FRA Corridor ID program. The Midwest Connect route is from Chicago to Fort Wayne to Columbus to Pittsburgh, which then can take passengers further east to Philadelphia, Washington, D.C., and New York City.

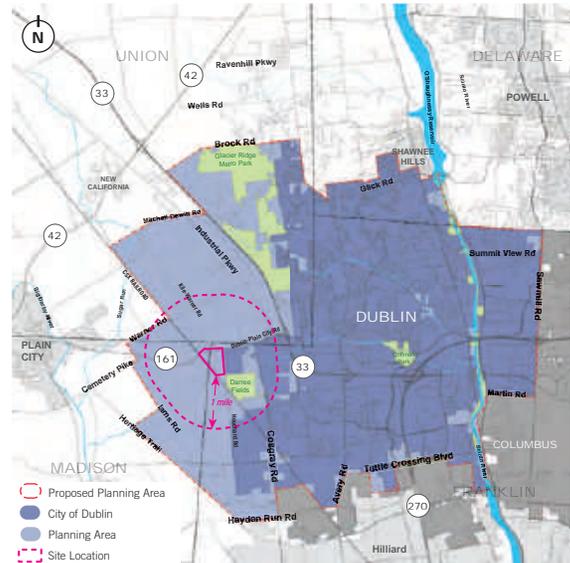
Passenger Rail Goal

Support the expansion of passenger rail in Central Ohio, connecting major job centers across the Mid-West Region of the United States.

Objectives

- Continue leading regional efforts in support of Amtrak's Midwest Connect route, with multimodal connectivity and supporting land uses.
- Lead strategic planning efforts to promote Dublin as the location of a vibrant state-of-the-art passenger rail station along SR 161 by advancing studies and other efforts.
- Include transit supportive land uses in the Future Land Use Plan and West Innovation District Special Area Plan to encourage the appropriate type of development near the rail station.
- Include needed transportation and mobility connections in the Active Transportation and Multimodal Thoroughfare Plans to support a passenger rail station in Dublin.

PASSENGER RAIL STATION LOCATION



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MICRO-MOBILITY

Dublin supports micro-mobility modes such as scooters and bikeshare programs. The e-scooter pilot program began with 50 motorized scooters within the I-270 outer belt, which was expanded to 125 scooters distributed across the entire City based on the success of the initial project. Dublin also has nine strategically-located bikeshare stations planned using CoGo that will eventually be part of the mobility hubs shown on the following map.

Micro-mobility Goal

Prioritize non-vehicular modes of transportation by focusing on shared-use paths, protected bike lanes, and safety of VRUs at crossings and intersections.

Objectives

- Expand and/or upgrade micro-mobility options currently provided in Dublin, including CoGo Bike Share and e-scooters.
- Coordinate with other Central Ohio municipalities and organizations to leverage the power of the region to bring the best mobility options to Dublin.
- Update Dublin Code to allow electric scooters and other micro-mobility devices on shared-use paths
- Plan for wider shared-use paths and sidewalks to accommodate various modes of transportation safely and comfortably.
- Promote the scooter, bikeshare, e-bike and other modes of transportation.
- Continue to use scooter slow zones in areas of high activity.

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MOBILITY HUBS

Mobility Hubs provide seamless transfer points between transportation modes and mobility services, providing choices for various modes of transportation. Dublin has identified the Phase 1 and Phase 2 locations as shown on the map. As mobility options expand and diversify, Mobility Hubs will play a pivotal role in enhancing the quality, convenience, and experience of multimodal travel in Dublin.

Mobility Hub Goal

Provide safe, comfortable and equitable mobility hubs to enhance the quality of life and affordability of transportation options.

Objectives

- Strategically locate Mobility Hubs along key mobility corridors including BRT, bus, bike, and greenways for maximum impact.
- Improve mobility options by advancing plans for Mobility Hubs, co-locating at least two modes of transportation in each hub, and providing convenient facilities to transition between modes.
- Construct attractive, contemporary, technically-connected and well-lit mobility hubs that are expandable and incorporate place-making components that improve public health.



MOBILITY HUB LOCATIONS BY PHASE

- Phase 1**
 - 1. 18th St
 - 2. CNE - Dublin Transit
 - 3. North Market Bridge
 - 4. Transit Station & Metro Plaza North
- Phase 2**
 - 1. COTA Park & Ride
 - 2. Dublin Arts Council
 - 3. Dublin City Hall
 - 4. Emerald Pkwy & Coffman Park Drive
- Future Phases**
 - 1. Riverside Crossing Park
 - 2. Sawmill Rd & Bright Rd
 - 3. The Corners
 - 4. Dublin Methodist Hospital
 - 5. Community Pool (North)
 - 6. Community Pool (South)
 - 7. OSU Dublin Ambulatory Care Center
 - 8. OLI - Dublin Branch
 - 9. West Dublin Passenger Rail Station



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BICYCLES

Dublin has a more robust bicycle network than many other communities in the region. There are more than 150 miles of shared-use paths in Dublin, which in part is why it was awarded the prestigious League of American Bicyclists "Silver Bike Friendly Community" designation. As the first community in Ohio to achieve this status, Dublin must not stop here, but rather continue in the quest for even higher awards of gold or platinum.

Bicycle Goal

Create a premier active transportation network in Dublin by re-imagining the transportation network and defining a functional hierarchy of non-vehicular facilities, such as bicycle, pedestrian and scooter facilities, based on function and context of the route.

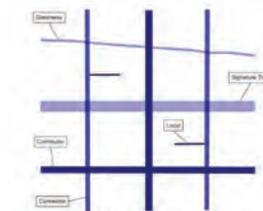


Figure 5: Representative Bike Priority

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Objectives

- Enhance the bicycle network to provide routes for commuting, connecting, and local trips.
- Invest in the development of a Signature Trail that connects east-west across the city.
- Prioritize the Signature Trail, incorporating natural elements in its own alignment, using a wider path section than is typically seen on shared-use paths in Dublin.
- Incorporate on-street bicycle facilities physically separated from vehicular traffic for safety or are part of a wider shared-use path parallel to the road on Commuter Routes.
- Include a shared-use path adjacent to the roadway for Connector Routes.
- Select the appropriate facility type for Local Routes, either separated shared-use paths or on-street facilities, based on safety and comfort in mixed traffic, using volume and speed as the criteria.
- Continue to develop the bicycle network to allow non-vehicular trips to be made by encouraging development to install covered and secure bicycle parking, and shower and changing facilities for cycling commuters.
- Create an infrastructure theme for the Central Ohio Greenway named Emerald Trail
- Maintain the Glacier Ridge-Coffman Park signed route.
- Provide secondary wayfinding for the named Bike Loops shown on the following map.

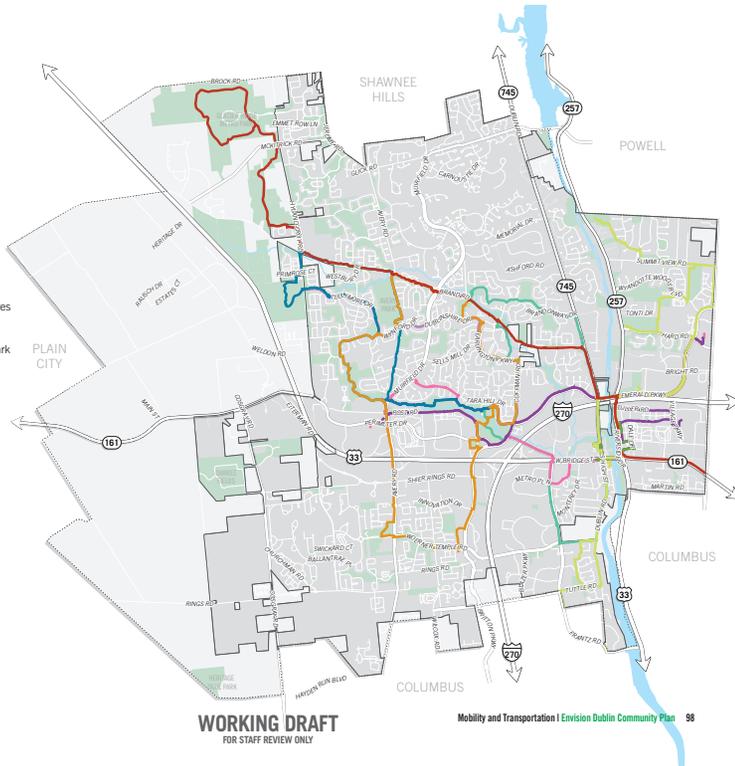
SIGNED AND NAMED BIKE LOOPS

Bikeway Signed Routes

- Emerald Trail
- Fishing Loop
- Recreation Loop
- Waterfalls & Natural Features
- Irish Fairy Door Loop
- Glacier Ridge - Coffman Park
- Celtic Cocktail Loop
- Ice Cream Loop
- Public Art Loop

Context Layers

- River
- Parks and Open Space
- City of Dublin
- Planning Area



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PEDESTRIANS

A safe environment is the foundation of a walkable city, with complete sidewalks and safe crossings to accommodate all ages and abilities that is linked to priority destinations and transit.

Pedestrian Goal

The City of Dublin is a place where walking is a safe, accessible, convenient, and enjoyable option for people of all ages and abilities to travel for work, school, shopping, recreation, and other daily activities.

Objectives

- Invest in a comprehensive active transportation network that provides sidewalks, shared-use paths, and on-street protected bike lanes.
- Prioritize constructing missing sidewalks and shared-use paths in locations that are within 1/4-mile of schools, mobility hubs, parks, commercial areas, and other community gathering locations.
- Construct missing sidewalk and shared-use path links so that there are sidewalks or shared-use path on both sides on all roads.
- Prioritize adding pedestrian related facilities on roads that do not have facilities prior to adding facilities on roads that already infrastructure on one side.
- Use eleven-feet as the preferred shared-use path width for areas of new construction and development.
- Use six-feet as the preferred sidewalk width for areas of new construction and development to ensure safe and comfortable walking spaces.
- Evaluate widening existing shared-use path and sidewalk facilities within one-half mile of critical areas such as activity centers, schools, community parks, bus stops, future BRT stations, and Mobility Hubs.
- Evaluate retrofitting existing shared-use paths to eleven-foot wide and existing sidewalks to six-foot wide on a case-by-case basis as constraints and conditions allow.
- Install signs and striping, or special treatments, to indicate directionality or warning of special circumstances on shared-use paths to improve safety based on the conditions and the volume of pedestrians, bicycles, and other modes of traffic.



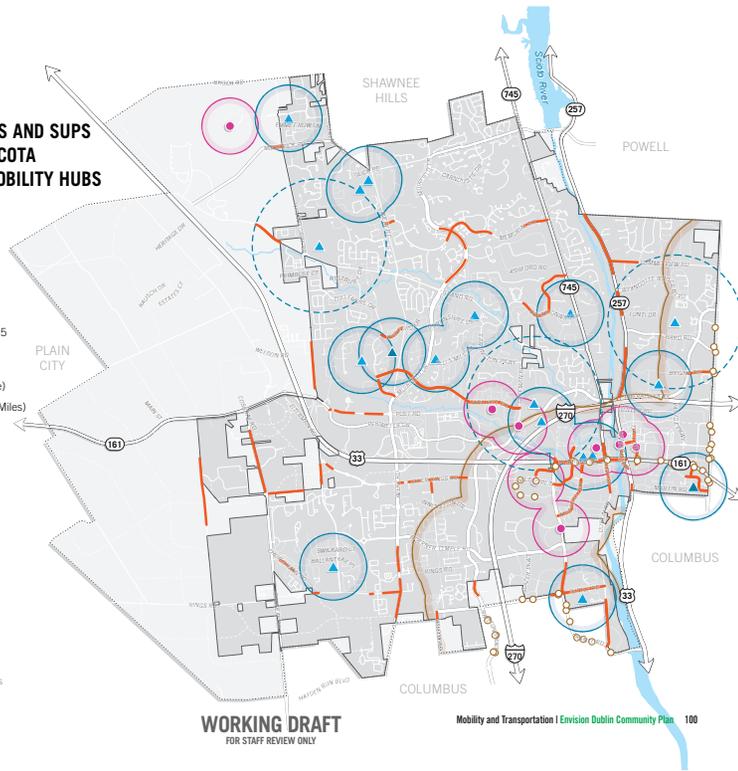
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MISSING SIDEWALKS AND SUPS AROUND SCHOOLS, COTA BUS STOPS, AND MOBILITY HUBS

- COTA Stop
- Mobility Hubs
- ▲ Public Schools
- ▲ Private Schools
- Missing Sidewalks & SUPs
- COTA Bus Stop Buffers (0.5 Miles)
- School Buffers (0.5 Miles)
- High School Buffers (1 Mile)
- Mobility Hub Buffers (0.5 Miles)

Context Layers

- City of Dublin
- Planning Area Boundary
- River
- City of Dublin



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Mobility and Transportation | Envision Dublin Community Plan 100

ACTIVE TRANSPORTATION PLAN

Multimodal Street Classification

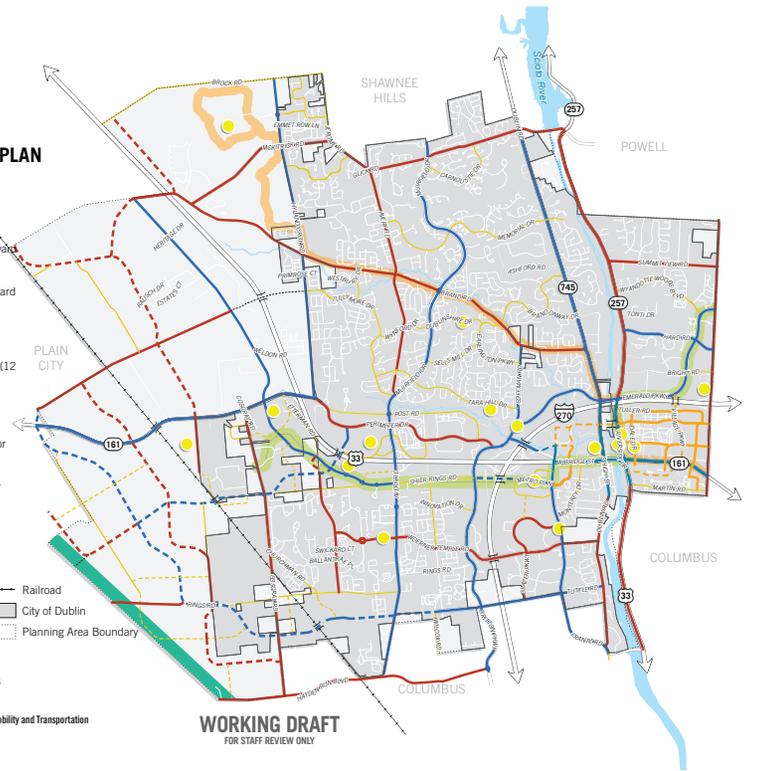
- Commuter Boulevard
- Planned Commuter Boulevard
- Connector Boulevard
- Planned Connector Boulevard
- Neighborhood Boulevard
- Planned Neighborhood Boulevard
- Planned Shared Use Path (12 feet)

Bridge Street District

- Corridor Connector
- Planned Corridor Connector
- District Connector
- Planned District Connector
- Signature Trail

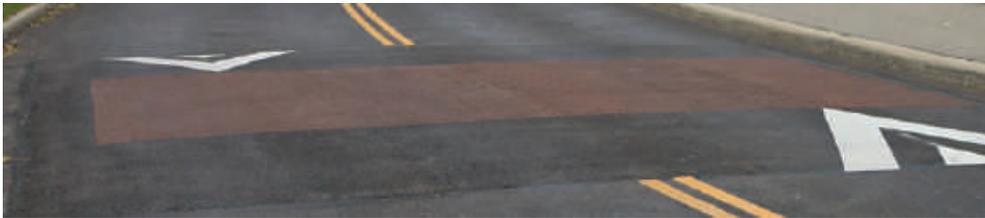
Context Layers

- Smart Mobility Hubs
- Heritage Rail Trail
- Emerald Trail
- River
- Railroad
- City of Dublin
- Planning Area Boundary



WORKING DRAFT
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101 Envision Dublin Community Plan | Mobility and Transportation



MULTIMODAL THOROUGHFARE PLAN

For thoroughfare planning and design purposes, roads are generally classified by function and have two purposes: to provide mobility and to provide access to property. Near I-270 and US 33, the context of the roadway is the efficient movement of vehicles to and from the freeway. In other areas of Dublin, however, flipping the paradigm means the number of vehicle lanes should be more influenced by the safety of VRUs and the context of the street, meaning adjacent land use and vehicle speed limits. In the Bridge Street District, a slightly different functional classification system has been defined, recognizing families of streets that share common characteristics versus mobility and access to properties.

MULTIMODAL THOROUGHFARE PLAN GOAL

Create a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community by a long-term commitment to use a multidisciplinary, collaborative, systems-based approach to the design, operation and maintenance of the transportation system.



OBJECTIVES

- Minimize intersection widths to reduce crossing distances for VRUs. The preferred solution for intersection control on Commuter Boulevards, Connector Boulevard, and Neighborhood Boulevards is a single lane roundabout.
- The maximum desirable roadway footprint for Dublin is a four-five lane divided roadway with smaller radius returns and shorter crossings at intersections to benefit safety of VRUs.
- Require Multiple Connection Points within new developments and to the surrounding area by providing multiple links to adjacent roadways to establish greater travel options for residents.
- Require Internal Connections through cross-access easements between residential and non-residential developments to minimize traffic on adjacent corridors.

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- Discourage Cul-de-sacs when loop streets and other site layouts or configurations can be provided to enhance street connections and route choices to evenly disperse traffic on the transportation network.
- Consider City Participation in transportation improvements when the project or development contributes to greater community-wide objectives.
- Work cooperatively with surrounding jurisdictions to coordinate regional transportation planning and programming.
- Extend Existing Street Slubs in conjunction with adjacent development to benefit the larger transportation system by providing better access for residents within those neighborhoods.

- Address existing deficiencies and future needs and ensure that private developments address transportation impacts by contributing their fair share of transportation costs, according to the Multimodal Thoroughfare Plan, particularly for major transportation improvements such as bridges and underpasses. Proportional costs should be based on studies acceptable to the City.
- Coordinate with Development to obtain transportation improvements that mitigate associated transportation and fiscal impacts through established funding methods in the capital budget process.
- Continue Modeling Efforts into the future to monitor land use and transportation needs and evaluate the impact of potential changes to the adopted Future Land Use Map and Multimodal Thoroughfare Plan.

- Require Traffic Impact Studies for all developments to identify the impacts and improvements associated with the proposed development relative to the Multimodal Thoroughfare Plan. Studies will align with the City's transportation priorities and determine the magnitude of transportation improvements required to accommodate the proposed development. This will include an evaluation of connectivity for active and multimodal transportation and transit facilities, comparison of the planned development with the land uses and trip generation included within the Dublin Travel Demand Model, as well as the portion of the Multimodal Thoroughfare Plan for which the proposed development is to be responsible, including, but not limited to adjacent corridor improvements, turn lanes, driveway spacing and locations, etc. For vehicular traffic, a study will outline the number of hours per day that a d/c ratio exceeds the roadway capacity (d/c > 1.0).

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EXISTING ROADWAY NETWORK

The Existing Roadway Network has been developing over time, using the previous Community Plan as the guide for where and how to grow the network. The network has grown based on the Future Land Use Plan and the City has leveraged development opportunities to construct key improvements. This model has served Dublin well over time, resulting in very good traffic operations in most areas of Dublin, even when analyzing the proposed Future Land Use Plan on the existing network. Based on this work, key areas of needed improvements are the West Innovation District and the Southwest Area, which was expected as these areas include large areas of open space and rural roads and are expected to see the most dramatic change in growth and land use.

Functional Class

- Interstate and Freeway
- Interstate and Freeway Ramps
- Major Arterial Road
- Minor Arterial Road
- Collector Roads
- Planning Area Boundary
- River
- City of Dublin



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FUTURE ROADWAY NETWORK

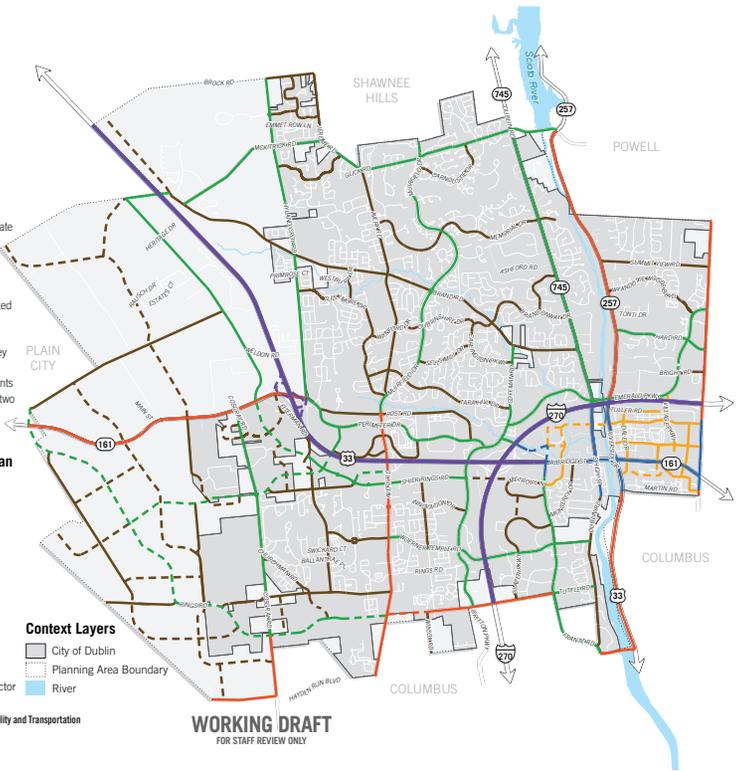
Based on the stressed links exposed during the E+C and proposed Future Land Use Plan analysis, the roadway network was updated in order to operate at acceptable levels in the future. The future roadway network represents a balanced multimodal system that supports walking, biking, transit, and autos. Nearly every roadway is projected to function at near or less than its capacity. With the exceptions of the corridors that will provide access to key innovation areas from the freeways, most of the proposed roadway segments are recommended to be two lanes or two lanes with a median.

Proposed Thoroughfare Plan

- Freeway
- Planned Freeway
- Major Arterial
- Planned Major Arterial
- Minor Arterial
- Planned Minor Arterial
- Collector
- Planned Collector
- BSD Corridor Connector
- Planned BSD Corridor Connector
- BSD District Connector
- Planned BSD District Connector

Context Layers

- City of Dublin
- Planning Area Boundary
- River



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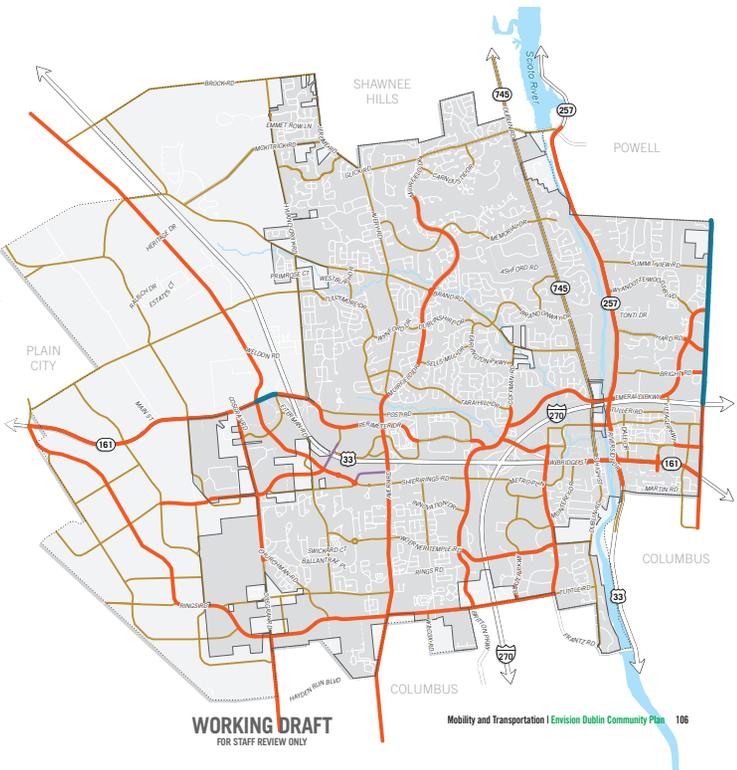
PROPOSED NUMBER OF LANES

Planned Number of Lanes

- 2 Lanes; 2 Lanes Divided; 2/3 Lanes
- 3 Lanes
- 4 Lanes; 4/5 Lanes; 4 Lanes Divided
- 6 Lanes

Context Layers

- City of Dublin
- Planning Area Boundary
- River



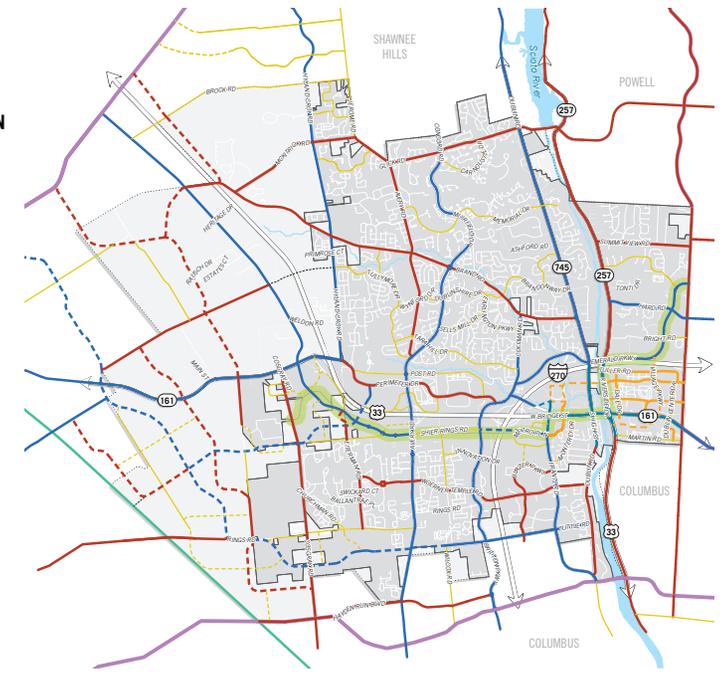
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MULTIMODAL THOROUGHFARE PLAN

- Planned Signature Trail
- Arterial
- Commuter Boulevard
- Planned Commuter Boulevard
- Connector Boulevard
- Planned Connector Boulevard
- Neighborhood Boulevard
- Planned Neighborhood Boulevard
- Planned Shared Use Path (12 feet)
- Corridor Connector
- Planned Corridor Connector
- District Connector
- Planned District Connector

Context Layers

- Heritage Rail Trail
- City of Dublin
- Planning Area Boundary
- River



WORKING DRAFT
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MULTIMODAL THOROUGHFARE PLAN TABLE

Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Avery Road	Woerner Temple Road	US 33 Interchange	4D	4D	124	124	Arterial	Commuter Route	Traditional Dublin
Avery Road	Tuttle Crossing Boulevard	Woerner Temple Road	2	4D	124	124	Commuter Boulevard	Commuter Route	Traditional Dublin
Avery Road	Murfield Drive	Glick Road	2/3	2/3	60	60	Neighborhood Boulevard	Local Route	
Avery-Murfield Drive	Post Road	Avery Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Avery-Murfield Drive	US 33 Interchange	Post Road	4D	4D	150	150	Commuter Boulevard	Commuter Route	Traditional Dublin
Blazer Memorial Parkway	Rings Road	Tuttle Crossing Boulevard	4D	4D	100	100	Connector Boulevard	Connector Route	
Blazer Memorial Parkway	Rings Road	Frantz Road	2/3	2/3	60	60	Connector Boulevard	Connector Route	
Blazer to Metro PI Connector	Blazer Parkway	Metro Place South	NA	2D	NA	60	Connector Boulevard	Connector Route	
Brand Road	Avery Road	Hyland-Croy Road	2	2	80	80	Neighborhood Boulevard	Local Route	
Brand Road	Avery Road	Dublin Road	2	2	80	80	Neighborhood Boulevard	Local Route	
Brandonway Drive	Brand Road	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Bridge Park Avenue	Village Parkway	Sawmill Road	4/5	4/5	100	100	District Connector		Urban/Village
Bridge Park Avenue	Riverside Drive	Village Parkway	2/3	2/3	75-80	75-80	District Connector		Urban/Village
Bridge Street (US 33/SR 161)	Frantz Road	Riverside Drive	4/5	4/5	112	112	Corridor Connector	Connector Route	Urban/Village
Bright Road	Emerald Parkway	Sawmill Road	2	4D	60	100	Neighborhood Boulevard	Local Route	
Campus Drive	University Blvd	Cosgray Road	NA	2D	NA	60	Neighborhood Boulevard	Local Route	
Campus Drive	SR 161	University Blvd	2	2D	100-112	100-112	Neighborhood Boulevard	Local Route	
Carnoustie Drive	Murfield Drive	Glick Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Churchman Road	Cosgray Road	Rings Road	2D	2D	70	70	Neighborhood Boulevard	Local Route	
Churchman Road Extension (South)	Rings Road	Tuttle Crossing Blvd Extension	NA	2D	NA	72	Neighborhood Boulevard	Local Route	
Coffman Road	Emerald Parkway	North High School Drive	4/5	4/5	100	100	Commuter Boulevard	Commuter Route	
Coffman Road	North High School Drive	Brand Road	2/3	2/3	80	80	Commuter Boulevard	Commuter Route	
Commerce Pkwy	Post Road	Perimeter Drive	2	2	70	70	Neighborhood Boulevard	Local Route	
Corazon Drive	Hyland-Croy Road	Manley Road	2D	2D	60-80	60-80	Neighborhood Boulevard	Local Route	
Cosgray Road	Dublin South Corp. Limit	Tuttle Crossing Boulevard (Proposed)	2	4D	100	120	Arterial	Connector Route	
Cosgray Road	Churchman Road	SR 161	2	4D	100	102	Connector Boulevard	Connector Route	Traditional Dublin
Cosgray Road	Tuttle Crossing Boulevard (Proposed)	Churchman Road	2	2D	60	70	Connector Boulevard	Connector Route	Urban/Village
Dale Drive	SR 161 (West Dublin-Granville Road)	Tuller Road	2/3	2/3	60-80	60-80	District Connector		Urban/Village
Dublin Center Drive	Sawmill Road	Martin Road	2/3	2/3	60	60	District Connector		Urban/Village
Dublin Methodist Lane	Avery-Murfield Drive at	Hospital Drive	1	2	60	60	Neighborhood Boulevard	Local Route	

WORKING DRAFT
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Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Dublin Road (SR 745)	Dublin North Corp. Limit	Emerald Parkway	2/3	2/3	80	80	Commuter Boulevard	Commuter Route	River
Dublin Road (SR 745)	Emerald Parkway	Bridge Street (SR 161)	2/3	2/3	80-100	80-100	Corridor Connector		Urban/Village
Dublin Road (SR 745)	Bridge Street (SR 161)	Karrer Place	2/3	2/3	80	80	Corridor Connector		Urban/Village
Dublin Road (SR 745)	Karrer Place	Frantz Road	2/3	2/3	80	80	Neighborhood Boulevard	Local Route	River
Dublinshire Drive	Earlington Parkway	Wynford Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Earlington Pkwy	Brand Road	Coffman Road	2	2	60	60	Neighborhood Boulevard	Local Route	
East Bridge Street	Riverside Drive	Sawmill Road	4D	2D	115	115	Corridor Connector	Connector Route	Urban/Village
Elerman Road	Shier Rings Road	Rings Road	2D	2D	70	70	Neighborhood Boulevard	Local Route	Rural
Elerman Road	Shier Rings Road	University Blvd	2	2D	70	70	Neighborhood Boulevard	Local Route	
Elerman Road	University Blvd	Campus Drive	2	2	VARIES	70	Neighborhood Boulevard	Local Route	Rural
Emerald Parkway	South Corporation Limit	Riverside Drive	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Emerald Parkway	Riverside Drive	Hard Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Emerald Parkway	Hard Road	Sawmill Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Frantz Road	Southern Bridge Street District Limit	Tuttle Crossing Boulevard	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Frantz Road	Bridge Street (SR 161)	Southern Bridge Street District Limit	4D	4D	110	110	Corridor Connector		Urban/Village
Glick Road	Dublin Road	Riverside Drive	2/3	2/3	80	100	Connector Boulevard	Connector Route	River
Glick Road	Avery Road	Dublin Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
Hard Road	Claddaugh Lane	Sawmill Road	4/5	4/5	80-100	80-100	Commuter Boulevard	Commuter Route	Traditional Dublin
Hard Road	Riverside Drive	Claddaugh Lane	2/3	2/3	80-100	80-100	Commuter Boulevard	Commuter Route	Traditional Dublin
Hospital Drive	Perimeter Drive	Hospital Drive	2/3	2/3	80-100	80-100	Neighborhood Boulevard	Local Route	Traditional Dublin
Hospital Drive	Hospital Drive	Avery-Murfield Drive	2/3	2/3	80-100	80-100	Neighborhood Boulevard	Local Route	
Houchard Road	Rings Road	New Road1	2	2D	55	80	Connector Boulevard	Connector Route	Traditional Dublin
Houchard Road	New Road1	Shier Rings Road Extension	2	2D	55	80	Connector Boulevard	Connector Route	Rural
Houchard Road	Railroad	SR-161	2	2D	55	80	Connector Boulevard	Connector Route	Urban/Village
Houchard Road Extension (North)	SR-161	US-42	NA	2D	NA	80	Connector Boulevard	Connector Route	
Houchard Road Extension (South)	Cosgray Road	Rings Road/Tuttle Crossing Extension	NA	2D	NA	80	Connector Boulevard	Connector Route	Rural
Hyland-Croy Road	Post Road	Brock Road	2	2D	80	100	Commuter Boulevard	Commuter Route	Rural
Hyland-Croy Road	Brock Road	Wells Road	2	2	80	80	Neighborhood Boulevard	Local Route	

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WORKING DRAFT
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Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Iams Road	Rings Road	Tuttle Crossing Blvd Extension	2	2	50	80	Connector Boulevard	Connector Route	Rural
Iams Road Extension	Rings Road	Tuttle Crossing Blvd Extension	NA	2	NA	80	Connector Boulevard	Connector Route	Rural
Industrial Parkway	US 42	Memorial Drive	2	4D	60-100	100	Neighborhood Boulevard	Local Route	Rural
Industrial Parkway	Memorial Drive	SR 161	4D	4D	100	100	Neighborhood Boulevard	Local Route	
Innovation Drive	Wilcox Road	Emerald Parkway	2/3	2/3	60	60	Neighborhood Boulevard	Local Route	
Jerome Road	Manley Road	Brock Road	2	2	80	80	Neighborhood Boulevard	Local Route	Rural
John Shields Parkway	Riverside Drive	Village Parkway	2	2	75	75	District Connector		
John Shields Parkway	SR 161	Dublin Road	2/3	2/3	80	80	District Connector	Connector Route	Urban/Village
John Shields Parkway (Bridge)	Dublin Road	Riverside Drive	-	4/5	-	100	District Connector	Connector Route	Urban/Village
Krier Drive	South Dublin Corp. Limit	Martin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Manley Road	Avery Road	Jerome Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
McKilrick Road	Hyland-Croy Road	Jerome Road	2/3	2/3	80	80	Connector Boulevard	Connector Route	Rural
McKilrick Road	US 33	Hyland-Croy Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
Memorial Drive	Avery Road	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	River
Mitchell-Dewitt Road	Warner Road	Houchard Road Extension (North)	2	2	80	80	Neighborhood Boulevard	Local Route	
Mitchell-Dewitt Road (Relocated)	Industrial Parkway	Houchard Road Extension (North)	NA	2	NA	80	Connector Boulevard	Connector Route	
Murfield Drive	Avery-Murfield Drive	Glick Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
New Ramp	University Blvd	Avery Road	NA	3	NA	80	Connector Boulevard	Connector Route	Traditional Dublin
New Street1	Houchard Road	Warner Road	NA	2/3	NA	80	Connector Boulevard	Connector Route	Traditional Dublin
New Street2	Shier Rings Road Extension	New Road1	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street3	Shier Rings Road Extension	Houchard Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street4	University Blvd	Cosgray Road	NA	4D	NA	102	Commuter Boulevard	Commuter Route	Rural
New Street4	Hospital Drive	University Blvd	NA	3*	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
New Street5	Iams Road	Houchard Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street6	Tuttle Crossing Boulevard (Proposed)	Rings Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
Perimeter Drive	Holt Rd./Perimeter Loop Drive	Avery-Murfield Drive	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Drive	Commerce Parkway	Emerald Parkway	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Drive	Holt Rd./Perimeter Loop Drive	Commerce Parkway	2/3	2/3	100	100	Connector Boulevard	Connector Route	Traditional Dublin

WORKING DRAFT
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Mobility and Transportation | Envision Dublin Community Plan 110

Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Perimeter Drive (West of Avery-Murfield)	Avery-Murfield Drive	Post Road	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Loop Road	Avery-Murfield Drive	Perimeter Drive	2/3	2/3	60-80	60-100	Neighborhood Boulevard	Local Route	
Post Road	Emerald Parkway	SR 161/Frantz Road	4/5	4/5	100	100	Commuter Boulevard	Commuter Route	Urban/Village
Post Road	Avery-Murfield Drive	Commerce Pkwy	2	2	60	60	Neighborhood Boulevard	Local Route	River
Post Road (West)	US 33/Post Road Interchange	Hyland-Croy Road	2/3	4D	100	125	Arterial		Traditional Dublin
Post Road (West)	Hyland-Croy Road	Perimeter Drive	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Post Road (West)	Perimeter Drive	Avery-Murfield Drive	2	2	60	60	Neighborhood Boulevard	Local Route	Rural
Rings Road	Frantz Road	Emerald Parkway	4/5	2D	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Rings Road	Dublin Road	Frantz Road	2	2	60	60	Connector Boulevard	Connector Route	
Rings Road	Avery Road	Cosgray Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Rings Road	Cosgray Road	Tuttle Crossing Boulevard (Proposed)	2	2	60	60	Neighborhood Boulevard	Local Route	Urban/Village
Riverside Drive (SR 257)	Emerald Parkway	Glick Road	4	4	112	112	Arterial	Connector Route	River
Riverside Drive (SR 257)	SR 161 (West Dublin-Granville Road)	Emerald Parkway	4D	4D	112	112	Corridor Connector	Connector Route	Urban/Village
Riverside Drive (US 33)	Dublin South Corp. Limit	SR 161	2	2	120	120	Arterial	Connector Route	River
Sawmill Road	I-270 Interchange	Franklin-Delaware County Line	6	6	105-120	120	Arterial		
Sawmill Road	SR 161 (West Dublin-Granville Road)	I-270 Interchange	4D	4D	160	160	Arterial		
Sells Mill Drive	Murfield Drive	Earlington Parkway	2	2	60	60	Neighborhood Boulevard	Local Route	
Shamrock Boulevard	Banker Drive	Stonieridge Lane	4D	4D	100	100	District Connector	Local Route	Urban/Village
Shamrock Boulevard	Bridge Park Avenue	Banker Drive	2	2/3	100	100	District Connector	Local Route	Urban/Village
Shier Rings Road	Cosgray Road	Avery Road	2	2	100	100	Neighborhood Boulevard	Local Route	Traditional Dublin
Shier Rings Road	Avery Road	Emerald Parkway	2	2	70	70	Neighborhood Boulevard	Local Route	Traditional Dublin
Shier Rings Road (Overpass)	Emerald Parkway	Metro Place North	NA	2D	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Shier Rings Road Extension	Shier Rings Road	New Road1	NA	4D	NA	102	Commuter Boulevard	Commuter Route	Traditional Dublin
Shier Rings Road Extension	New Road1	Cemetery Pike	NA	2	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
SR 161	Tuttle Crossing Boulevard (Proposed)	Cosgray Road	2	4D	60	100	Arterial	Commuter Route	Rural
SR 161	Cosgray Road	Industrial Parkway	4D	4D	140	140	Arterial	Commuter Route	Rural
SR 161 (Post Road)	Industrial Parkway	US 33/Post Road Interchange	6D	6D	150	150	Arterial	Commuter Route	Rural

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WORKING DRAFT
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Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Tullymore Drive	Hyland-Croy Road	Avery-Muirfield Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Tuttle Crossing Boulevard (Proposed)	SR 161	US 42	NA	2D	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Crossing Boulevard (Proposed)	Avery Road	Cosgray Road	NA	4D	NA	116	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Crossing Boulevard (Proposed)	Cosgray Road	SR 161	NA	4D	NA	180	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Road	Frantz Road	Dublin Road	2	2	80	80	Connector Boulevard	Connector Route	
University Blvd	Shier Rings Road	Eiterman Road	4D	4D	100 - 110	100 - 110	Commuter Boulevard	Commuter Route	Traditional Dublin
University Blvd	Eiterman Road	SR 161	NA	4D	NA	100 - 110	Commuter Boulevard	Commuter Route	Traditional Dublin
Village Parkway	Tuller Road	Bridge Park Avenue	2	2	80	80	District Connector	Connector Route	Urban/Village
Village Parkway/Emerald Connector	Tuller Road	Emerald Parkway	NA	2/3	NA	Varies	District Connector	Connector Route	
Wareham Drive	Tullymore Drive	Westbury Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Westbury Drive	Wareham Drive	Brand Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Wexford Woods Drive	Avery Road	Tullymore Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Wilcox Road	Woerner Temple Road	Shier Rings Road	2	2	70	70	Neighborhood Boulevard	Local Route	
Wilcox Road	Tuttle Crossing Boulevard	Dublin South Corp. Limit	2	2	100	100	Neighborhood Boulevard	Local Route	
Windwood Drive	Brandway Drive	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Woerner Temple Road	Avery Road	Emerald Parkway	4D	2D	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Woerner Temple Road	Eiterman Road	Avery Road	2D	2D	100	100	Neighborhood Boulevard	Local Route	
Wyandotte Woods Boulevard	Riverside Drive	Emerald Parkway	2	2	80	80	Neighborhood Boulevard	Local Route	
Wynford Drive	Dublinshire Drive	Tullymore Drive	2	2	60	60	Neighborhood Boulevard	Local Route	

* - 2 Westbound Lanes/1 Eastbound Lane

WORKING DRAFT
FOR STAFF REVIEW ONLY

FUTURE ROADWAY NETWORK

Street Classifications

- Freeway
- - - Planned Freeway
- Major Arterial
- - - Planned Major Arterial
- Minor Arterial
- - - Planned Minor Arterial
- Collector
- - - Planned Collector
- BSD Corridor Connector
- - - Planned BSD Corridor Connector
- BSD District Connector
- - - Planned BSD District Connector

Context Layers

- City of Dublin
- Planning Area Boundary
- River



WORKING DRAFT
FOR STAFF REVIEW ONLY

STREET CLASSIFICATIONS

Street Classification Goal

Consistent with the combination of the mobility and roadway network elements into one new plan, and the shift in transportation priorities, develop a new system of street classifications that is more inclusive of all modes of transportation, namely the Arterial, Commuter Boulevard, Connector Boulevard, Neighborhood Boulevard, and Shared Street.

Objective

Establish a new system of street classifications to include Arterials, Commuter Boulevards, Connector Boulevards, Neighborhood Boulevards and Shared Streets with the definitions and design considerations detailed below:

- Arterial**—combines the traditional major arterial with separated bicycle/pedestrian facilities on both sides. Arterials serve to move vehicular traffic to and from freeways, such as I-270 and US 33 in Dublin. Arterials represent the one street classification where efficient vehicle travel remains prioritized, recognizing that the private automobile continues to be a key component of travel in and around Dublin. Separated bicycle and pedestrian facilities support VRUs, and to keep reasonable crossing lengths, arterials are recommended to be a maximum of four lanes wide, with turn lanes as needed.

- Commuter Boulevard**—combines the traditional minor arterial with commuter bike routes. Commuter boulevards accommodate trips of moderate length with a focus on user safety regardless of mode. Compared to an arterial, there is typically less vehicle traffic and more potential for pedestrian and bicycle traffic. Active transportation facilities can be shared-use path (SUP) on both sides or protected bike lane (PBL) and sidewalk (SW). Commuter Boulevards are normally two to four lane facilities and provide more access points to destinations than Arterials. These facilities provide a link between Arterials and Connector Boulevards.

- Connector Boulevard**—combines the traditional minor arterial with connector routes. Connector Boulevards provide connectivity between the more heavily traveled Commuter Boulevards and smaller streets associated with more residential areas. Active transportation facilities on Connector Boulevards are typically characterized by an SUP on both sides of the roadway though some areas may use one SUP and one SW. The number of vehicle lanes vary from two to four and vehicle parking may be provided on Connector Boulevards in an urban context.

- Neighborhood Boulevard**—combines traditional collector streets with SUP and SW. Neighborhood Boulevards are located within residential areas and collect and distribute traffic to and from the residential streets (Shared Streets). The Neighborhood Boulevard functions as a neighborhood thoroughfare for all modes and typically includes one SUP and one SW. These streets are characterized by two vehicle lanes, on-street parking, stop controlled intersections, and may or may not have residential driveways.

- Shared Street**—allows for a mix of modes within a traditional local street environment. Shared Streets mainly occur in residential neighborhoods and connect directly to Neighborhood Boulevards or other Shared Streets. Shared Streets are typically lined with single-family homes, residential driveways, on-street parking, and sidewalks on both sides of the street. Vehicles and bicyclists share the street given the low traffic volumes and vehicle speeds.

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STREET TYPOLOGIES

Dublin's system of streets and dedication to high design standards have made possible not only the accommodation of growth but the safe use of streets by pedestrians, bicyclists, automobiles and trucks. These street typologies are intended to refresh the inventory of street sections that are most likely to be referenced in the upgrading of existing street corridors as development and budgets permit.

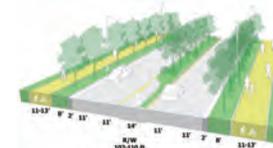
Street Typology Goal

Organize the existing and future transportation network into an integrated, multimodal system, detailing how to use the space within rights-of-way for all users.

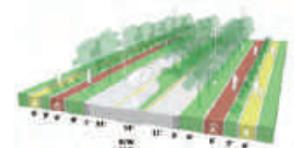
Objective

Use the following sections to provide guidance on design criteria while allowing for flexibility given the network is composed of existing and future streets, available right-of-way, and rural versus urban contexts.

Four-Lane Divided (4D) Arterial, Commuter Boulevard, Connector Boulevard



Two-Lane Divided (2D) Commuter Boulevard And Connector Boulevard



See the Streetscape Facilities Table for details on facility standards

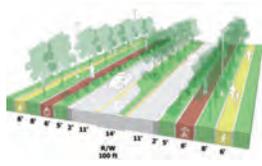
Streetscape Standards

Active Transportation	SUP: 11-13 feet Transit stops
Tree Lawn	8-foot min
Number of Lanes	4/5
Lane Widths	11-foot
Median/Turn Lane	10-11 feet
Speed Limit (mph)	35-50
Total R/W	102-110 feet

Active Transportation	SW: 6-foot min SUP: 12-foot min PBL: 6-foot Transit Stops
Bike Lane Buffer	8-foot min
Tree Lawn	8-foot min
Number of Lanes	2/3
Lane Widths	Min 10-11 feet
Speed Limit (mph)	35-40
Total R/W	80-90 feet

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Two-Lane (2D) Commuter Boulevard Or Connector Boulevard Retrofit From A Four-Lane Divided (4D)

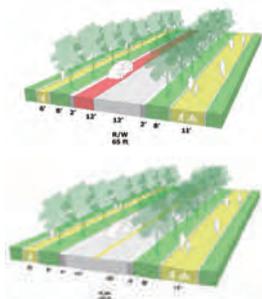


See the Streetscape Facilities Table for details on facility standards

Streetscape Standards

Active Transportation	SW: 6-foot min PBL: 6-foot Transit Stops
Bike Lane Buffer	5-foot min
Tree Lawn	8-foot min
Number of Lanes	2/3
Lane Widths	Min 10-11 feet
Speed Limit (mph)	35-40
Total R/W	75-80 feet

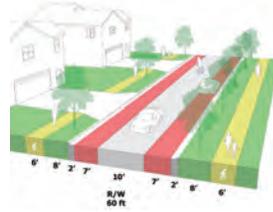
Neighborhood Boulevard



Streetscape Standards

Active Transportation	SUP: 11-foot min SW: 5-foot min
Tree Lawn	8-foot min
Number of Lanes	2
Lane Widths	11 feet
On Street Parking	Likely
Speed Limit (mph)	25-35
Total R/W	65 feet

Shared Street



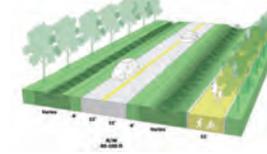
Streetscape Standards

Active Transportation	SW: 6-foot min
Tree Lawn	8-foot min
Number of Lanes	1 to 2
Lane Widths	11 feet
On Street Parking	One or Both Sides
Speed Limit (mph)	25
Total R/W	50-60 feet

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Two-Lane Rural Commuter Boulevard or Connector Boulevard

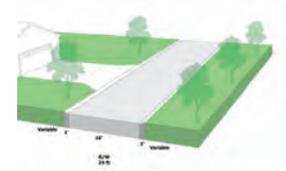


See the Streetscape Facilities Table for details on facility standards

Streetscape Standards

Active Transportation	SUP: 11-foot min
Shoulder	4-foot unpaved
Number of Lanes	2
Lane Widths	11 feet
Open Drainage (Ditch)	Variable
Speed Limit (mph)	24-45
Total R/W	80-100 feet

Public Service Street



See the Streetscape Facilities Table for details on facility standards

Streetscape Standards

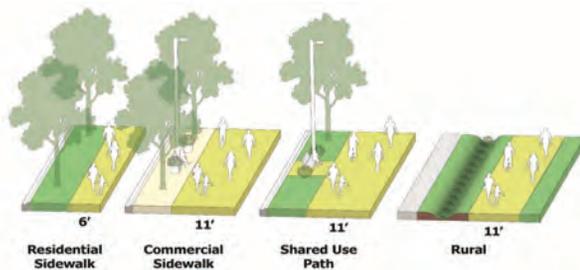
Active Transportation	Shared Space
On Street Parking	Not Required
Number of Lanes	No Markings
Lane Widths	N/A
Utility Casement	Variable
Speed Limit (mph)	15
Total R/W	24 feet

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Streetscape Facilities

STREET TYPES	RIGHT-OF-WAY (FT)	# OF LANES	LANE WIDTH (FT)	MEDIAN /TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES	NOTES
Arterial	100-120	4-5	11-12	Median width can vary when used; turn lane width: 10-11 feet	Not required, 9-foot min where used	Required, 8' preferred, 5' min	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Shared-use path: 11' preferred, 10' min
Commuter Boulevard	80-100	2-4/5	10-11	Medians not required, but width can vary; turn lane width: 10-11 feet	Not required, 9' min where used	Required, 8' preferred, 5' min	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Can use two shared-use paths or six-foot wide protected bike lanes with 5' sidewalk on each side of road
Connector Boulevard	75-100	2-4/5	10-11	Medians not required, but width can vary; turn lane width: 10-11 feet	Not required, 9' min where used	Required, 8' preferred, 5' min	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Shared-use path: 11' preferred, 10' min
Neighborhood Boulevard	60-65	2	10-12	N/A	Not required, 9' min where used	Optional	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Shared-use paths should be a minimum of 11' and sidewalks should be 6' wide.
Shared Streets	60	No markings	N/A	N/A	1 side min, 8' wide	Required, 8' preferred, 5' min	Required with 8' tree lawn; low vegetative buffer with narrow tree lawn	Maximum vehicle speeds 25 mph. Markings for on-street parking not required to promote flexibility in use of street

Off-Street Facilities



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CORRIDOR CHARACTER

Corridor Character Goal

Consider and preserve the context and character of neighborhoods through the design of transportation corridors, taking into consideration the context and character of surrounding areas.

Objectives

- Consider visual impacts to the area as part of the design process. Corridor design should be sensitive to surrounding character and environment and should balance both community character and mobility.
- Allow lower travel efficiency to create a balance between many competing needs by recognizing that community character, sense of place, surrounding land uses, as well as the efficient movement of traffic are all important elements. This may result in slightly lower levels of service on certain roadways during peak periods but upholds the community value of preserving visual character.
- Consider alternative roadway design for unique site constraints. Wherever possible and practical, retain wooded areas in or near roadways and design roadways to fit the surrounding topography.

- Assess and mitigate potential impacts of future transportation improvements and/or new construction on historic and environmentally-sensitive areas, as well as the visual appearance of the corridor.
- Provide adequate buffering and setbacks between improvements and historic or environmental areas to maintain their visual and physical integrity.
- Provide adequate landscaping such as planting areas, mounding, wall treatments or other design techniques to integrate transportation improvements into sensitive areas.
- Sensitively integrate stormwater management from transportation improvements and consider alternative techniques, where possible, to ensure the integrity of historic sites and environmentally sensitive areas are not compromised.
- Establish the Rural, River, Urban/Village, Traditional Dublin and Signature Corridor Character types with the definitions and design considerations detailed below.

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Rural Character

This character results from the cultural and historic use of the region for agricultural purposes. The roadways are typical of unincorporated areas or old township roads and are informal, evoking a sense of the past prior to development and include the following:

- Application of generous setbacks ranging from 100 to 200 feet.
- Integration of open views and vistas into adjacent development perhaps greater than 200 feet in some areas to increase the sense of openness.
- Provision of informal landscaping that focuses on native plant species and naturalized forms. (meadows, wildflowers, grasses, wetland areas etc.)
- Use of trees, fence rows and woodland plantings to provide additional screening and sense of enclosure.
- Preservation of historic farmsteads, barns or outbuildings that emphasize the agrarian history of the area.
- Creation of bike paths and sidewalks that are informally designed as to not be entirely visible from the roadway.
- Design of naturalized ponds with aquatic plants and information edges.
- Integration of "rural" road design that may include berms, swales and/or variable medians.
- Provision of shared entrances to minimize curb cuts and maintain openness.

River Character

This character is primarily the result of natural processes on the land over the course of many years. The river corridor possesses dramatic topographical changes, is heavily wooded and includes the Scioto River and its tributaries.

- Use of modest setbacks ranging from 60 to 100 feet.
- Creation of roadway width and alignment to follow stream corridors or respond to existing natural features.
- Use of woodland plantings and incorporation of landforms to create topographic change and shape views.
- Integration of stone walls and stone outcrops to provide ties to surrounding topography.
- Creation of meandering bike paths and sidewalks that are informally designed as to not be entirely visible from the roadway.
- Use of stone walls and split rail fences that are traditionally used in the countryside.
- Design of informal water features to blend with the surrounding character of the river corridor.
- Use of swales and berms instead of constructed curb and gutter for informal feel.
- Installation of informal landscape designs to enhance the natural appearance along the river corridor.

Traditional Dublin Character

This character exemplifies the high-quality standards by which Dublin's primary roadways have been designed, built and landscaped over the past several decades to provide a very formalized and maintained roadway.

- Use of 100-foot setbacks or equivalent to blend with surrounding developments.
- Design of curvilinear roads with landscaped medians and meandering bike paths.
- Installation of formal, maintained landscape treatments.
- Focus on ponds and water features with maintained and/or landscaped edges.
- Use of variable mounding with landscaping to screen uses along roadways.
- Primarily curb and gutter design, but may include swales and berms.

Urban/Village Character

Streets are a community's "front porch." They are the city's most common form of open space, providing important opportunities for entertainment, recreation, and gathering. In Historic Dublin, the Bridge Street District, and more densely developed areas, streets serve as public gathering places and venues for commercial activity. Streets characterized as urban safely accommodate bicyclists and pedestrians to encourage non-motorized forms of travel; the scale is highly pedestrian with cars and people sharing limited space. The urban street character is based on traditional village and modern mixed use development patterns that include grid street networks with regularly spaced blocks framed by richly detailed architecture.

- Apply street designs that are sensitive to the surrounding land uses and development context.
- Use of pedestrian-oriented streetscapes with narrower travel lanes and on-street parking.
- Creation of grid-like street pattern to enhance ability to walk to destinations using multiple routes.
- Include on-street parking to provide a physical and psychological buffer between travel lanes and sidewalks reducing the perceived travel lane widths for vehicles and making pedestrians feel safer on the sidewalks.
- Are designed with off-street parking to the side and rear of building.

- Integration of service alleys and rear garage access to improve pedestrian character of streets.
- Provide transit facilities and sidewalk curb extensions at bus stops.
- Provide smaller building setbacks ranging from 0-25 feet to enhance the relationship between buildings and the streetscape; setback areas may be designed as an extension of the streetscape, landscape areas, or patios, as appropriate to the development.
- Are framed by buildings designed with ground story transparency (i.e., windows), main entrances connected to sidewalks, and a high degree of architectural detailing to create an inviting, pedestrian-friendly experience.
- Offer sidewalk widths appropriate for the activities and pedestrian volumes along the street, while at a minimum providing sidewalks with universally accessible widths, cross-slopes, grades, and surfaces.
- Contain pedestrian-scaled street lighting in addition to roadway lighting.
- Includes street trees and planting zones to buffer pedestrians from traffic, provide shade and visually soften hardscape areas.
- Use small parks, plazas, patios, and public spaces to provide character along the streetscape and reinforce the street's role as a gathering space as well as a transportation route.

- Provide pedestrian amenities such as seating, news racks, recycling bins, water fountains, outdoor cafes, retail displays, and public art.
- Are complemented by pedestrian-oriented signs integrated with the adjacent architecture.
- Integrate sustainable stormwater management within the streetscape using curb inlets, bioretention swales, tree and planter boxes, and permeable pavements, and
- Are framed by low masonry "street walls," wrought iron fences, hedges, picket fences and gates, arbors or similar elements as appropriate to the village or urban setting, to add detailing and to help define the street's public realm where buildings are not immediately adjacent to the sidewalk (such as along parking areas).

Signature Corridors

Select corridors are designated as Signature Corridors to accentuate the corridor's unique characteristics. The Signature Corridors are Commuter Boulevards and arterials, represented by certain visual enhancements, or other significant characteristics, to signify the corridor is unique amplifying the identified character to visitors and residents.

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CORRIDOR CHARACTER

- Traditional Dublin Character
- River Character
- Rural Character
- Urban/Village Character
- Signature Corridor

Context Layers

- City of Dublin
- Planning Area Boundary
- River



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- Layers
- Existing
 - Signature Trail
 - 2025-30
 - 2035-40
 - 2040-45
 - 2045-50

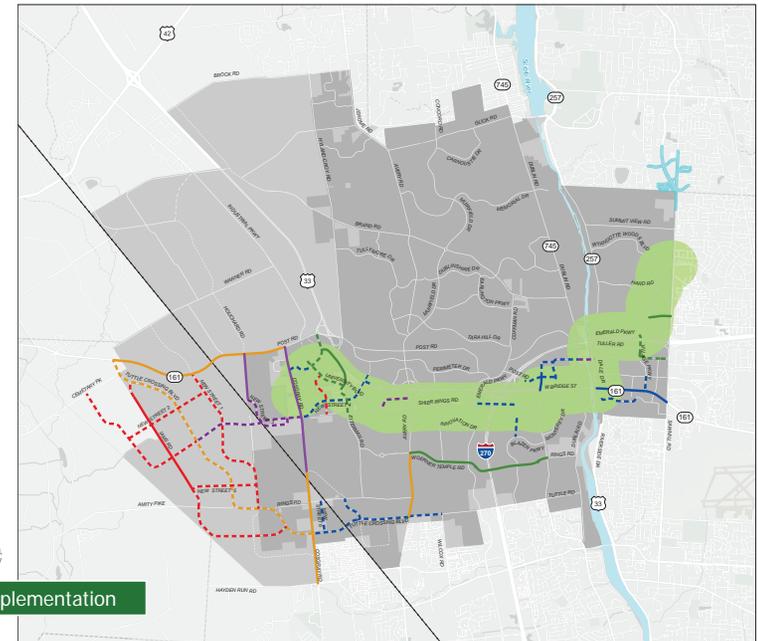
- Context Layers
- City of Dublin
 - Planning Area Boundary
 - Scioto River
 - Railroad

As a basis for the fiscal analysis, a phasing of roadway improvements is shown in five-year increments from 2025 to 2050. The expected phasing of projects depicted in this table includes planning level cost estimates. The actual timing for constructing these projects and the funding sources will vary depending upon the project need, the progress of an associated development, the availability of funds, and financial agreements with developments.

Estimated Project Implementation

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PROJECTS LIST

Road Segment	From	To	Total Costs	Period (Years)	Area	Funding
Bright Road	Emerald Parkway	Sawmill Road	7,400,000	2025-30	Existing	Public
Campus Drive	SR-161	University Blvd	5,400,000	2025-30	West Innovation	Public
Dublin Memorial Hospital	Avery-Muirfield Drive at	University Blvd	6,200,000	2025-30	West Innovation	Public
Elerman Road	SR-161	Elerman Road	7,800,000	2025-30	West Innovation	Public
Elerman Road	University Blvd	Campus Drive	6,500,000	2025-30	West Innovation	Public
Elerman Road	Shier Rings Road	University Blvd	4,600,000	2025-30	West Innovation	Public
Emerald Connector	John Shields Parkway	Emerald Parkway	23,000,000	2025-30	Bridge Street District	Public
John Shields Parkway East Extension	Village Parkway	Sawmill Road	7,500,000	2025-30	Bridge Street District	Private/Public
Signature Trail	Daree Fields	Sawmill Road	23,900,000	2025-30	Active Transportation	Public
SUP Network Gaps near Schools and Mobility Hubs	Varies	Varies	24,200,000	2025-30	Active Transportation	Public
University Boulevard	Elerman Road	Campus Drive	14,700,000	2025-30	West Innovation	Public
Woerner Temple Road/Rings Road (Protected Bike Lanes)	Avery Road	Frantz Road	7,000,000	2025-30	Active Transportation	Public
Blazer to Metro PI Connector	Blazer Parkway	Metro Place South	3,300,000	2030-35	Metro	Private
Campus Drive	University Blvd	Cosgray Road	3,700,000	2030-35	West Innovation	Public
Churchman Road Extension (South)	Rings Road	Tuttle Crossing Blvd Extension	4,900,000	2030-35	Southwest Area	Private
East Bridge Street	Riverside Drive	Sawmill Road	12,600,000	2030-35	Bridge Street District	Public
John Shields Parkway West Extension	Kilgour Place	Dublin Road	7,400,000	2030-35	Bridge Street District	Private/Public
Kilgour Place	Post Road Relocation	West Bridge Street	2,200,000	2030-35	Bridge Street District	Private/Public
Kilgour Place	Post Road Relocation	Shawen Falls Drive	4,300,000	2030-35	Bridge Street District	Private/Public
New Street4	Hospital Drive	University Blvd	24,100,000	2030-35	West Innovation	Private/Public
New Street4	University Blvd	Cosgray Road	13,400,000	2030-35	West Innovation	Private/Public
New Street6	Tuttle Crossing Blvd Extension	Rings Road	5,100,000	2030-35	Southwest Area	Private
Post Road Extension	Kilgour Place	Shawen Falls Drive	2,600,000	2030-35	Bridge Street District	Private/Public
Post Road Relocation	Post Road	Kilgour Place	3,900,000	2030-35	Bridge Street District	Private/Public
Shawen Falls Drive Extension	Post Road Extension	Kilgour Place	2,700,000	2030-35	Bridge Street District	Private/Public

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Road Segment	From	To	Total Costs	Period (Years)	Area	Funding
Shier Rings Road (Overpass)	Emerald Parkway	Metro Plaza North	25,200,000	2030-35	Metro	Private
Stoneridge Lane Extension	Riverside Drive	Existing Stoneridge Lane	6,500,000	2030-35	Bridge Street District	Public
SUP Network Gaps near Parks and Attractions	Varies	Varies	24,200,000	2030-35	Active Transportation	Public
Tuttle Crossing Boulevard Extension	Avery Road	Cosgray Road	29,000,000	2030-35	Southwest Area	Public
Tuttle Crossing Boulevard Extension	Avery Road	Wilcox Road	7,500,000	2030-35	Southwest Area	Public
Village Parkway	SR-161	Bridge Park Ave	2,900,000	2030-35	Bridge Street District	Private/Public
Cosgray Road	Churchman Road	SR 161	9,500,000	2035-40	Southwest Area	Public
Final SUP Network Gaps	Varies	Varies	24,200,000	2035-40	Active Transportation	Public
Houchard Road	SR-161	SR-161	11,900,000	2035-40	West Rail Station	Public
John Shields Bridge	Dublin Road	Riverside Drive	55,000,000	2035-40	Bridge Street District	Public
New Ramp	University Blvd	Avery Road	6,500,000	2035-40	West Innovation	Public
New Street3	Shier Rings Road Extension	Houchard Road	8,000,000	2035-40	West Innovation	Private/Public
Shier Rings Road Extension	Cosgray Road	Tuttle Crossing Blvd Extension	15,100,000	2035-40	Southwest Area	Private/Public
Avery Road	Tuttle Crossing Boulevard	Woerner Temple Road	10,500,000	2040-45	Southwest Area	Public
Cosgray Road	Tuttle Crossing Boulevard (Proposed)	Churchman Road	7,800,000	2040-45	Southwest Area	Public
Cosgray Road	Dublin South Corp. Limit	Tuttle Crossing Boulevard (Proposed)	4,700,000	2040-45	Southwest Area	Private/Public
SR-161	Tuttle Crossing Blvd Extension	Cosgray Road	32,400,000	2040-45	West Rail Station	Public
Tuttle Crossing Boulevard Extension	Cosgray Road	SR-161	63,100,000	2040-45	Southwest Area	Private/Public
Iams Road	Rings Road	Tuttle Crossing Blvd Extension	21,500,000	2045-50	Southwest Area	Private/Public
Iams Road Extension	Rings Road	Tuttle Crossing Blvd Extension	10,400,000	2045-50	Southwest Area	Private/Public
New Street1	Houchard Road	Warner Road	34,000,000	2045-50	Southwest Area	Private/Public
New Street2	Shier Rings Road Extension	New Road1	14,300,000	2045-50	Southwest Area	Private/Public
New Street5	Iams Road	Houchard Road	10,400,000	2045-50	Southwest Area	Private/Public
Shier Rings Road Extension	Tuttle Crossing Blvd Extension	Cemetery Pike	27,200,000	2045-50	West Innovation	Public

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Purpose

The Community Facilities and Services chapter focuses on how facilities and services impact the overall quality of life for residents, businesses, and visitors. Facilities and services related to education, emergency services, parks and recreation, and much more are addressed, including City-managed facilities and facilities and services provided by other public entities.

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08 COMMUNITY FACILITIES AND SERVICES

As Dublin continues to attract new residents, the demand for high-quality community services and facilities will continue to grow. While excellent municipal services support a predictable operating environment for businesses, municipal infrastructure such as public art, parks, community gateways, public gathering spaces, and street design help shape how residents experience their community. As the needs and desires of residents change over time, the City should plan for increases in service demands as well as the community's expectation for the provision of new amenities.

The Community Facilities and Services chapter recognizes the importance of community amenities and city services. It provides recommendations for practical actions the City can take to ensure that all parts of Dublin have access to quality facilities and services that sustain and enhance quality of life and support future development aims. As Dublin changes, it is vital that facilities and services keep up with demand to provide a quality living environment for all residents.

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Goal and Objectives for Community Facilities and Services

ENSURE ALL AREAS OF THE COMMUNITY HAVE ACCESS TO QUALITY COMMUNITY FACILITIES AND SERVICES THAT ENRICH THE QUALITY OF LIFE AND ACCOUNT FOR FUTURE GROWTH OBJECTIVES.

- Maintain high standards for Dublin's services.
- Provide needed facilities and enhance access to serve the population and to promote a high quality of life.
- Provide a variety of recreational and open space facilities for all residents.
- Consider Dublin's place within the region for parkland and open space.
- Support culture and public art.
- Coordinate with school districts to maintain excellence in the public education system.
- Continue to maintain neighborhood safety through community policing and a proactive and engaged police force.
- Coordinate with Washington Township to ensure emergency services and facilities continue to meet the community's needs.
- Preserve the Historic District and protect other historic resources in outlying areas in and beyond Dublin's corporate boundaries.
- Ensure the preservation of archaeological resources.
- Incorporate sustainability best practices in community facilities and services where appropriate.

The goal and objective of the Community Facilities and Services Chapter were developed in response to what we heard from the community, an analysis of existing conditions, and a review of relevant past planning efforts.

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Most Sustainable.

By anticipating growth in the years to come and planning accordingly with respective service providers, Dublin is continuing its commitment to being a leader in sustainability. Ensuring the efficient and equitable distribution of new and expanded facilities and services upholds Dublin's reputation as a city that delivers world class and efficient services to its residents, business, and visitors.



Most Connected.

Through innovation, conscientiousness, and forward thinking, Dublin is preparing to address the current and future needs of the community in terms of education, culture, recreation, and health services. The increased exposure to arts, parks, and culture can create a more cohesive community where residents can feel more connected and engaged.



Most Resilient.

Planning for increased municipal and support services aids in creating a community that prides itself as the safest place to live and is prepared to withstand and quickly recover from any crisis. Additionally, robust, reliable, and responsive facilities and services provide the foundation for a stable local environment for business and residents to thrive and be better prepared for any future uncertainty.

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PUBLIC SERVICES

Public services enhance the quality of life and contribute to the overall well-being of both residents and businesses. These include government services such as public works, police and fire, and utilities. It also includes services provided by outside agencies such as education services and access to healthcare. Maintaining and improving these services is vital to sustaining and enriching the lives of those in the community, demonstrating the City's commitment to progress and prosperity. Dublin can take the following action to achieve its objective of providing excellent, reliable public services.

CONTINUE TO PROVIDE HIGH-QUALITY SERVICES

The City is committed to delivering high-quality, up-to-date public services to its residents to enhance efficiency and safety. Dublin provides many public services including roadway maintenance, parks and recreation, water and sewer utilities, and public safety. Collectively, these services ensure a well-maintained, safe community. As the City grows, meeting the standards of public services is crucial, guaranteeing that growth does not undermine the community's security and appeal. Through long-term planning and close coordination with providers, Dublin can facilitate efficient and equitable distribution of quality facilities and services.

Space Needs and Facility Programming

Dublin operates seven major public buildings that house City staff and services. The principal administrative location is City Hall. Other include the Justice Center, Development Building, Dublin Community Recreation Center, Fleet Maintenance Center, Dublin Service Center, and Dublin Arts Center. The City maintains other smaller facilities in addition to those described above. The City also owns the Dublin Chamber of Commerce and a variety of historic barns and small storage facilities throughout the city to enhance preservation efforts and to provide more efficient service to Dublin's neighborhoods.

The City of Dublin conducted a Space Needs/Facility Programming Analysis to evaluate the office space needs of its departments and the architectural integrity of City buildings. Though this study was intended to identify short-term recommendations to house City employees until a future municipal building could be constructed and is now past its useful life, it is detailed and provided an in-depth analysis of City facilities. The City should continue to monitor the needs of its facilities and consider conducting a similar study, should the need arise.

Commitment to Sustainability

The City has adopted a Green Fleet policy in order to reduce fuel consumption and vehicle emissions. The policy notes that the policy is intended to maintain and protect the environment in the region and that it demonstrates the City's leadership in reducing vehicle emissions. For its efforts, the City has been recognized as a Top 50 US Government Green Fleet. This recognition is awarded based on fleet composition, fuel and emissions, policy and planning, fleet utilization, education, executive and employee involvement, and supporting programs. Dublin's Green Fleet complements initiatives outlined in the 2018-2020 Dublin Strategic Framework. The City should continue to set the standard among municipalities within the region by demonstrating its ongoing commitment to sustainability.

ENSURE ACCESS TO HEALTH FACILITIES

Dublin has a robust healthcare system. Residents enjoy access to a range of medical services and facilities. The City is home to several hospitals including The Ohio State Wexner Medical Center, OhioHealth Dublin Methodist Hospital, and Mount Carmel Dublin. Additionally, there are medical centers, clinics, and specialty practices, providing comprehensive healthcare services to residents and surrounding communities.

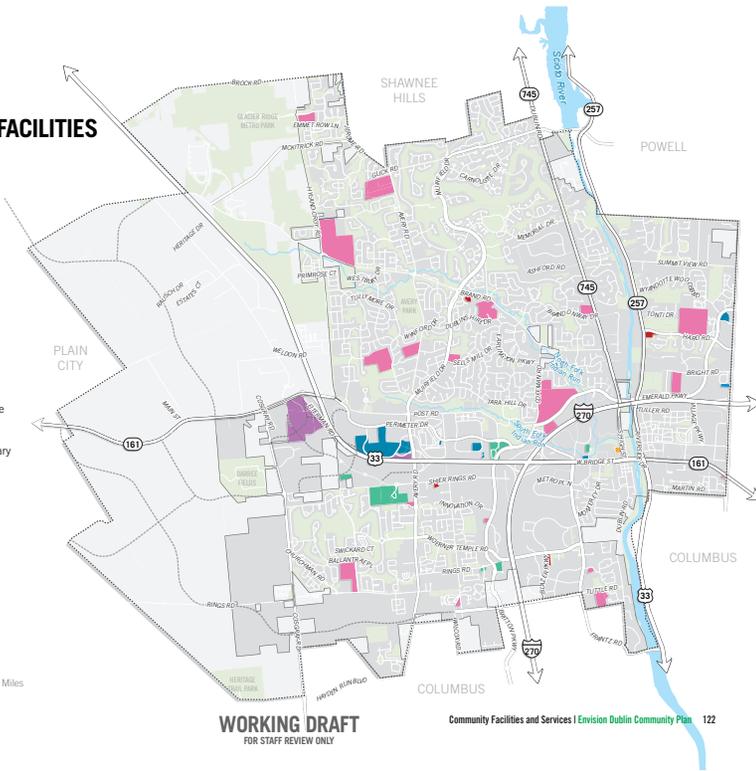
As the City grows, there will be additional need for health services. There will also be an additional need to create awareness of available services, as programs are often underutilized. In the future, the City and private organizations should work to coordinate efforts to inform and educate the community and ensure equitable access for Dublin's residents.

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COMMUNITY FACILITIES

- Fire Services
 - Police
 - Government
 - Library
 - School (K-12)
 - Higher Education
 - Hospital or Medical
- Context Layers**
- Planned Roadways
 - River
 - Parks and Open Space
 - City of Dublin
 - Planning Area Boundary



MONITOR SCHOOL DISTRICTS NEEDS

School districts can have a significant impact on where residents choose to live, development potential, and the desirability of different locales within a community. Additionally, providing quality education is critical for professional preparedness, economic mobility, and self-efficiency. Dublin has become a destination, in part due to the quality of its school systems. Currently, a majority of the City is served by the Dublin City Schools, while a significant part of southwest Dublin lies within the Hilliard School District. There are also portions of the planning area within the Jonathan Alder District, and Columbus School District.

In addition to public schools, Dublin-area residents have additional private and public education alternatives. The City is host to a wide variety of non-religious and religious-affiliated facilities and institutions ranging from preschool and early learning to middle school ages. The City also has a library, the Columbus Metropolitan Library, which operates a branch in Historic Dublin. As Dublin's population grows, the City should collaborate and plan with the library and school districts to ensure that facilities and services can meet the educational needs of the community and accommodated new residents.

New Development and School Capacity

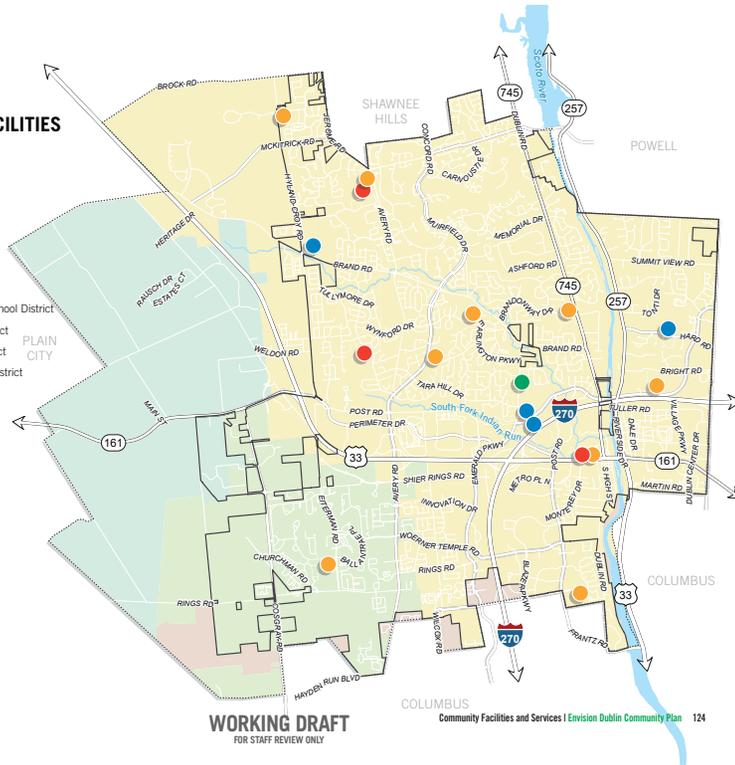
Throughout the engagement process, many residents discussed the school system and how it will continue to be integral to the city prosperity in the future. The quality of Dublin's schools is well known throughout the Columbus region, and participation in public engagement activities emphasized that the quality education system is a top priority for residents and a crucial element of Dublin's identity.

As the housing stock has grown to accommodate demand, the pressure on the school systems has also grown. With existing schools at capacity and plans to build new ones, the need for proactive coordination between the City and school districts is a key consideration to position the community for long-term growth and success. By continuing a coordinated approach, new neighborhoods can be developed alongside new educational facilities as needed, thereby sustaining a high quality of life and educational standards.

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EDUCATIONAL FACILITIES

- School Type**
- PreSchool
 - Elementary School
 - Middle School
 - High School
- School District**
- Jonathan Alder Local School District
 - Hilliard City School District
 - Dublin City School District
 - Columbus City School District
- Context Layers**
- City of Dublin
 - Planning Area Boundary
 - River



CONCLUSIONS AND RECOMMENDATIONS

To maintain the quality of government and administrative services within Dublin, the City should consider the following recommendations.

- Identify desirable sites for facilities as the city grows and develops, to ensure that municipal buildings and facilities can be established in suitable locations that will best serve the community's future needs.
- Reevaluate existing facilities functionally and spatially to ensure that public facilities meet the intended need.
- Acknowledge population changes and ensure that Dublin's facilities and programs reflect changing demographics and needs as the City's population ages, grows, and diversifies.
- Adopt financing plans and funding for community facilities that will accommodate the construction of future municipal facilities in a timely and efficient manner.
- Use space effectively to provide the greatest level of service from existing and future public facilities, including the combination of multiple services in one area to provide the most convenient public access and greatest community benefit.
- Continue to maintain and update the City's Emergency Operations Plan as necessary.
- Use relevant master plans to ensure that the placement and construction of facilities is adequately coordinated and planned in a manner that will ensure future needs are met.
- Continue to implement the City's Green Fleet Plan to accomplish its targeted goals. Update the plan as necessary.

- Continue to assess the anticipated workload of the Dublin Police Department in relation to population trends and update the Department's 2018 Multi-Year Strategic Plan as necessary.

To increase the efficiency and effectiveness of feedback between Dublin and educational institutions, the City should consider the following recommendations.

- Collaborate with community members to address the evolving needs of the population, creating an inclusive and responsive educational system.
- Make necessary infrastructure improvements to ensure schools and other facilities are highly accessible by transit, walking, and biking from all neighborhoods.
- Continue to work with school districts and other educational entities to provide support as they seek new facility locations or expansion.
- Encourage school partnerships with the business community to provide opportunities for education and training.
- Work cooperatively with the library district to coordinate and support plans and efforts to better serve the Dublin community.
- Consider cooperative partnerships between the city, the library district, and other strategic partners as a means to enhance service to Dublin residents. Explore opportunities to co-locate other civic and institutional uses with library facilities.

To maintain residents access to healthcare facilities, the City should consider the following recommendations.

- Collaborate with regional healthcare organizations and agencies to monitor health issues and develop policies, services, and environmental improvements to address them.
- Invest in healthcare workforce development by supporting medical education programs, training opportunities and scholarship opportunities in the community.
- Enhance wayfinding to medical treatment centers and urgent care facilities in a manner that will provide for the safe and consistent treatment of all Dublin residents and visitors.
- Foster better communication between Dublin's various organizations and the general public to enhance awareness and utilization of available services.

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HISTORIC AND CULTURAL ASSETS

Dublin's historic resources make the City distinct and contribute significantly to its character. They enhance the community's sense of place, stimulate the local economy, and create opportunities for civic activities. Additionally, arts and culture bring life to the City, promote its rich heritage, and contribute to community vibrancy, acting as an engine for economic activity and development. The following section provides recommendations on how Dublin should continue to promote its historic assets, public art, and cultural amenities.

PROTECT HISTORIC SITES

Historic resources provide important insight into the lives of earlier generations and helps residents and visitors understand the Dublin of today. Historic structures still standing in Dublin present evidence of daily life, as well as preserve information about construction techniques and architectural styles spanning several periods of history – the oldest dating back to the early 1820s.

One of Dublin beautiful attractions, Historic Dublin, is a well-preserved designated historic area that reflects Dublin's rich history and cultural significance. The many physical remnants present in Dublin, dating back over two centuries, provide a sense of the community's agricultural history and the typical Ohio village character of the 19th and early 20th centuries.

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Ongoing preservation efforts, spearheaded by the Architectural Review Board since 1970, have been guided by a 2016 Historic and Cultural Assessment identifying over 900 relevant historical and cultural resources in Dublin. Notably, the award-winning updates to the Historic District Code and Guidelines in 2022 further enhance preservation initiatives. Redevelopment and revitalization will continue to occur in Historic Dublin, and pressure from development will begin to encroach on outlying historic farmsteads. It will be important to ensure that the quality of Historic Dublin and the rich historic character of the Dublin area be maintained and enhanced for future generations as new growth and development is considered.

SUPPORT COMMUNITY ART AND CULTURE

Public art throughout Dublin adds significantly to the community's character, identity, and sense of place, enhancing community life for residents and visitors. The City should continue its commitment to public art and seek opportunities for new installations. The City should work with key stakeholders to identify potential locations for local public art, and work with partners to fund the development and installation of vetted pieces.

Dublin has a history of embracing and celebrating its heritage and culture, and public art is a key part of that identity. The City should continue to work with local cultural institutions that promote public art, local artists, exhibitions, and the overall arts culture. Cultural institutions working cooperatively with the City and other stakeholders, provide positive economic impact and reinforce a rich cultural environment that attracts visitors and enriches the daily lives of residents. These institutions help maintain and define the City's heritage and identity by supporting the community's commitment to arts and culture.

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Dublin Arts Council

The Dublin Art Council's (DAC) mission statement is to engage the community, cultivate creativity, and foster life-long learning through the arts. The Council was founded in 1983 and has continued to champion the arts in Dublin over the decades. The Council has established several programs including the Art in Public Spaces projects, Visual Arts series, and DAC Sundays at Scioto concert series.

CONCLUSIONS AND RECOMMENDATIONS

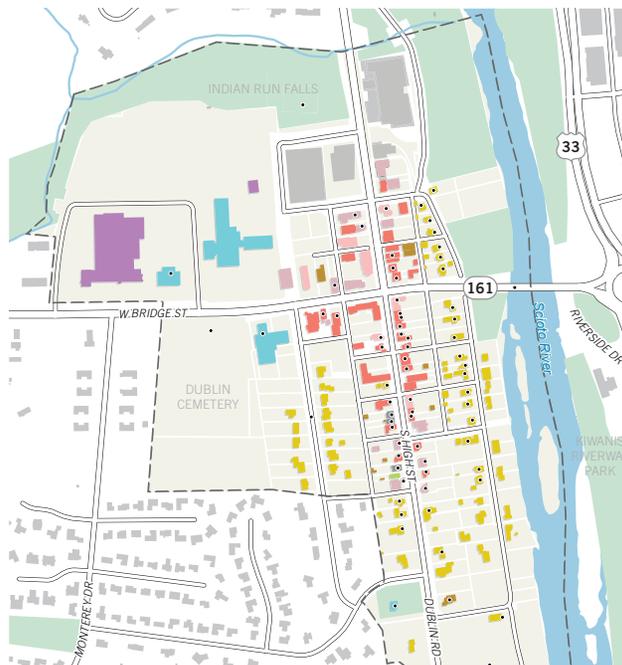
- Encourage appropriate development practices that are sensitive to known areas and sites of historic importance and significance.
- Acquire properties or options for known sites to preserve and maintain the quality of significant historical locations.
- Consider additional study of sites that could warrant nomination to the National Register of Historic Places.
- Explore Federal and state grants and other assistance for property owners to create a better balance between preservation and the feasible utilization of structures.
- Provide municipal support for the Dublin Historical Society as an important public institution through financial and promotional support or other available means.
- Encourage public and private art within Historic Dublin to provide information and to create ties to the past that will improve the public value of preservation efforts.

HISTORIC ASSETS

- Historic Buildings

Uses

- Civic and Institutional
- Office
- Restaurant
- Retail
- School
- Single-Family
- Specialty Service
- Miscellaneous Structure
- Vacant
- Historic Dublin



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PARKS AND RECREATION

At an Envision Dublin public event in April of 2023, participants were asked to describe what word, phrase, or place(s) they most identify with Dublin. "Parks and Green Space" was the most selected choice by a significant margin. Results from the Envision Dublin Community Survey also showed "Parks and Open Space" ranked in the top five of Dublin's most desirable attributes. Also, within the survey, respondents were prompted to select "currently strong", "needs improvement", or "neutral" when considering Dublin's existing parks and recreation. "Currently strong" was the most selected answer for areas which included:

- Neighborhood parks
- Community parks
- Playgrounds
- Sports fields and courts
- Recreation programs
- Accessibility of parks and recreation
- Open space and natural areas
- Environmental features such as rivers, forests, or unique topography
- Proximity and access to regional open space such as preserves and state parks
- The amount of trees in the City
- The community's efforts toward sustainability

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It is clear that Dublin's parks and recreation amenities are a source of immense pride and a great sense of identity for the community. The access to parks and recreation play a crucial role in enhancing the quality of life in the community by promoting environmental sustainability, supporting physical and mental well-being, and contributing to the community's overall livability. To meet the demand of the growing community, it is vital to actively plan to enhance the level of service and accessibility to parks and recreation amenities.

IMPLEMENT PARKS AND RECREATION MASTER PLAN

Dublin has 64 parks encompassing 1,522 acres of green space. These parks include 49 fishing ponds, 57 playgrounds, eight pickleball courts, and two outdoor aquatic facilities. In 2023, the City adopted the Parks and Recreation Master Plan (PRMP) that serves as a framework for the planning, development, and rehabilitation and maintenance of Dublin's parks, open spaces, recreation facilities and programming. The PRMP provides detailed recommendation related to the improvement of City's parks and recreation amenities. Recommendations found within the PRMP that are tied to future growth and development with the City have been highlighted within this chapter to provide consistency and convey a unified vision for parks and recreation improvements across planning efforts. The City should continue to use the PRMP as a guiding document and implement recommendations found within the Plan.

EXPAND PARKS, RECREATION, AND OPEN SPACE OPTIONS

Parks and open spaces play a crucial role in enhancing the quality of life in a community by providing a counter-balance to the built environment, promoting environmental sustainability, supporting physical and mental well-being, and contributing to the overall livability of a place. Dublin has garnered a reputation for its recreational options, often being cited as vital to the City's core identity.

As part of the PRMP, a level of service analysis was conducted based on National Recreation and Parks Association (NRPA) standards. The analysis identified a need for additional neighborhood parks, community parks, basketball courts, pickle ball courts, dog parks, and splash pads based on the current population as well as the projected 2032 population. Additionally, the analysis marked outdoor pools, indoor creation and aquatic space, and special use facilities as high priorities. The City should continue existing efforts to expand access to parks, recreation, and open space amenities and programs.

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PARKS AND RECREATION

Parks and Open Space

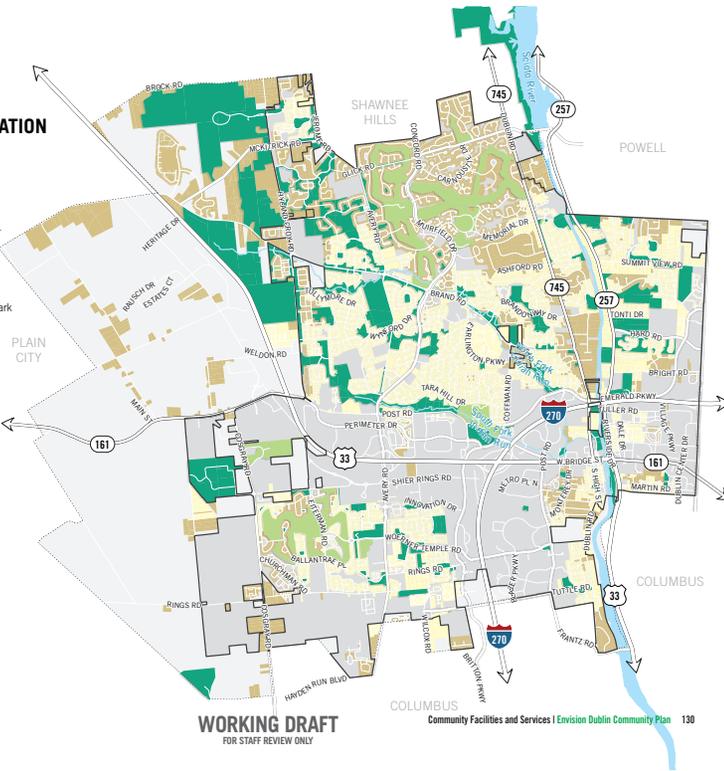
- Parks and Open Space
- Recreation Facility (Public or Private), Golf Course

Existing Parks Residential Service Area

- 10-Minute Walkshed from Park
- Outside a Park Walkshed

Context Layers

- City of Dublin
- Planning Area Boundary
- River



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IMPROVE GREENWAYS AND TRAILS

Like sidewalks and multi-use paths, bikeways, greenways, and trails contribute significantly towards mobility for active transportation within Dublin.

According to the Parks and Recreation Master Plan, greenways and trails are recognized for their ability to connect people and place and often include either paved or natural trails, and can include looped trails within parks. Linking neighborhoods, parks, recreation facilities, attractions, and natural areas with a multi-use trail can help protect natural areas along a river and/or open space areas and provide people with a way to access and enjoy the natural areas. Multi-use trails also offer a safe, alternative form of transportation, and provide substantial health benefits, habitat enhancements for plants and wildlife, and unique opportunities for outdoor education and cultural interpretation.

Dublin is home to a high-quality trail system with more than 140 miles of trails, 98% of which are paved. This means there are 2.78 miles of trails per 1000 residents, far surpassing peer communities in the Columbus area. In coordination with the CIP, the City should continue to expand its bikeway, greenway, and trail network across the community. This may require future acquisition of land or easements to construct publicly accessible routes. The expanded network should also be marketed as a tourism asset to draw visitors to the community.

CONCLUSIONS AND RECOMMENDATIONS

- Review the PRMP's Priority Investment Rating Analysis to inform updates to existing parks and facilities, making spaces as multifunctional in design, as possible.
- Explore opportunities to provide parks and recreation opportunities in commercial districts to serve employees. These amenities could provide alternate space for meetings and remote work, areas for rest or fitness breaks and mental health benefits, and at-work window sightlines to nature.
- Continue to connect parks through non-motorized infrastructure to ensure all residents can access parks.
- Utilize parkland to counter urban heat as well as improve city-wide stormwater management.
- Focus on strategic land acquisition in support of future park development including identifying parks and recreation needs that will require additional land and developing an inventory of potential properties that will accommodate the identified needs.
- Identify new dedicated funding options for development or enhancement of parks, recreation facilities and program services.
- Assess the potential land acquisition for new parks and recreation facilities using the criteria outlines in the PRMP.
- Prioritize neighborhoods for infrastructure investment that lack sidewalks or trail access. Greater priority should be given to low-income neighborhoods.
- Implement traffic calming design strategies around parks through design elements such as raised crosswalks, speed tables, and proper signage.

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TRAILS AND GREENWAYS

- Pedestrian Trails
- Bike Path
- Other Bikeway
- Parks and Open Space

Context Layers

- City of Dublin
- Planning Area Boundary
- River



Purpose

The Utilities chapter details Dublin's utility infrastructure, describes utility infrastructure capacity analysis efforts, and provides recommendations related to utility infrastructure in the City.

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09 UTILITIES

Principles relating to utilities established as part of previous Community Plan updates are still valid today. The City of Dublin models and analyzes existing utility infrastructure to determine available capacity and capacity limitations. The City strives to provide services in a safe, efficient, and fiscally responsible manner.

As the City continues to age, infrastructure installed in the early stages of Dublin's growth will require more preventative maintenance and improvements. Funding will be necessary for this maintenance effort to uphold the level of services currently provided.

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Goal and Objectives for Utilities

TO PROVIDE HIGH QUALITY UTILITY SERVICES IN A SAFE, EFFICIENT, AND FISCALLY RESPONSIBLE MANNER.

- Provide for the safe and efficient delivery of high quality potable water to the community for consumption and fire protection.
- Implement waterline extensions to growth areas consistent with the Community Plan.
- Provide for the safe and efficient collection of wastewater generated by the community.
- Continue efforts to remove infiltration and inflow sources within the existing sanitary sewer system.
- Implement sanitary sewer extensions to growth areas consistent with the Community Plan.
- Provide for the safe and efficient collection of stormwater and continue to maintain and improve the water quality of the City of Dublin's tributaries and the Scioto River corridor.
- Continue implementation of the Dublin Stormwater Master Plan to provide adequate stormwater management in tributary areas consistent with the recommendations of the Community Plan.
- Design stormwater management facilities to blend with surrounding development as an attractive amenity and landscape feature.

The goal and objectives for Dublin's utilities are further expanded in this chapter through community-wide conclusions and recommendations.

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Most Sustainable.

By ensuring the continued safe and efficient delivery of public utility services and preservation of natural watercourses through effective stormwater management, Dublin can advance its goal of being the most sustainable City.



Most Connected.

With strategic and fiscally responsible capital improvements, planning and programming, Dublin can extend utility infrastructure to new growth areas in support of its goal of being the most connected City.



Most Resilient.

Through continued maintenance of public water distribution, wastewater collection and stormwater management infrastructure, Dublin can be a community resilient to change and growth.

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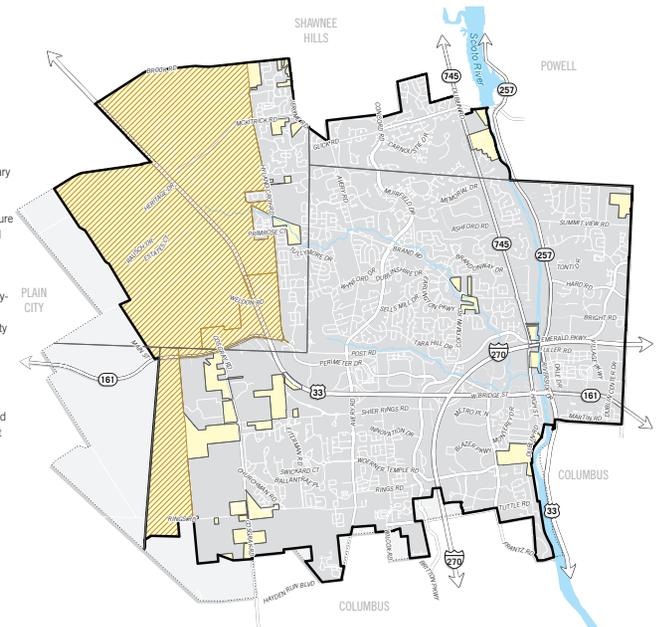
MUNICIPAL SERVICE AGREEMENTS

The City of Dublin does not own or operate water or wastewater treatment facilities, instead supplying these basic public services through arrangements with other jurisdictions. The City of Dublin provides water and sanitary sewer service primarily through contracts with the City of Columbus, as Central Ohio's regional service provider. These agreements are comprehensive in nature and ensure that the City of Dublin has the ability to provide water and sanitary sewer service as the community grows. Limited areas of the City of Dublin are also provided with sanitary sewer service through agreements with Delaware County, and Dublin has an additional agreement regarding conveyance of wastewater for the Village of Shawnee Hills. The City of Marysville also provides water and wastewater utility service within portions of Dublin's planning area.

The water and sanitary sewer service area for the City of Dublin has been delineated as indicated on the following map, defining specific geographic areas in which service is provided by the City of Columbus. The Dublin water and sanitary sewer service area includes expansion areas that may be annexed and served by Dublin.

Dublin Water and Sewer Service Area

- ▭ Dublin Water and Sewer Service Area
- ▨ Utility Revenue Sharing Area
- ▭ City of Dublin
- ▭ Planning Area Boundary
- ▭ Dublin Expansion Area
- ▭ County Boundaries



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CITY OF COLUMBUS 208 FACILITIES PLAN BOUNDARY

The Ohio Environmental Protection Agency (EPA) oversees the State Water Quality Management Plan (208 Plan) as required by Section 303 of the Clean Water Act. As part of the 208 Plan, the City of Columbus was required to develop a facilities plan for their systems to be included in the overall state plan. The plan includes definition of the existing water and sanitary sewer service area and a 20-year projection of service area. As part of the 208 Plan, the City of Columbus agrees to provide service within the indicated 208 Plan boundary. The Ohio EPA requires an agreement between governmental jurisdictions if service involves more than one jurisdiction. Under the Clean Water Act and Ohio Revised Code, the Ohio EPA cannot issue a Permit-to-Install (PTI), National Pollutant Discharge Elimination System (NPDES) permit, or Water Pollution Control Loan Fund (WPCFL) monies for wastewater projects in conflict with a 208 Plan. Revisions to this boundary are required to be submitted and approved by the Ohio EPA for inclusion in the 208 Plan. This plan is a collaborative effort between Ohio's Water Quality Management Planning (WQMP) Agencies and the Ohio EPA to provide guidance to those having the authority to develop and implement wastewater treatment projects within Ohio's communities.

EXISTING AGREEMENTS

City of Columbus – Water Service Agreement

The City of Dublin and City of Columbus entered into a new water service agreement on November 27, 2023, which replaces the previous agreement that was approved on April 13, 1993, supplemented on January 16, 2007, and modified on November 13, 2009. The water service agreement provides the City of Dublin access to drinking water for the area delineated on the Dublin Water and Sewer Service Area map through the City of Columbus water treatment and distribution system until the contract's expiration in 2048. Dublin is permitted to construct water distribution infrastructure and connect to City of Columbus infrastructure for the purpose of providing or improving water supply to Dublin. The City of Columbus is responsible for routine maintenance and operation of the water distribution system within Dublin. The cost related to excessive maintenance, as defined by a formula within the contract, is the responsibility of the City of Dublin. The maintenance of fire hydrants, booster stations, water storage facilities and vault structures for pressure reducing valves are also the responsibility of the City of Dublin. The water service agreement effectively provides the City of Dublin with a reliable source of drinking water.

City of Columbus – Sanitary Sewer Service Agreement

The City of Dublin and City of Columbus entered into a new sanitary sewer service agreement on November 27, 2023, which replaces the previous agreement that was approved on April 13, 1993, and modified on November 13, 2009. The sanitary sewer service agreement provides the City of Dublin the ability to dispose of wastewater from the area delineated on the Dublin Water and Sewer Service Area map through the City of Columbus wastewater collection and treatment system until the contract's expiration in 2048. Similar to water distribution provisions, the agreement between the City of Dublin and the City of Columbus allows Dublin to construct sanitary sewers necessary to serve developing areas of the City. The operation and maintenance of the sanitary sewer collection system within the City of Dublin is the responsibility of the City of Dublin. The sanitary sewer service agreement effectively provides for reliable wastewater disposal.

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Delaware County – Sanitary Sewer Agreement

On August 22, 1994, the City of Dublin entered into an agreement with Delaware County to provide sanitary sewer treatment for approximately 210 acres located along Summit View Road. For designated areas north of Summit View Road, the City collects wastewater and discharges it to Delaware County for treatment and disposition. The fully developed contracted area includes the Wedgewood Hills, Campden Lakes and Wedgewood Glen subdivisions. These projects were developed in accordance with the agreement at prescribed densities of 1.25 units per acre. Dublin performed inspections on the installation of the sanitary sewer system and is required to maintain infrastructure. Capacity fees and use charges are paid to Delaware County.

This agreement included service agreements for Shawnee Hills with Delaware County; however, a subsequent 2000 agreement with the Village of Shawnee Hills and Columbus fulfills the requirements to provide the safe transportation of sanitary sewer flows as prescribed in the 1994 agreement. Delaware County is responsible to inspect and maintain the sanitary sewer collection system in these areas, and capacity fees and use charges in Shawnee Hills are paid to the City of Columbus.

Ohio Environmental Protection Agency – Director's Final Findings and Orders

On November 17, 2008, City Council approved Resolution 83-08, which authorized the City Manager to enter into an agreement with the Ohio EPA regarding the Director's Final Findings and Orders (DFFO) related to sanitary sewer system discharge and clear water infiltration and inflow. The Ohio EPA issued the final version of the DFFO on February 11, 2009.

The DFFO requires that the communities that discharge their wastewater into the Columbus system plan and implement practices to assist in minimizing illegal discharges and mitigating excessive clear water infiltration and inflow from the Columbus system.

The required implementation includes:

- Public Notification Program
- Sanitary Sewer Overflow (SSO) Emergency Response Plan
- Sewer System Evaluation Study (SSES)
- Capacity, Management, Operations and Maintenance (CMOM) Program

All of the requirements listed above have been met. The SSES is an on-going project and is on an approved 15-year schedule.

CONCLUSIONS AND RECOMMENDATIONS

As a governmental agency, the City of Dublin strives to provide its residents and businesses with the safe and efficient distribution of potable water for consumption and fire protection and adequate collection of wastewater. Dublin's existing service agreements help provide a high quality of life and level of service within the community. As Dublin continues to grow and further development occurs in the U.S. 33 Corridor Area and Northwest/Glacier Ridge Area, the presence of overlapping service areas provides an opportunity for coordinated water and sanitary sewer provision that can result in greater efficiency and benefit to the entire region. All potential options for water and sanitary sewer provision should be considered as growing development affects the capacities and operational function of the planning area; policies relating to these growth issues should be examined with future development.

While the City has traditionally provided water and sanitary sewer service to areas only within municipal boundaries, the consideration for extending services outside the City should also be evaluated as a means to achieve economic development goals and other quality of life objectives. Existing or future service agreements should be considered within the context of long-term maintenance and infrastructure viability for all remaining portions within the service area.

City of Columbus – Economic Development Agreement

The City of Dublin and City of Columbus entered into a new economic development agreement on November 27, 2023, which replaces the previous agreement that was approved on August 20, 2009. The economic development agreement establishes the terms and conditions under which the 5,575-acre area located to the west of Dublin's existing corporate boundary will become exclusive Dublin Expansion Area. The terms and conditions relate largely to the sharing of the net income tax revenues that may result from the development of this area. The 5,575-acre area is delineated as Revenue Sharing Area as depicted on the Dublin Water and Sewer Service Area map.

The economic development agreement facilitates the orderly development of this area by:

- Allowing the annexation of properties adjacent to, and part of, areas planned for substantial economic development investments.
- Providing the opportunity for greater influence over the development of properties not previously within Dublin's influence.
- Leveraging other investments in Dublin's infrastructure adjacent to the area.

The key components of the economic development agreement are as follows:

- If annexation is requested by a property owner, the land will be annexed into Dublin.
- Dublin will pay to Columbus an Equity Share for each annexation.

- Dublin and Columbus will share in the net income tax revenues.
- Dublin will provide utility services to the area.
- Dublin will fund the necessary capital investments and other governmental services in the area.
- Non-competes clause.

The initial term of the economic development agreement terminates in 2073, unless otherwise terminated prior to that date.

City of Marysville

Portions of Dublin's Expansion Area as defined in the Columbus water and sanitary sewer agreements currently obtain water and sanitary sewer service through the City of Marysville. The area served is primarily located along the Industrial Parkway corridor through infrastructure originally installed under the jurisdiction of Union County. Union County and the City of Marysville entered into an Asset Purchase Agreement on December 19, 2005, that transferred the operation and maintenance of the systems to the City of Marysville with defined areas of future municipal growth and additional areas of exclusive service provision within surrounding townships. The closing date in accordance with the Agreement was January 31, 2006, and thereafter the Agreement became effective. While the City of Marysville is obligated to maintain service to existing county and Marysville customers, coordination of services outside Marysville's expected growth area and aging infrastructure provides opportunity for regional dialogue and cooperation as development progresses in the Dublin Expansion Area.

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WATER INFRASTRUCTURE

EXISTING CONDITIONS

The City of Columbus water supply is supported by both surface and ground water sources, and is the primary source of drinking water for the City of Dublin. The City of Columbus currently maintains three in-stream reservoirs; the Griggs, O'Shaughnessy, and Hoover Reservoirs have a combined storage capacity of 27 billion gallons, providing water for much of Franklin County. Several up-ground water reservoirs were constructed in Delaware County which provide an additional 9 billion gallons of raw water storage capacity. The City of Columbus maintains three water plants, with plans for a fourth underway; the Dublin Road, Hag Greenan, and Parsons Avenue Water Plants draw from various raw water sources to provide an average of 145 million gallons of clean water per day to the greater Columbus area. The Fourth Water Plant is planned to be constructed by 2028, and will be located along the Scioto River in southern Delaware County, on the southeast corner of Home and Dublin Roads. The new plant will provide an additional 50 million gallons of treated water per day to the Columbus system. The continued efforts to maintain adequate sources of drinking water will enable the City of Dublin to support additional growth.

The City of Dublin's current corporate area is approximately 22,000-acres, or 34.1 square miles, in size. In 2022, the water distribution system supplying the City of Dublin provided an average of nearly 4.3 million gallons of water per day. The distribution system consists of over 260 miles of water pipes ranging in size from 2-inch to 24-inch in

diameter, with over 3,500 public fire hydrants, and over 6,000 water valves. The City of Dublin water distribution system includes six water storage towers that control system hydraulics, and provide necessary pressure and fire flow during times of peak demand. The existing storage towers and their capacities are as follows:

- Avery Road Storage Tower (2 million gallons)
- Darree Fields Storage Tower (2 million gallons)
- Dublin Road Storage Tower (½ million gallons)
- Rings Road Storage Tower (2 million gallons)
- Summit View Storage Tower (2 million gallons)
- Tartan West Storage Tower (½ million gallons)

The system has a combined storage capacity of over 9 million gallons. Four booster stations (Brand Road, Hyland-Croy Road, Post Road, and Rings Road) supply the system's water storage, and control hydraulics across four pressure districts (Henderson, Hyland-Croy, Post, and Smoky Row).

Shawnee Hills – Sanitary Sewer Agreement

On April 24, 2000, the City of Dublin entered into an agreement with the Village of Shawnee Hills located north of Dublin along the Scioto River to provide Village access to sanitary sewer service (approximately 284-acres). Today, Dublin provides access to the City's sanitary sewer system in order to transport sewage and other wastes from Shawnee Hills to the City of Columbus system for treatment and disposal.

As part of that agreement, the Village made a one-time payment for access to transport up to 120,000 gallons per day (gpd). Excess flows will result in additional payments based upon the level of flow. The Shawnee Hills agreement will last until 2040, unless written notice is provided by either party at least five years in advance of the termination date. If notification does not occur, the agreement will remain in effect for successive three-year periods.

The Shawnee Hills agreement was amended on November 14, 2003 to consider sanitary sewer provision to the South Heidelberg Property (Bogey Inn site). As part of the approved contract amendments, the site is served by Shawnee Hills and is subject to Village regulations regarding sanitary sewer services. Flows from this site are not included in the 120,000 gpd contract cap, and the site has been annexed to the City and is subject to Dublin zoning regulations.

As part of the 2013 City of Dublin Community Plan, a dynamic water model was developed that provided insight into the operations of the system at that time. The model evaluated the water distribution system and its response to varying demand levels throughout daily and seasonal changes. Performance of the water system was measured by both the operating pressures in the system during differing demand events and the potential fire flows available in the system. In general, the system is desired to maintain an operating pressure of 35 psi during normal daily demands and a minimum of 20 psi during fire-flow scenarios. A minimum of 1,000 gpm of fire flows are required in the system with a target set to 2,500 gpm as the preferred system performance at 20 psi during maximum daily demand conditions. During the 2013 analysis, several existing performance deficiencies from the defined minimums and goals were noted. Recommended improvements to mitigate those deficiencies were also identified. The Findings and Recommendations from 2013 Analysis table identifies the denoted deficiencies, recommended improvements, and current status of the improvements, as many have been implemented since 2013:

Findings and Recommendations from Previous 2013 Analysis

Existing Deficiency	Recommended Improvement	Improvement Status
Murfield Villages and areas generally bounded by Avery Road to the west and Brandon Park to the south experience fire flows less than 2,500 gpm at a residual pressure of 20 psi under existing conditions.	Construction of new 0.5 MG elevated water storage tank along Dublin Road. 12-inch water main from the Hyland-Croy Tank to Manly Road.	Completed in 2013 Completed in 2010
Other smaller areas not capable of delivering desired fire flows can also be found in the areas of Ballantrae Loop near the Southwest Area and Tuller Ridge Drive in the Sawmill/State Route 161 Area.	Construct a new 2 MG elevated water tank in Darree Fields Park, construction of new transmission mains along Cosgray Road to Ballantrae.	Tank constructed in 2010 and waterlines constructed in 2011.

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In addition to identifying the existing deficiencies in the system, the hydraulic model was used to predict future deficiencies that may arise through implementation of the 2013 Community Plan. Predicted deficiencies that should be monitored as the demands increase include:

- The Muirfield Area in the location of Rothesay Drive and Garloch Court will gradually develop pressures that are below the required 20 psi standard. The larger Muirfield area will develop pressures that are below the desired minimum pressure of 35 psi. Portions of the Muirfield area affected by lower than desired available fire flows under existing conditions will also gradually increase in size. Modeling shows that this lower than desired pressure will remain confined to the Muirfield area.
- Portions of the Southwest Area near the Ballantrae subdivision, particularly near Ballantrae Loop, will also exhibit signs of lower than desired pressure. Without additional improvements, this identified area will also eventually experience pressures lower than the required 20 psi. This area of lower pressure will gradually expand to include much of the Southwest Area, including south to Rings Road and Tuttle Crossing Boulevard. Other portions of the region along State Route 161, Post Road and Emerald Parkway will also develop pressures that are less than the desired minimum pressure of 35 psi.
- Areas east of the Scioto River, particularly those bounded by Riverside Drive to the west, Hard Road to the north and Bright Road to the south that currently exhibit lower than desired pressures will remain the same. However, the total available fire flow will continue to decrease in the area.

The initial review and assessment of the water system's ability to support the land uses defined through the Envision Dublin effort did not utilize the previously developed hydraulic model but rather focused on a review of current system usage and future demand projections. This simple approach would allow for a determination of the potential overall impact on the system and provide insight as to where more detailed analysis of the infrastructure would be needed. For example, should overall demand projections be similar to those previously defined, then subsequent analyses will not need to focus on supply from the City of Columbus system, but rather focus more on localized improvements in the City's distribution network. Conversely, should the projections show a significant increase in demands, discussions with Columbus regarding supply availability should be prioritized over localized infrastructure review. Ultimately, after finalization of the Envision Dublin Plan, the City's model should be updated to reflect the changes in system operation that have occurred in the last decade and be utilized as a tool for continued assessment of the system.

During this evaluation, billing data for all water users in the City of Dublin was obtained from the City of Columbus for the years 2003 through 2022. This was requested to verify how demands have grown since the prior 2013 evaluation. This data shows that the total Average Daily Demand for the City of Dublin has remained generally flat for the last two decades, despite development and expansion having continued to occur. This phenomenon has been observed in other locations and is typically attributed to increased water conservation education and measures being in place. This data is limited to the Average Daily Demand, and may not be reflective of current Maximum Daily Demand volumes, which is the critical event for supply and distribution, which may have increased over the same time period.



ANALYSIS OF FUTURE PROJECTIONS

A high-level spreadsheet analysis was performed to evaluate City-wide water demands, project future demands, and compare them to previous future projections. This effort was conducted to ascertain the potential increase in water demand that could be realized were the City to adopt either of the land use scenarios. The land use scenarios propose varying residential and employment populations throughout different areas of the City. Corresponding population densities were derived from the land use scenarios, and regional standard water usage assumptions were applied to determine water demands across the City.

The analysis projects the Average Daily Demand (ADD) and Maximum Daily Demand (MDD) for each land use scenario. The ADD represents the average total water usage per day over the course of a year. The MDD is the water volume representing the one day a year with the highest total demand. Both of these values are presented in units of million gallons per day (MGD). Water distribution systems are typically designed around the Maximum Daily Demand. Higher, short-term peak hourly flows can influence the design of local infrastructure; however, peak flows are typically offset by localized storage. Peak hourly flows were not projected or considered in this analysis.

Projected Water Demand Summary table below summarizes the results of the analysis for the Current Land Use Scenario and the Future Land Use Plan.

It is recognized that the Current Land Use Scenario is intended to be consistent with the future full-build scenario considered with the 2013 analysis. However, as indicated by the table, water demand projections with the Current Land Use Scenario are slightly below the 2013 projections (decreased by 19%). This is likely due to differing methodology and assumptions between the two analyses, but generally confirms the consistency between the two efforts. The Future Land Use Plan indicates an increase of 19% of the total system demands.

Projected Water Demand Summary

Projected Demand Description	Average Daily Demand (MGD)	Max. Daily Demand (MGD)*	% Change from 2013 Model
Actual Columbus Billing Data (2022)	4.3	6.2	-
Future Full-Build Water Model (2013)	14.0	20.4	-
2050 Current Land Use Scenario (2023)	11.4	16.6	-19%
2050 Future Land Use Plan (2023)	16.7	24.4	+19%

*Max. Daily Demand calculated based on previously determined Avg. to Max. Multiplier of 1.46 previously provided by Engineering.



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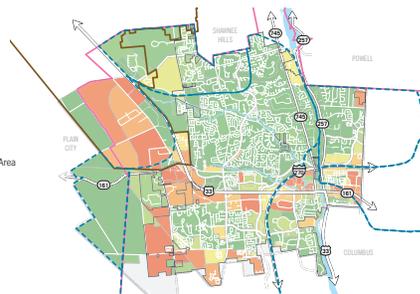
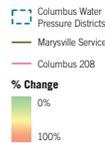
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The Future Land Use Plan reflects a moderate increase in projected water demands when compared to the 2013 projections, suggesting the most recent master planning may still be sufficient for the City of Dublin moving forward in regards to city-wide water demands. While total demands of the system when comparing the Current Land Use Scenario to the 2013 analysis reflect a reduction, the spatial allocation of the demands are critical to understand as it relates to the ability of local infrastructure to support the future land use. Likewise, though the Future Land Use Plan may reflect a modest increase in expected demands across the overall system, specific locations would experience a greater concentration of these demands. The following maps show that these projected demands are concentrated in the central and western/southwestern portions of the City, where existing local infrastructure may not be able to support them.

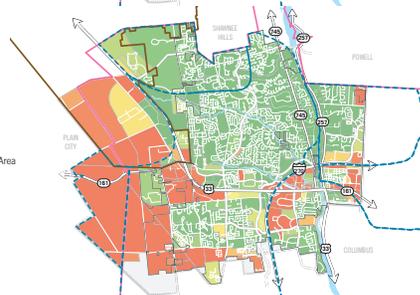
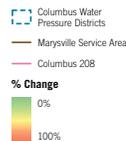
The Current Land Use Scenario Water Demand % Change map displays the intensity of the projected changes in demand around the City, based on the Future Land Use Plan, with areas in green representing areas of low change, and those in yellow, orange, and red representing areas of higher change. The areas of change are framed by City of Columbus water pressure district boundaries.



CURRENT LAND USE WATER DEMAND % CHANGE



FUTURE LAND USE WATER DEMAND % CHANGE



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CONCLUSIONS AND RECOMMENDATIONS

The Future Land Use Plan will generate a modest increase in overall water demands with localized areas of more intense demands, as compared to the 2013 projections and the Current Land Use Scenario. Compared to present day demands, however, both scenarios represent significant growth in demands that the existing water infrastructure may not be suited to handle. There are several observations that can be made:

- The demands in the Post pressure district, north of State Route 161, do not reflect much change.
- The demands in the Post pressure district, south of State Route 161, reflect significant increases in demand under the Future Land Use Plan. As such, critical infrastructure serving the Post pressure district should be a priority focus of future evaluations.
- The Future Land Use Plan reflects demand increases inside of I-270, impacting areas in both the Henderson and Cleveland pressure districts. These areas, while smaller and more condensed, should also be subject to further evaluation.
- There appears to be limited demand increases in the Hyland-Croy and Smoky Row pressure districts suggesting these areas be lower priorities for future evaluations.
- The Future Land Use Plan reflects a significant expansion in area and increase in demand in the area between Cosgray Road and extending West to Iams Road. Development of this area would require significant expansion of the Post pressure district.

These observations should help direct focus on the next, more detailed step, which would be evaluation of specific infrastructure (booster stations, storage tanks, piping, etc.) to support the Future Land Use Plan.

It is recommended that the City update their water model to evaluate current and future system operations. An update to the City's 2013 water model and further analysis would be required to confirm that the implemented improvements from the last decade have had the desired results or to ascertain if new operational challenges have arisen. An updated model reflecting existing conditions would be necessary to identify present-day deficiencies and to recommend potential future improvements. The City of Dublin will also need to ascertain the ability of the City of Columbus system to meet any increases in demand associated with the Future Land Use Plan. This determination will need to be made by the City of Columbus and thus coordination should occur as soon as feasible.

Technology Industry and Large-Water Users

Current development trends in central Ohio have given rise to a significant number of technology-based facilities. These range from data and web services centers to technology-based manufacturing plants. Water supply is often a key consideration in attracting and facilitating these developments. It is understood that areas of future development in Dublin may focus on the technology sector. Planning for these facilities from a water supply perspective on a land use basis has limited value since their demands can vary so widely dependent upon the technology they employ and the overall size of the site. Specific considerations include:

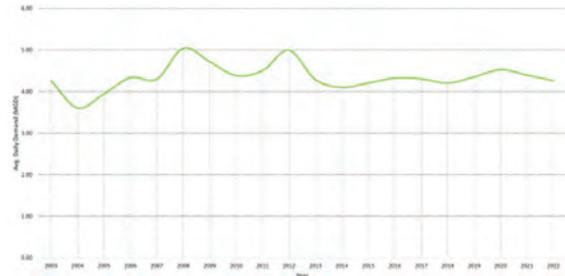
- **Seasons:** Data centers typically fluctuate in water demand seasonally, as the changing temperatures impact the amount of water needed to provide adequate cooling.
- **Technology:** Data centers are evolving to be more water-efficient, either through less heat-intensive processes, or through the use of alternative means of cooling, such as air cooling or closed loop systems. Future development of large water users may end up needing less water than anticipated.
- **Collaboration:** Opportunities may be present when large water users are next to other large water users, as they are able to collaborate on and share the infrastructure needed to serve them, possibly utilizing progressive solutions such as "purple," or recycled/reclaimed, water infrastructure.
- **Storage:** Some technology developments use large amounts of water, based on their usage patterns, over short time periods, which can be very impactful to system operation. However, if their usage could be spread over longer time periods, the impact becomes much less. Water providers can help meet the needs of the developments without significant impacts to the overall system by mitigating these short, intense usage periods by utilizing water storage.
- **Size:** Often technology developments require large land footprints and thus the corresponding demand of water on a per acre basis may not be greater than traditional land uses.

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If large water users, such as data centers or technology industries, are developing in the City of Dublin, then special planning beyond general land use projections is required to determine if these users will have access to the necessary water supply.

There is no succinct or readily available answer as to where, what kind, or how many large water users the City is capable of supporting. Zoning by itself is not indicative of the local water infrastructure being sufficient for future development, nor is the presence of existing large water users. Such determinations should be studied thoroughly on a case-by-case basis and will need to consider specific infrastructure in proximity to the site as well as supply limitations.

City of Dublin Average Daily Water Use



Billing Data and Existing Conditions

As mentioned previously, City of Columbus billing data for the City of Dublin water users reflect no long-term change in annual average daily water demand over the last two decades. This data indicates that water demand projections following current standards are likely conservative. Improvements to the water distribution system will likely be necessary to meet future demands, especially in areas of intense, concentrated growth; however, overall demands may not be changing as quickly as previously projected. As such, the City should continue to track and monitor water consumption on an annual basis to best balance economic growth with responsible management of the domestic water supply.

City of Dublin Average Daily Water Use table below shows the Average Daily Demand from City of Columbus billing data for the City of Dublin for each year from 2003 to 2022.

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SANITARY SEWER INFRASTRUCTURE

EXISTING CONDITIONS

The City of Dublin's current corporate area is approximately 22,000-acres, or 34.1 square miles, in size. The City of Dublin's wastewater (sanitary sewer) service is provided through municipal service agreements with surrounding communities. The City of Columbus is the primary provider of wastewater service, while Delaware County provides wastewater service for approximately 210-acres located north of Summit View Road.

The City of Dublin sanitary sewer collection system consists of more than 230 miles of sanitary sewers and over 5,500 sanitary manholes. This sanitary sewer collection system is owned, operated, and maintained by the City of Dublin. All of the wastewater from the City of Dublin drains to the City of Columbus sanitary sewer system for treatment and disposal except for that which goes to Delaware County.

The sanitary sewer collection system for the City of Dublin consists of nine major sanitary trunk sewers. The nine major trunk sewers divide the system into nine sanitary sewer tributary areas. The major trunk sewers are as follows:

- Cosgray Sanitary Trunk Sewer
- Cramer North Sanitary Trunk Sewer
- Cramer South Sanitary Trunk Sewer
- Deer Run Sanitary Trunk Sewer
- Hayden Run Sanitary Trunk Sewer
- Llewellyn Farms Sanitary Trunk Sewer
- North Fork Indian Run Sanitary Trunk Sewer
- Riverside Sanitary Trunk Sewer
- South Fork Indian Run Sanitary Trunk Sewer

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ANALYSIS OF FUTURE PROJECTIONS

Two land use scenarios were evaluated as part of this analysis: the Current Land Use Scenario, and the Future Land Use Plan. The scenarios present two varying degrees of projected population growth and city expansion. These scenarios were used as the basis for developing the sanitary sewer flow projections. Each scenario was analyzed using City of Columbus design criteria to determine the peak sanitary sewer flows that would be expected from each development scenario.

For each sanitary tributary area, a spreadsheet was created and populated with sanitary sewer information and the future populations as proposed by the land use scenarios. The scenarios were developed to project the future populations of different areas throughout the City. These proposed populations were then used to estimate future sanitary sewer flows.

Population densities were derived from the land use scenarios and applied to the planning areas to determine projected sanitary sewer flows. Population densities varied depending on land use type such as suburban, mixed-use, commercial, industrial, etc. Population densities are presented in units of people per acre, or "ppa". The sanitary sewer flows can be estimated using a standard average daily sanitary flow value. For the City of Columbus sanitary sewer design criteria, a standard value of 130 gallons per day per capita was used.

The average sanitary flow by itself is not used in the design of sanitary sewer infrastructure. A peak sanitary sewer flow is used and is a short-term high flow event in the sewers that occurs based on time of day, season, and other system factors. The City of Columbus Sanitary Sewer Design Manual states a peaking factor of 3.5 should be used for the design of new sanitary sewer infrastructure.

Lastly, infiltration and inflow, referred to as I/I, must be considered when designing sanitary sewer infrastructure and projecting future flows. I/I represents sources of clean water that enter the system through cracks, leaks, deficiencies, or other direct connections to the sanitary sewer system. Infiltration and inflow typically occurs during periods of wet weather. City of Columbus sanitary sewer design criteria use an I/I value of 0.003 cubic feet per second (cfs). Thus, the larger the tributary area, the more I/I that must be included in the sanitary sewer flow calculations.

It is important to note this analysis is preliminary in nature, based on a high-level analysis of the region, and thus does not suggest sanitary sewer availability at any specific location. Further studies would be required to determine local sanitary sewer availability and to identify necessary improvements. The evaluation is limited to the City of Dublin sanitary sewer system and does not evaluate the downstream impacts of the estimated projected flows.

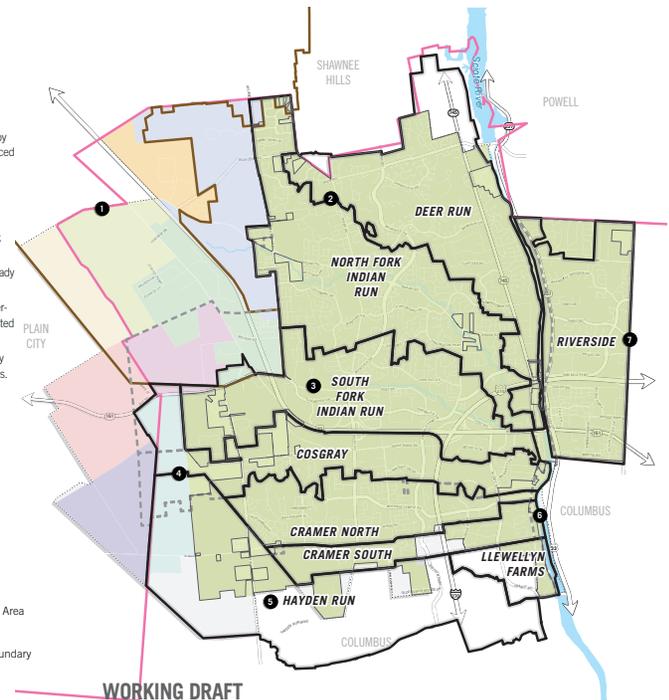
For this analysis, in order to remain within capacity throughout each section of the City of Dublin's sanitary trunk sewers, an iterative approach was taken in which areas were removed until the percent full value at any point was lowered to or below 100% full when possible. If capacity was found to be over 100% and an area could not be removed, alternatives were recommended. The proposed development may cause capacity issues downstream in the Columbus system that are not evaluated by this analysis. To service remaining planning areas that were unable to be serviced by the existing sewer infrastructure, sanitary sewer improvements would be necessary, improvements may include pump station and force mains, discharging downstream where capacity is available, or improving sanitary sewer capacity by pipe upsizing existing pipes or constructing parallel sanitary sewer lines. Evaluation and approval from the City of Columbus would be required for any proposed sanitary sewer extension.

The following map delineates the overall sanitary sewersheds corresponding to the sanitary sewer infrastructure capacity analysis of the Future Land Use Plan.

OVERALL SEWERSHED

1. Sewersheds limited to inside Columbus 208 Boundary except for City-owned parcels.
2. South Fork Indian Run Sewershed to have area service by Marysville removed. Areas to the west unable to be serviced without sanitary improvements.
3. Deer Run and North Fork Indian Run Sewersheds to remain unchanged.
4. Cosgray and Hayden Run Sewersheds to expand north to assist in serving areas currently tributary to South Fork Indian Run.
5. Hayden Run Sewershed to have southern areas that are already serviced by the City of Hilliard removed for this analysis.
6. Cramer North, Cramer South, and Llewellyn Farms Sewersheds to remain largely unchanged. Some borders adjusted to match existing sewer infrastructure.
7. Riverside Sewershed to have northern areas that are already being serviced by Delaware County removed for this analysis.

<ul style="list-style-type: none"> ▭ Proposed Sewershed ▭ Existing Sewershed ▭ Marysville Service Area ▭ Columbus 208 	<ul style="list-style-type: none"> ▭ B ▭ C ▭ D ▭ E ▭ F ▭ G ▭ H ▭ I
<p>Dublin Planning Growth Analysis Areas</p> <ul style="list-style-type: none"> ▭ Base ▭ A 	<ul style="list-style-type: none"> ▭ Marysville Service Area ▭ Columbus 208 ▭ Planning Area Boundary
<p>Context Layers</p> <ul style="list-style-type: none"> ▭ City of Dublin ▭ Proposed Sewershed ▭ Existing Sewershed 	<ul style="list-style-type: none"> ▭ Marysville Service Area ▭ Columbus 208



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Deer Run Sanitary Sewershed

The Deer Run sewershed currently serves approximately 3,350 acres of developed land within the City of Dublin. The existing development within Deer Run produces a peak flow of approximately 18.3 MGD. The main trunk sewer is currently experiencing capacity issues. A previous study was completed titled, "Final OEPA Summary of the Deer Run Sewer Shed: Sanitary Sewer Evaluation Survey Findings and Implementation Schedule," dated January 23, 2017. Several infrastructure improvements were identified to relieve capacity restrictions in the Deer Run sewershed. These improvements are summarized in the Deer Run Sewer Improvements table below.

For the purpose of this study, no additional tributary area was added to this sewer. Post-improvement flow monitoring and modeling evaluation efforts should be completed to determine if additional area can be serviced by this sewer. See Deer Run Sewershed map for a visual of the proposed tributary area.



Deer Run Sewer Improvements

Priority	Recommended Improvement	Description	Project Status
1	Deer Run Wet Weather Relief Pump Station	Design flow for existing conditions with the Deer Run Relief Sewer is 5.25 cfs (2,360 gpm). Pump station is wet weather relief only. After all future improvements and build-out conditions, design flow increases to 6.25 cfs (2,800 gpm).	Under construction. Completion in Spring 2024.
2	Glick Road Relief Sewer	Relief sewer from Carnoustie/Glick (MH#2219) to the Proposed Deer Creek Pump Station. Pipe to be oversized for storage capacity with a 6' outlet and overflow weir structure. Estimated diameter is 30", but dependent on detailed design alignment and depths.	Under design. Per the adopted 2024-2028 Capital Improvements Program, construction is programmed for 2025, pending site acquisitions if necessary.
3	Riverview Relief Sewer	Increase capacity for 36" trunk sewer along Riverview Dr by constructing a 30" parallel relief sewer.	Under design. Per the adopted 2024-2028 Capital Improvements Program, construction of the N. Riverview Street relief sewer is programmed for 2025, pending site acquisitions if necessary. Construction of the S. Riverview Street relief sewer is programmed for 2028, pending site acquisitions if necessary.
4	Avery Rd Relief Sewer	Relief sewer from Avery Rd (MH#1656) to the new relief sewer for MacEwan Ct. Pipe to be oversized for storage capacity with a 6' outlet and overflow weir structure. Estimated diameter is 36", but dependent on detailed design alignment and depths.	Per the adopted 2024-2028 Capital Improvements Program, design is programmed for 2025, with construction programmed for 2026, pending site acquisitions if necessary.
5	Muirfield GC Relief Sewer	Parallel 12" Relief sewer from MH#2216 to the Proposed Deer Creek Pump Station.	Not programmed in the adopted 2024-2028 Capital Improvements Program.

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Cosgray Sanitary Sewershed

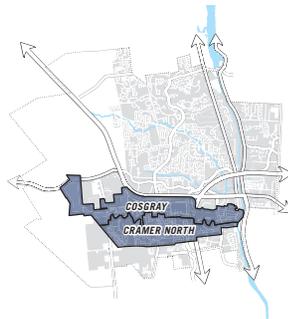
The Cosgray sewershed currently serves approximately 1,469 acres of developed land within the City of Dublin. The Cosgray sewershed is located between the South Fork Indian Run and Cramer North sewersheds, consisting of mostly residential and commercial development. The City previously completed a sanitary sewer capacity analysis using a calibrated hydraulic model for the Cosgray sewershed in 2022. Results of that analysis showed that the Cosgray sanitary sewer system had a maximum allowable additional flow of 4.2 cfs, or 2.7 MGD.

The results show the Cosgray sanitary trunk sewer has sufficient capacity to service the proposed tributary area under the Future Land Use Plan. An additional 563 acres of undeveloped land currently within the proposed tributary area can be developed at an average population density of 6.4 ppa before the current terminus reaches the previously determined maximum allowable additional flow. The tributary boundary was adjusted to take in area from the South Fork Indian Run sewershed. The proposed Cosgray tributary area would produce a total peak sanitary flow of 9.8 MGD. The sewershed extends beyond the Columbus 208 planning boundary, which would require a boundary revision and approval by the City of Columbus and OEPA. See Sewersheds map for a visual of the proposed tributary area.

Cramer North Sanitary Sewershed

The Cramer North sewershed currently serves approximately 1,716 acres of developed land within the City of Dublin. Cramer North is located south of the Cosgray sewershed, which discharges into Cramer South. The area consists of mostly residential and commercial development. The Future Land Use Plan proposes significant development to the west, with some redevelopment proposed within and around I-270.

The results show the Cramer North sanitary trunk sewer has sufficient capacity to service the existing tributary area under the Future Land Use Plan. An additional 34 acres of undeveloped land currently within the existing tributary area can be developed at an average population density of 9.0 ppa before the trunk sewer reaches 93% full pipe capacity. No additional service area outside of the existing tributary area was proposed. The proposed Cramer North tributary area would produce a peak sanitary flow of 8.4 MGD. The sewershed tributary area remained largely unchanged besides minor border adjustments to better match existing sewer infrastructure. While the North Cramer trunk sewer may have capacity, the downstream South Cramer trunk sewer does not; as such, capacity improvements for the Cramer South trunk sewer are necessary, as discussed in the following section. See following Sewersheds map for a visual of the proposed tributary area.



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North Fork Indian Run Sanitary Sewershed

The North Fork Indian Run sewershed currently serves approximately 3,468 acres of developed land within the City of Dublin. The existing development within North Fork produces a peak flow of approximately 10.8 MGD. The main trunk sewer is currently experiencing capacity issues. A previous study was completed titled, "Sanitary Sewer Capacity Study for North & South Fork Indian Run Sewershed," dated September 30, 2019. Several project infrastructure improvements were identified to relieve capacity restrictions in the North Fork Indian Run sewershed. These improvements are summarized in the North Fork Indian Run Sewer Improvements table below.

North Fork Indian Run Sewer Improvements

Project Status	Project Status
Increase System Capacity – Install 5,000 LF of 18" Pipe from MH#2151 to MH#2492	Not programmed in the adopted 2024-2028 Capital Improvements Program.
Increase System Capacity with Storage Utilization – Install 2,000 LF of 18" Pipe and 3,000 LF of 36" Pipe with Outlet Control Structure from MH#2151 to MH#2492	Not programmed in the adopted 2024-2028 Capital Improvements Program.
Implement Private Property II Reduction Program – Achieve 40% II Reduction in area tributary to MH #900 and MH #2843	Not programmed in the adopted 2024-2028 Capital Improvements Program.

For the purpose of this study, no additional tributary area was proposed for this sanitary sewer. Post-improvement flow monitoring and modeling evaluation efforts should be completed to determine if additional area can be serviced by this sewer. See following Sewersheds map for a visual of the tributary area.

South Fork Indian Run Sanitary Sewershed

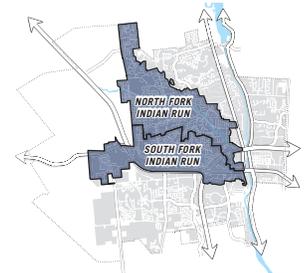
The South Fork Indian Run sewershed is located between the North Fork Indian Run and Cosgray sewersheds, consisting of residential and commercial development, as well as technology and innovation-based land uses. The west end remains undeveloped. A previous study was completed titled, "Sanitary Sewer Capacity Study for North & South Fork Indian Run Sewershed," dated September 30, 2019. Based on this study, approximately 540 acres within the South Fork Indian Run sewershed could be developed with the existing available capacity. A portion of the South Fork Indian Run sewershed overlaps with the City of Marysville service area. The existing South Fork Indian Run sewershed is 4,342 acres in size, of which 1,112 acres overlaps with the City of Marysville service area. For this evaluation, five development scenarios were evaluated: the Current and Future Land Use Plans with and without the Marysville service area, and a fifth reduced area based on the Future Land Use Plan.

The results show the South Fork Indian Run sanitary trunk sewer only has sufficient capacity to service the existing tributary area under the Current Land Use Scenario when excluding the Marysville service area. As such, a fifth development scenario was evaluated based on the Future Land Use Plan, wherein the Marysville service area and about 361 acres of currently unserved land were removed from the western end of the existing tributary area until capacity was met per the model at a peak flow of 13.6 MGD. The Cosgray and Hayden Run Sewersheds were adjusted to capture the removed area (not including the Marysville service area).

The South Fork Indian Run trunk sewer can service the proposed area under the Future Land Use Plan if the previously recommended improvements are made. See South Fork Indian Run Sewer Improvements table and Sewersheds map for a visual of the proposed tributary area and the Marysville service area boundary.

South Fork Indian Run Sewer Improvements

Project Status	Project Status
Increase System Capacity – Install 8,400 LF of 12" Pipe from MH#1029 to MH#517, 2,500 LF of 15" Pipe from MH#2564 to MH#3792, 2,600 LF of 18" Pipe from MH#2554 to MH#2978	Not programmed in the adopted 2024-2028 Capital Improvements Program.



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Assuming the capacity improvement is in place, the proposed Cramer South tributary area would produce a peak sanitary flow of 14.1 MGD; this includes the flows produced by Cramer North. An additional 273 acres of undeveloped land currently within the existing tributary area can be developed at an average population density of 15.8 ppa, or higher depending on the impact of the capacity improvement. The sewershed tributary area remained largely unchanged besides minor border adjustments to better match existing sewer infrastructure. See Sewersheds map for a visual of the proposed tributary area.

Hayden Run Sanitary Sewershed

The Hayden Run sewershed currently serves approximately 2,243 acres of developed land within the City of Dublin. The Hayden Run sewershed is located between the cities of Dublin and Hilliard, currently consisting of mostly residential and commercial development. The Future Land Use Plan proposes significant western expansion into the rural areas beyond the Columbus 208 planning boundary.

The results show the Hayden Run sanitary trunk sewer has sufficient capacity to service the proposed tributary area under the Future Land Use Plan. The proposed Hayden Run tributary area would produce a peak sanitary flow of 22.0 MGD. An additional 1,714 acres of undeveloped land within the proposed tributary area can be developed at an average population density of 8.7 ppa before the existing sewer infrastructure reaches 91% full pipe capacity. The sewershed tributary area was adjusted to match existing sewer infrastructure, and to take in land that the Cosgray sewershed was unable to service. About 500 acres south of Hayden Run Road, outside of the City of Dublin planning area, were removed from the watershed as they were already being serviced by a City of Hilliard trunk sewer. See Sewersheds map below for a visual of the proposed tributary area.



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Llewellyn Farms Sanitary Sewershed

The Llewellyn Farms sewershed currently serves approximately 464 acres of developed land within the City of Dublin. Llewellyn Farms is nestled between Hayden Run and Cramer South, along the Scioto River. The sewershed consists of about half commercial and half residential development. Under the Future Land Use Plan, not much change is proposed, as the area is already mostly developed.

The results show the Llewellyn Farms sanitary sewer system has sufficient capacity to service the Future Land Use Plan. The proposed Llewellyn Farms tributary area would produce a peak sanitary flow of 2.3 MGD. There are no additional expansion areas to service, so the sewershed tributary area has remained largely unchanged. See Sewersheds Map for a visual of the proposed tributary area.

Riverside Sanitary Sewershed

The Riverside sewershed currently serves approximately 1,945 acres of developed land within the City of Dublin. The Riverside sewershed is between the cities of Dublin and Worthington, along the east side of the Scioto River, across from the Deer Run sewershed. The sewershed is comprised of mostly residential and commercial development. The sewershed also captures flows from the Columbus Zoo via an 8-inch force main. The Future Land Use Plan proposes some redevelopment to the south, and provides service to undeveloped areas to the north. Approximately 210 acres within the City of Dublin planning area are already being served by Delaware County, so those areas were excluded from the analysis.

The results show the Riverside sanitary trunk sewer currently only has sufficient capacity to service the proposed tributary area under the Current Land Use Scenario. The existing 12-inch terminus sewer does not have sufficient capacity to service the remaining 270 acres of undeveloped area at the population densities proposed by the Future Land Use Plan. Sewer improvements would be necessary to either increase the capacity of the existing 2,270 linear feet of 12-inch sewer, or otherwise divert flows downstream where capacity is available. Then, the undeveloped area can be developed at an average population density of 5.6 ppa or higher depending on the impact of the improvements. The proposed Riverside tributary area would produce a peak sanitary flow of 14.7 MGD. See Sewersheds map for a visual of the proposed tributary area.



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CONCLUSIONS AND RECOMMENDATIONS

It is recommended that more concentrated studies be completed on specific areas of interest in order to better determine the localized performance of the sanitary sewer collection system. Any sewer extension or proposed changes in flows must be evaluated and approved by the City of Columbus on a case-by-case basis. Expansion of the Columbus 208 boundary will require boundary revision and approval from the City of Columbus and ODEPA. The Sanitary Sewer Flow Projection Summary Table below summarizes the results of the completed analyses.

Sanitary Sewer Flow Projection Summary

Sewershed	Proposed Tributary Area (Acres)	Total Peak Flow (MGD)
Deer Run	3,350	18.3
North Fork	3,468	10.8
South Fork	2,869	29.6
Cosgray	2,031	9.8
Cramer North	1,750	8.4
Cramer South	2,630	14.1
Hayden Run	4,119	22.0
Llewellyn Farms	464	2.3
Riverside	2,215	14.7

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In general, the Future Land Use Plan will generate a more intense increase in city-wide flows. Under the Future Land Use Plan, the system can service up to and slightly beyond the Columbus 208 planning boundary at the proposed population densities, as seen in Sewershed Map, Overall. Capacity improvements are required within the Cramer South, Deer Run, North Fork Indian Run, South Fork Indian Run, and Riverside sewersheds. Post-improvement evaluations of Deer Run and North Fork Indian Run are recommended to determine if additional area can be served. Further evaluation of land use impacts on existing sanitary infrastructure is recommended.

Dublin Expansion Area

The Dublin expansion area to the north and west is currently not within City of Dublin corporation limits as defined by the water and sanitary sewer service agreements with the City of Columbus. Additionally, the City of Dublin planning boundary extends beyond the City of Columbus 208 boundary. The water and sanitary sewer infrastructure capacity analysis evaluated the feasibility of serving areas within existing Dublin corporation limits, the identified expansion area, and the remaining areas within the City of Dublin Planning boundary.

The results of the water and sanitary sewer infrastructure capacity analysis show the sanitary sewer capacity is the limiting factor in expanding beyond the City of Columbus 208 boundary and cannot serve the full extents of the City of Dublin Planning boundary. Overall, the majority of the conclusions from the sanitary sewer capacity analysis are consistent with the conclusions from previous Community Plan utility analysis efforts. This includes:

- There are no significant capacity limitations within six of the nine City of Dublin sanitary sewersheds (Cosgray, Cramer North, Cramer South, Hayden Run, Llewellyn Farms, and Riverside).
- The Deer Run and North Fork Indian Run trunk sewers are at capacity, and in some locations exceeding capacity, under existing conditions. Capacity improvements have been previously identified and programmed in the City's Capital Improvements Program, in which post-improvement evaluation should occur to see if additional land can be included within these two sewersheds.
- The South Fork Indian Run trunk sewer has limited capacity under existing conditions.
- The downstream City of Columbus trunk sewers have been designed to accommodate 10 people per acre density, in which the average population density per the Future Land Use Plan is not exceeding.
- The City of Columbus has committed to serving the extents of the 208 boundary.
- Service for area outside the 208 boundary requires further coordination and approval from the City of Columbus.

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The following are differences compared to previous Community Plan utility analysis efforts:

- Per the updated water and sanitary sewer service agreement with the City of Columbus in 2023, the City of Dublin has committed to serving the area generally bounded to the north by the Union County line, to the south by approximately 1,500 feet south of Rings Road, to the west by the Madison County line, and to the east by Houchard Road.
- The Future Land Use Plan represents a slightly higher increase in population density compared to the Current Land Use Scenario.
- The Hayden Run and Cosgray sanitary sewershed boundaries were revised in order to serve more land within the existing South Fork Indian Run sewershed.

Given the identified sanitary sewer infrastructure capacity limitations in select areas and the presence of overlapping service boundaries, the City should explore the feasibility of alternative sanitary sewer improvements to address capacity limitations in the City of Dublin's sanitary sewer collection system. The City should also continue to work with adjoining jurisdictions to explore the feasibility of coordinated water and sanitary sewer provision that can result in greater efficiency and benefit to the entire region. It is important to note that, consistent with previous City of Dublin Community Plans, the results of the analysis provides the City with a plan along with recommendations to further explore as development occurs over time in order to achieve the goals of the Community Plan.



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STORMWATER MANAGEMENT

Stormwater runoff is generated when rain or melted snow flows over land or impervious surfaces, such as paved streets, parking lots and building rooftops, and does not soak into the ground. As the runoff flows over the surfaces, it accumulates debris, chemicals, sediment or other pollutants that could adversely affect water quality if the runoff is untreated.

In natural areas, stormwater runoff is absorbed by the ground. It is filtered and ultimately replenishes underground water deposits or flows into waterways. In developed areas, impervious surfaces prevent stormwater runoff from naturally soaking into the ground. Instead, the stormwater runoff rapidly enters storm drains, sewer systems and drainage ditches. This can cause:

- Downstream flooding
- Contaminated waterways
- Stream bank erosion
- Increased sediment in the waterways from erosion
- Habitat destruction
- Changes in the stream flow
- Infrastructure damage

Stormwater management is the practice of controlling stormwater runoff in order to mitigate these negative impacts to the environment.

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EXISTING CONDITIONS

Stormwater Management Program

The City of Dublin has implemented a comprehensive Stormwater Management Program in order to effectively manage stormwater. The Stormwater Management Program consists of the following six main components:

- Stormwater Master Plan
- National Pollutant Discharge Elimination System (NPDES) Permit Compliance
- Capital Improvement Projects
- Maintenance
- Chapter 53 - Stormwater Management and Stream Protection
- Chapter 151 - Flood Control

Stormwater Master Plan

Unlike the sanitary sewer collection system, stormwater flow naturally occurs by way of swales, creeks, and rivers, each of which contributes to a larger drainage area called watersheds. This means that the City needs to proactively maintain the integrity and capacity of these naturally occurring features. While stormwater management will not limit the intensity of development, the allowance for appropriately sized facilities on each development is important. The City of Dublin's Stormwater Master Plan gives the City a strong base for managing stormwater.

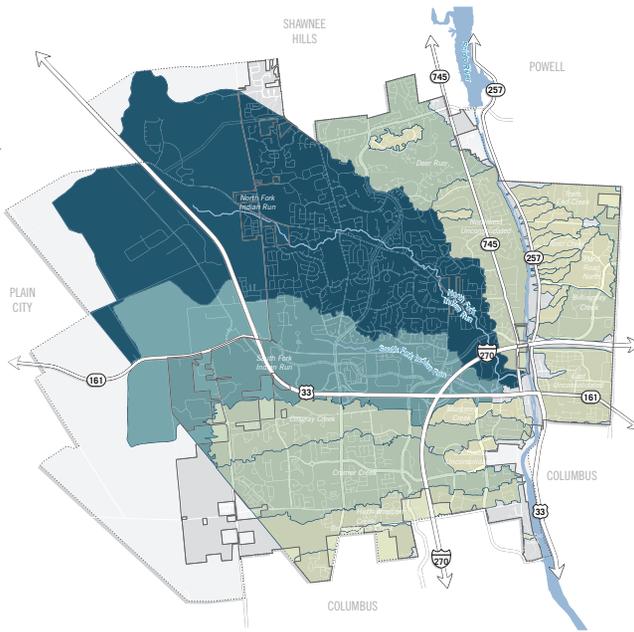
The Stormwater Master Plan is a document that was established in 1999 and updated in 2009. The purpose of the Stormwater Master Plan is to minimize impacts from development by establishing limits on stormwater discharges through modeling of City watersheds. The Stormwater Master Plan contains prescribed release rates per acre for all City watersheds that a developed site is not permitted by code to exceed. The sizing and design of stormwater management control measures are largely based on the prescribed release rates that are defined in the Stormwater Master Plan. The development and use of the prescribed release rates help mitigate flooding problems and improve the overall appearance and environmental quality of streams. The Stormwater Master Plan also effectively developed a drainage system map and database as well as identified capital improvement projects associated with stormwater management, many of which have been constructed.

The 2009 Stormwater Master Plan updated analysis confirmed that the City's current stormwater release rate requirements provide consistent and accepted criteria throughout the City and has minimized effects of development to the receiving streams.

City Watersheds



Context Layers



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National Pollutant Discharge Elimination System Permit Compliance

The City of Dublin is required by the United States Environmental Protection Agency to comply with its NPDES Phase II Municipal Separate Storm Sewer System (MS4) Program. This program requires local governments with fewer than 100,000 people to develop a plan to reduce stormwater pollution in order to protect and improve waterways. The Ohio Environmental Protection Agency manages the compliance of the local jurisdictions with their NPDES Phase II MS4 permits.

The program is comprised of six minimum control measures that, when implemented, should result in a significant reduction of pollutants discharged into receiving waters. The minimum control measures are:

- Public Education and Outreach: distribution of materials and performing outreach to inform citizens about the impacts of polluted stormwater runoff.
- Public Participation and Involvement: programs and events that involve people in stormwater management
- Illicit Discharge Detection and Elimination: detection and elimination of illegal discharges to the storm sewer system and improper disposal of waste.
- Construction Site Runoff Control: management of sediment, excessive runoff and pollution from construction sites.
- Post-Construction Runoff Control: management of stormwater runoff and pollution from development projects that are permanent facilities.
- Pollution Prevention and Good House-keeping: management of municipal facilities and operations to reduce pollution.

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The City has developed an updated Stormwater Management Program Plan that outlines how the City will meet the minimum control measures during the current permit term. The City is required to submit an annual report that demonstrates how the City addressed each of these minimum control measures.

Capital Improvement Projects and Maintenance

The City owns and maintains a stormwater management system consisting of drainage structures, pipes, waterways, and stormwater management basins that are designed to convey stormwater runoff away from streets and buildings. The maintenance of the stormwater management system is vital in the protection of public health and safety.

The Capital Improvements Program (CIP) is a five-year outlook for anticipated capital projects and is reviewed annually by City Council, and adopted by Ordinance. The CIP provides funding for capital projects related to various City infrastructure, which includes the stormwater management system. The projects consist of both new stormwater management system infrastructure as well as the maintenance of the existing stormwater management system assets.

Chapter 53 – Stormwater Management and Stream Protection

Chapter 53 of the City of Dublin Code of Ordinances was established in 1998 and revised in 2005. Chapter 53 regulates stormwater from areas of new development and redevelopment for the purpose of protecting public health and safety and provides provisions for stream protection. Chapter 53 is the legal backing to enforce the Stormwater Master Plan, and also established the City of Dublin Stormwater Management Design Manual. The Stormwater Management Design Manual is a document that sets forth the City standards for stormwater management and provides guidance for engineers in developing plans and stormwater management calculations. The Stormwater Management Design Manual includes control for peak release rates of stormwater runoff (water quantity), water quality, and erosion and sediment on construction sites. The Stormwater Management Design Manual also provides guidelines for control measures, such as retention and detention basins.

Also codified in Chapter 53, Stream Corridor Protection Zones have added a layer of protection for stream corridors that may have otherwise been adversely affected by development and where no other regulations provided for the preservation of the riparian buffers. These zones apply to streams within Dublin that do not have federally designated floodways or floodplains. These zones will also aid to protect residents from the impacts of flooding and land loss through erosion. Chapter 53 regulates activities within the Stream Corridor Protection Zone.

Chapter 151 – Flood Control

Dublin has participated in the National Flood Insurance Program (NFIP) since 1980, administered by the Federal Emergency Management Agency (FEMA), through the adoption of Chapter 151 of the City of Dublin Code of Ordinances by Ordinance 27-80. The NFIP makes flood insurance available to property owners in communities that agree to adopt an ordinance regulating development in flood prone areas. The floodplain regulations required by NFIP are designed to accomplish three basic objectives related to flood damage protection:

- To prevent new developments from unduly increasing flood damages to others;
- To ensure that new buildings will be free from flood damage, and
- To ensure that existing buildings, when substantially damaged or improved, will be brought up to current floodplain regulations so they will be flood protected.

Dublin's code exceeds these minimum requirements. Chapter 151 requires the necessary controls and provisions, but also includes a 20 foot buffer zone to floodways. No fill shall be placed between the floodway and the base flood elevation (flood fringe) or between the floodway and 20 feet from the floodway, whichever is less.

Under NFIP, the Special Flood Hazard Area (SFHA), otherwise known as the floodplain or 1-percent chance of a flood, is the area of land that would be inundated by the base flood. This floodplain is the area regulated by Dublin for compliance with the NFIP. In addition, the floodplain limits that are shown on the FEMA Flood Insurance Rate Maps (FIRMs), FEMA publishes Flood Insurance Studies (FISs) that identify floodplain limits on many streams within the City. The limits of the floodplain are identified through engineering analysis that provides a flooding elevation at a particular location that can be compared to the ground elevations.

FUTURE PROJECTIONS

The future of stormwater management regulations will evolve over time and may include more prescriptive requirements for specific watersheds, numeric effluent limits, minimum control measures, encouragement of low-impact development design, and retrofits to restore urban hydrology.

Each state is required by Section 303(d) of the Clean Water Act (33 U.S.C. 1313), to submit a prioritized list of impaired waters to the U.S. Environmental Protection Agency (EPA) for approval. The list indicates the waters of Ohio that are currently impaired and may require total maximum daily load (TMDL) development in order to meet water quality standards.

TMDL reports identify and evaluate water quality problems in impaired water bodies and propose solutions to bring these waters to attain water quality standards. TMDLs are established for phosphorus, sediment, fecal coliform bacteria, dissolved oxygen, ammonia, floodplain capacity, bed load, and habitat. Some of the recommended solutions to address the impairments include storm water controls, point source controls, manure management, and habitat improvements. As part of the federal Clean Water Act, the U.S. EPA must review and approve each TMDL. The TMDL report for the Scioto River is under development as of early 2024.

The Ohio EPA issues the General Permit for Discharges of Stormwater Associated with Construction Activity and the Small Municipal Separate Storm Sewer Systems Permit that the City is required to comply with. The permits are updated every 5 years and were most recently issued in 2023 and 2021 respectively. The two permits complement one another, and contain provisions that require the City to maintain a stormwater management program.

Bridge Street District

The Bridge Street District is a highly walkable, urban environment within the City of Dublin. An integrated approach for stormwater management within sites in this District includes alternatives to traditional ponding of stormwater, such as the use of green roofs, permeable pavement, bio-retention facilities, rain barrels, planter boxes, etc. These practices optimize the land for creating the urban and walkable community desired. This stormwater management approach is described in the City of Dublin Stormwater Management Design Manual.

CONCLUSIONS AND RECOMMENDATIONS

Stormwater management continues to be an important part of the City's infrastructure system. The City's regulations regarding water quality, the management of stormwater, and the preservation of the natural stream corridors should be periodically reviewed and updated to comply with state and federal regulations as well as best management practices.

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Purpose

This chapter reinforces the importance of being good stewards of the natural environment and offers strategies for environmental sustainability best practices to ensure natural resources and environmental features remain valued community assets.

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10 NATURAL RESOURCES AND ENVIRONMENT

Dublin is an exceptional place to live, in large part, due to its complementary mix of intact and functioning natural ecosystems and a high-quality built environment. Its natural resources and environment ground the community in place and provide a foundation for its future. Residents and visitors alike cherish these elements and rank the City's parks, natural areas, and open space as some of the most desirable and valued features in Dublin. During the community outreach process, residents also identified sustainability and resilience as strong values and high priorities for the community. Incorporating practices that improve the City's stormwater management, protect and sustainably manage wetlands and trees, and preserve topsoil, including clean drinking water, clean air, and biodiversity, which will make the city more resilient to growth and a changing climate.

Dublin enjoys a relatively temperate climate, receiving just less than 40 inches of precipitation annually and ranging in average temperature from an average low of 21 degrees in January, to an average high of 84 degrees in July. The planning area includes open plains in its western half and rolling terrain and steeply sloping edges and limestone outcroppings along the Scioto River. The central and southwestern parts of the City are relatively flat and contain Miamian-Kokomo-Eden soils prone to flooding and ponding. Before Euro-American settlement, the land was forests and tall grass prairie. Native forests have been replaced with an urban forest, maintained and managed by municipal staff and private property owners. Though neighborhoods, golf courses, office parks and other developments have changed the environment, natural processes are still at work in Dublin. They must be considered and managed to protect residents, wildlife, property and the City's quality of life. The chapter identifies Dublin's goal for maintaining and improving its environment and provides practical recommendations for how the City can achieve its aims.

"I'll always veer to more green areas, large trees and open spaces. That is a large part of what I consider to set Dublin apart and above other communities."

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Goal and Objectives for Natural Resources and Environment

PROTECT AND ENHANCE THE INTEGRITY OF NATURAL SYSTEMS THROUGH ENVIRONMENTAL STEWARDSHIP.

- Grow the local tree canopy.
- Encourage the preservation and restoration of existing native plants and landscapes.
- Protect topsoil resources from erosion.
- Preserve and enhance watershed management and natural hydrological systems.
- Protect streams and their buffers and provide public access, particularly along the Scioto River.
- Enhance public awareness and involvement in environmental stewardship.
- Connect people with nature.
- Reduce urban heat-island effects.

The goal and objectives for the Natural Resources and Environment Chapter were developed in response to what we heard from the public, an analysis of existing conditions, and a review of past studies.

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Most Sustainable.

Identifying ecologically sensitive and important areas including soils and watersheds, planning for wildlife management, and the maintenance and expansion of the City's tree canopy are all essential elements of Dublin's stewardship of its natural resources and environment. Through these activities Dublin can advance its goal of being the most sustainable community.



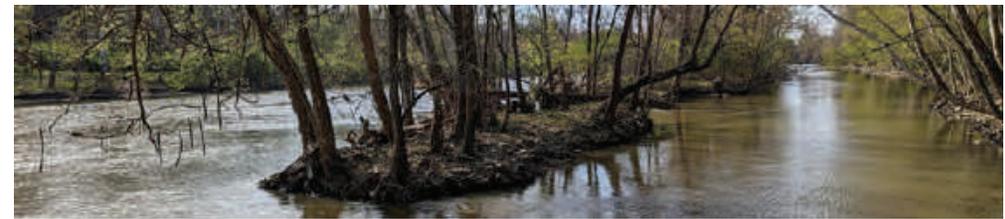
Most Connected.

With its abundant parks, open space, trails and natural areas - distributed equitably throughout the City - Dublin has the ability to be one of the most connected communities in terms of providing opportunities for residents to connect to nature. Through stewardship of its natural resources and environment and forward-thinking investment in parks, open space, and trails, Dublin can protect natural ecosystems while making Dublin an even more desirable place to live.



Most Resilient.

Planning to protect and improve Dublin's biodiversity, manage its watersheds to absorb extreme precipitation events, maintain and supporting healthy ecosystems, and planning to mitigate the heat island effect through green infrastructure are all meaningful measures to make the City the most resilient. These measures prepare Dublin for shocks associated with a changing climate and enable it to recover quickly when crises occur.



PROTECTING AND ENHANCING NATURAL SYSTEMS THROUGH ENVIRONMENTAL STEWARDSHIP

Dublin's verdant landscape and trees, fertile soil, ample rainfall, and rivers and streams have attracted people to the area for centuries. Its temperate climate and natural resources continue to contribute to its appeal as a place to live, work, play and invest. Survey respondents indicated that most Dublin residents want to protect current natural resources and ensure that future development proceeds in a sustainable manner. As the City grows, a key objective is the preservation of existing resources to sustain a high quality of life for current and future residents. This includes identifying critical resources, habitat, and natural areas and planning for their protection and enhancement or for mitigation when necessary. If done well, future development and environmental sustainability can form two pillars of a resilient Dublin.

As Dublin's population expands, demand for new housing will put pressure on open space and wetlands. New development will push out into undeveloped land permanently altering ecosystems and removing the essential services they provide the community including clean water, clean air, shade and moderation of the heat island effect, wildlife habitat and biodiversity, and the aesthetic and psychological benefits residents receive from connecting with nature. To meet the challenge of sustainably accommodating growth and maintaining and enhancing the natural systems that support Dublin's high quality of life and make it resilient to change, the City will need to focus on three objectives: watershed management, preserving its tree canopy and soils, and creating a livable environment.

WATERSHED MANAGEMENT

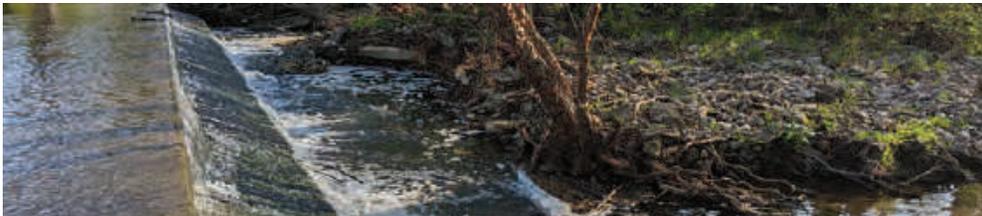
Protecting and managing Dublin's watershed is a primary consideration in making the City sustainable and resilient. Watersheds—the land areas that water moves down and across into streams and rivers—are the foundations of the ecological systems that provide water for drinking and irrigation. They also play a key role in absorbing precipitation, mitigating the effects of extreme weather events. Lastly, they contain most of the biological diversity and wildlife habitat in the Dublin area. Planning for their protection and management is vital to achieving the City's sustainability and resilience goals.

The Scoto River provides drinking water to nearly one million people in the Columbus metropolitan area including the City of Dublin. Dublin also draws part of its drinking water from Big Walnut Creek and from groundwater pumped from sand and gravel deposits in the Scoto River Valley. All three sources are susceptible to contamination from agricultural and residential land use runoff. Streams, rivers, wetlands and riparian areas provide clean drinking water, biodiversity, and wildlife habitat and are some of the most changed and endangered ecosystems in North America—86 percent of Ohio's wetlands have been destroyed or are no longer considered ecologically functional after more than two centuries of settlement and agriculture. Protecting Dublin's watershed and restoring its ability to provide essential ecosystem services is critical to the livability and resilience of the community. The City recognized watershed management as a central component of its 2018-2020 Dublin Sustainability Framework. Further, watershed protection and management is a positive effect of the plans for an inter-connected regional greenway system along central Ohio's rivers planned in by the Mid-Ohio Regional Planning Commission's (MORPC) RAPID 5 initiative. The following actions can add to these efforts and help the City achieve the objective of managing its watershed for sustainability and resilience.

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SUSTAINABLE LAND DEVELOPMENT

By encouraging sustainable land development and low impact design (LID), in addition to implementing the City's established stormwater management requirements, appropriately located developments informed by an integrated approach that considers natural processes, Dublin can decrease the negative impacts of growth on watersheds. Current GIS data can be used to identify sensitive watershed areas and hydrological considerations in deciding where development should be prohibited or required to incorporate conservation design. Design elements including green roofs that absorb and slow stormwater and decrease heat retention and reduce heating/cooling costs, permeable driveways and exterior decking, planting native plants landscape features such as rain gardens and bioswales, and planting trees can further protect watersheds. Dublin is already implementing some of these elements in its zoning and development codes. As growth continues, it will be important to consider increasing sustainable land development and LID requirements.

Conservation Design

Conservation design is an essential component of sustainable land development for new residential projects. It describes an integrated process that considers the topography, hydrology, vegetation, wildlife as well as resident well-being and sense of place in designing and constructing a new residential development. It emphasizes identifying and inventorying ecologically important areas (such as wetlands, mature woodlands, open space), and then selecting housing locations to complement the location of open space while maintaining density. Home values often increase with proximity to open space and clustering homes around open space ensures that each property has access to common open areas. Conservation design can significantly decrease the impacts of new residential development on watersheds. Dublin currently encourages that all new development proposals in areas that include woods, streams, river frontage, steep slopes, and other natural features or that include significant open space, and specifically those along the River Corridor and near Glacier Ridge Metro Park, incorporate conservation design. In these areas, the City recommends that at least 50% of proposed developed land be preserved as open space.

STREAM BUFFERS

A practical solution to protecting and managing Dublin's watersheds are stream buffers. Stream buffers, or riparian buffers, are areas along a watercourse that is protected from development through designated setbacks to preserve riparian ecosystems and the ecosystem services they provide including reducing flood hazards, slowing stormwater runoff and erosion and increasing aquifer recharge, cleaning water, providing wildlife habitat and biodiversity both on the land and by providing shade to and cooling stream or river water, and reducing noise. Typically, buffers involve specified setbacks from a watercourse where development is prohibited. Dublin currently provides educational to property owners for incorporating stream buffers into landscaping on their property and the City's stormwater code requires setbacks in designated Stream Corridor Protection Zones and near pocket wetlands. Buffers should be considered as an essential component of sustainable land development for new residential developments in areas that include streams and wetlands.

PRESERVING DUBLIN'S TREE CANOPY AND SOILS

Despite more than two centuries of change, Dublin is home to a thriving, diverse tree canopy - an urban forest planted and cared for by residents and the City mixed with native trees preserved intentionally or by fortune of their locations. Dublin also retains productive topsoil, a legacy of ancient processes that provided the foundation for the community's agricultural beginnings and now nurtures the community's verdant landscapes and biodiverse ecosystems. An urban tree canopy provides a multitude of essential benefits including: improved air quality; a cooling effect that moderates the "heat islands" created by concentrations of pavement, buildings and other surfaces that absorb and retain heat; reduced energy consumption; effective stormwater management and erosion control; enhanced biodiversity by creating habitat for wildlife; promotion of mental and physical well-being for residents through green spaces and shade; aesthetic enhancement of urban landscapes; noise reduction; and increased property values. Dublin's soils help manage stormwater runoff and floods, support urban agriculture, and moderate the heat island effect, an essential component for supporting a robust and healthy tree canopy. Protecting and improving both the City's tree canopy and soils will ensure that Dublin's environment will continue to provide essential ecosystem services as it grows and adapts to change. The following actions can help Dublin meet its objective of preserving its tree canopy and soils.

Dublin takes pride in its trees and has a long history of cultivating and caring for them. For 34 years, it has held the designation of Tree City USA by the National Arbor Day Foundation and remains committed to maintaining that status. For the past eight years, it has received the Growth Award. To monitor and track improvements in the tree canopy coverage, the City maintains a sophisticated GIS database that includes geo-located points for individual trees. It also analyzes coverage using LIDAR and infrared imagery.

By understanding the existing tree canopy, the City is able to identify where it needs to be improved or increased and also how it will be effected by proposed developments. This can inform decisions about how many trees to plant, when, and where and whether tree loss needs to be mitigated to account to loss from development and where that mitigation will have the greatest impact. The City's geo-located data can also be laid over environmental data to guide natural resource management with implications for the kinds of trees that may be planted and their impact on soil erosion and health, stormwater runoff and flooding, wildlife habitat, and moderating the heat island effect.

All of this data supports a general objective of growing the tree canopy which is especially vital to counter the impacts of development which include more impervious pavement and buildings which increase stormwater runoff and retains more heat, more cars with their noise and emissions, and more people which put pressure on existing wildlife habitat and biodiversity.

SUPPORT TREE PRESERVATION AND PLANTINGS

Mindful of the value of its trees, in 2001, Dublin adopted a tree preservation ordinance that restricts the removal of healthy trees with a diameter of six inches at breast height or greater for evergreens and two-and-a-half inches for deciduous. If removed, these "protected" trees must be replaced "inch-for-inch" within one year of the removal or the City may charge a fee in lieu of replacement. In the years since, the City has amended the ordinance to grant waivers in certain situations such as when a proposed development plans to incorporate a percentage of lost trees into the development. The City also maintains and makes available to its residents a Landscape and Tree Presentation Manual which provides guidance on the preferred kinds of trees to plant, which are prohibited due to their incompatibility with the City's ecosystems, and which stand up best to deer and pests. The manual also provides direction of obtaining a permit to remove a tree—a program that provides a vital check to unplanned, unregulated changes to the City's tree canopy. Dublin also has an active tree replacement program that removes diseased trees and replaces them with harder species and a "legacy tree program" in which residents pay to can leave a lasting memorial to a loved one in the form a tree and plaque, cared for by the City.

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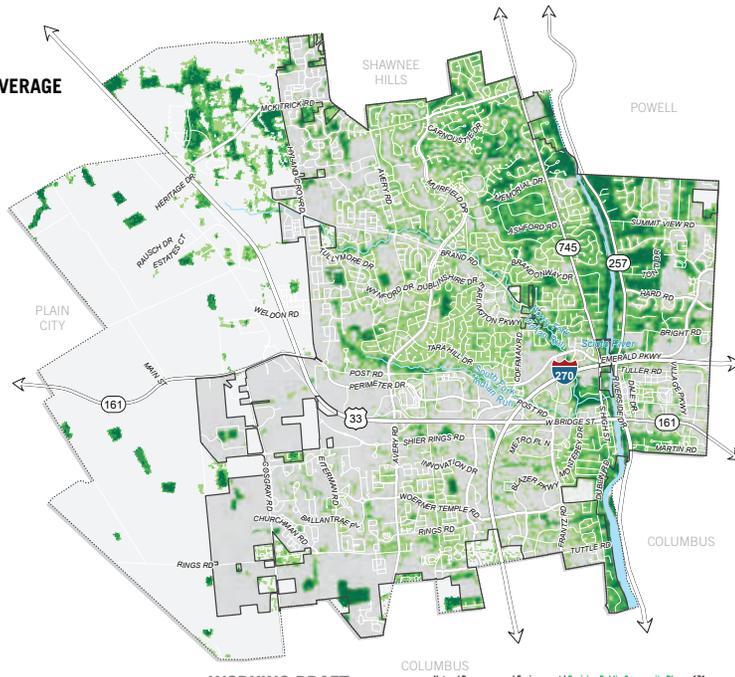
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TREE CANOPY COVERAGE



Context Layers



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PROTECT TOPSOIL RESOURCES FROM EROSION

Dublin collaborates with the Franklin Soil and Water Conservation District (SWCD) to locate, understand, and protect critical topsoil in and around the City. Programming includes educational materials for teachers to use in the classroom on the importance of soil and conservation and the "Backyard Conservation" program which helps residents reduce pollution from their homes from lawn fertilizers, pesticides, and vehicle fluids and employ common sense practices such as rain gardens, rain barrels or cisterns, native plants, drip irrigation, and pervious surfaces to reduce stormwater runoff. The Franklin SWCD also provides GIS services and natural resource evaluations to aid Dublin in protecting topsoil. Through a variety of programs and the actions of the City and private property owners, Dublin can protect its topsoil at the same time as it addresses other environmental considerations (e.g. wetlands, tree canopy, urban heat island effect) in ways that are mutually beneficial.

CONCLUSIONS AND RECOMMENDATIONS

- Continue and expand the City's rain barrel reimbursement program to reduce storm runoff and soil erosion.
- Examine local development regulations for opportunities to minimize impervious surfaces for new development and explore code amendments that better accommodate permeable surface alternatives.
- Consider low impact design and conservation design elements in all new residential developments.
- Incorporate stream buffers as a component of low impact and conservation design.
- Work with local land trusts to conserve undeveloped lands that are critical to watershed protection.
- Work with local non-profits and utilities to create incentives for planting trees on private property in line with the Landscape and Tree Preservation Manual.
- Prioritize tree replacement, increasing the tree canopy, mitigation for tree loss, and incorporation of existing trees into any zoning, planned unit development, or subdivision regulation updates with the goal of no net loss of trees.
- Prioritize soil protection and mitigation for soil loss in any zoning, planned unit development, or subdivision regulation updates with the goal of no net soil loss.
- Consider requiring design elements that reduce soil erosion from stormwater runoff including impervious driveways, rain gardens, and bioswales in new developments.
- Strengthen the partnership with Franklin Soil and Water Conservation District and the Ohio Department of Agriculture Soil and Water Conservation Division to provide educational programs and incentives to protect topsoil.
- Work with local land trusts to conserve undeveloped land containing critical soils and intact woodland ecosystems.

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WORKING DRAFT
FOR STAFF REVIEW ONLY



CREATING A LIVABLE ENVIRONMENT

Dublin's environment must be livable - for both its residents and wildlife. Three areas of concern that require specific attention are the heat island effect, managing wildlife and residents' interactions with their wildlife neighbors, and ensuring all residents can connect with nature. The City's efforts to ensure resilience benefits and reinforces other efforts. To mitigate the heat island effect, it can draw on conservation design principles and utilize green infrastructure to provide shade and cool local temperatures which has the added effects of creating habitat for birds, small mammals, and insects and cooling the water in streams and the Scioto River which benefits fish. Likewise, these tools are useful for watershed management. The last component of making Dublin's environment livable is leveraging its wealth of parks, open space, trails, blueways and greenways to create opportunities for residents to connect with the natural environment. The following actions can help the City achieve the objective of creating a livable environment.

MITIGATE THE HEAT ISLAND EFFECT

"Heat islands" are areas of the built environment that retain heat during the day and radiate it back magnifying daytime temperatures and increasing nighttime temperatures where they exist. Typically, heat islands are found where the landscape is characterized predominantly by pavement and buildings which absorb and re-emit the sun's heat more than natural landscapes such as forests and grasslands. The effect can be stifling with localized daytime temperatures being up to 7 degrees hotter than outlying areas and nighttime temperatures being up to 5 degrees hotter. Seven and five degrees may not sound like a lot, but it means that residents will have to run their air conditioners longer, increasing their power bills and putting added strain on service providers. Combine this with projected growth and a warming climate and the effect can become a significant concern.

Fortunately, many of the measures taken to protect Dublin's environment already described are effective in combating the heat island effect. Land and surfaces covered by vegetation absorb and re-emits less of the sun's heat than concrete and asphalt - Conservation Design and Low Impact Design encourages development that maximizes open green space and minimizes pavement. Maintaining and increasing the tree canopy provides shade and cools surface temperatures and can reduce the costs of cooling homes. Green roofs insulate buildings and absorb less heat than traditional roofing materials having a double impact on keeping homes cool and power bills down. Incorporation of design elements such as pervious driveways provide a cooler alternative to asphalt and also has the benefit of reducing stormwater runoff. Conservation design also maximizes open space which helps mitigate the impact heat island effect. Mitigating the heat island effect will be an essential consideration for future development and design.

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MANAGING WILDLIFE

As development encroaches into open space and wildlife habitat, and as green infrastructure creates new habitats for wildlife living in close proximity to humans, Dublin will need to actively manage wild animals to prevent negative interactions with humans, the spread of disease among and between species, and overpopulation of some species to the detriment of others. Without a significant predator population, coyotes, skunks, raccoons, squirrels, mice, and other rodents will continue to thrive in proximity to residential developments. Deer will also flourish on the endless range of residential grass and gardens, destroying flowers and threatening human health with Lyme disease, spread by the ticks they carry, and by walking into traffic. The City's plentiful open space, riparian areas, and tree canopy is home to and attracts many species of birds including hawks and other raptors. Dublin recognizes that with its great natural assets come responsibilities. The 2018-2020 Dublin Sustainability Framework emphasizes coexistence with wildlife and public education to reduce confrontations with wild animals. The City also passed an Outdoor Feeding Ordinance to prohibit feeding any wild animals (excluding birds) and provides educational resources to residents about driving with deer, and preventing deer damage to private property through hazing, use of protective fencing, and by planting deer-resistant plants.

CONNECTING TO NATURE

Dublin residents are incredibly fortunate to have access to more than 1,500 acres of green space and more than 130 miles of trails. Parks and open space are natural locations for residents to connect with nature, observe natural ecosystems and processes and learn about the environment. Connecting to nature has positive psychological and physical benefits that add greatly to residents' quality of life and well-being. Fortunately, much of the City's green space is evenly distributed throughout the community and accessible to residents from all income levels and backgrounds. Thirty-six percent of Dublin's population is within a 5-minute walk of a park or open space and 64% is within a 10-minute walk. There are gaps, however, and they tend to correlate with commercial districts. The Dublin Parks and Recreation Master Plan recommends considering adding parks in business and commercial districts. Regional recreational plans such as the Strategic Action Plan: Central Ohio Greenways, and MORPC's RAPID 5 further support the enhancement and connection of greenways and trails to enhance resident's connection to nature. Dublin can enhance residents' connection to nature by continuing to offer educational programming that helps residents understand where they live, the natural processes at work around them, how to co-exist with wildlife, and how to improve and restore the community's natural assets.

CONCLUSIONS AND RECOMMENDATIONS

- Consider requiring low impact design and conservation design elements in all new residential developments to reduce the heat island effect.
- Work with local land trusts to conserve undeveloped lands that will reduce the heat island effect, protect wildlife habitat, and maintain open space to foster residents' connection to nature.
- Continue and expand education programs about co-existing with wildlife including environmentally-safe ways to minimize negative interactions (e.g. deer-resistance plants, deer fencing).
- Consider measures to reduce wildlife-automobile collisions (e.g. deer crossing sensors and lights, wildlife over/underpasses in high traffic corridors frequented by wildlife).
- Consider incentive programs to reduce negative wildlife interactions (e.g. animal proof trash/compost/recycling receptacles, keeping house cats indoors, etc.).

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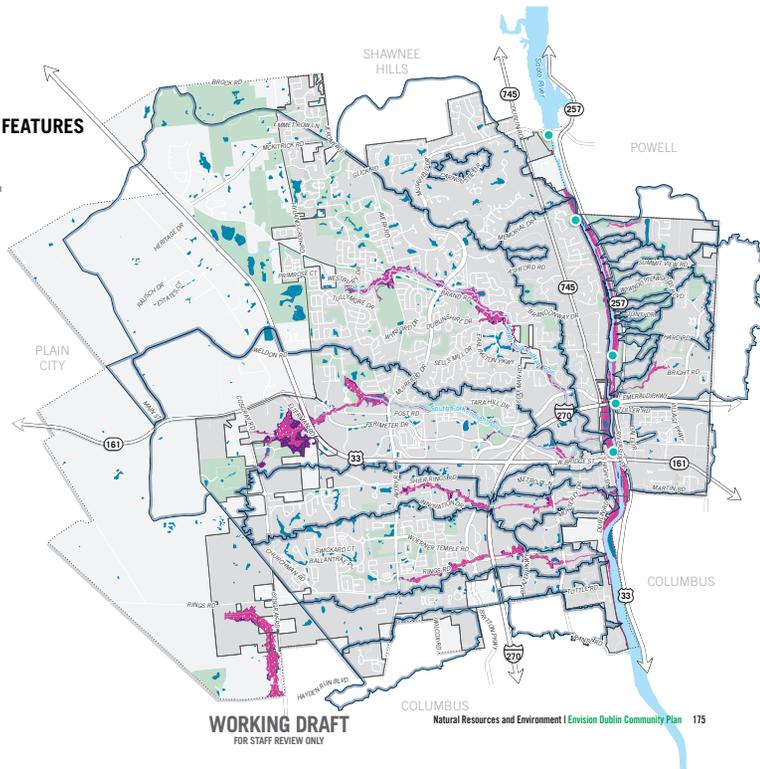
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ENVIRONMENTAL FEATURES

- Blueway Access Location
- River
- Wetland
- 100-Year Floodplain
- 500-Year Floodplain
- Parks and Open Space

Context Layers

- City of Dublin
- Planning Area Boundary



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Provides detailed planning concepts for six evolving areas of Dublin.

SPECIAL AREA PLANS

In addition to the preferred land use scenario for Dublin, the Community Plan identifies six special areas within the community that outline more detailed planning. These areas include parts of Dublin that may be experiencing rapid change, need more specific guidance to better direct development and investment, and/or desire to maintain an established community identity and sense of place.

These areas represent significant opportunities for improvement and growth. The Special Area Plans are intended to guide investment in these areas in a coordinated manner. Public and private stakeholders located within these areas should consult these Special Area Plans to ensure consistency with the overall objectives of the Community Plan.

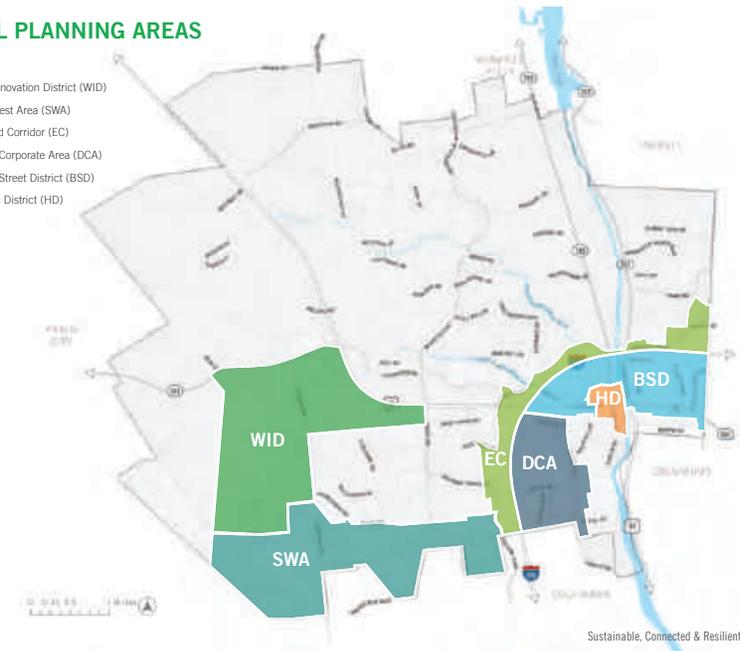
Rather than directing development, the Special Area Plans demonstrate the potential of an area to allow for coordinated action by multiple stakeholders, including property owners, developers, the City, and local institutions. Each Special Area Plan includes specialized recommendations related to land use and development, urban design, and infrastructure improvements.

The Special Area Plans are separated into six distinct areas that each provide an overview of the site, a summary of planning considerations, context specific planning goals, and a detailed framework map. Recommendations shown on the framework maps illustrate potential new development and redevelopment activity appropriate for each site.

Area plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations, and configurations of buildings, parking areas, and access points will be determined through the public review process. Properties retain all existing rights.

SPECIAL PLANNING AREAS

- West Innovation District (WID)
- Southwest Area (SWA)
- Emerald Corridor (EC)
- Dublin Corporate Area (DCA)
- Bridge Street District (BSD)
- Historic District (HD)



HD

HISTORIC DISTRICT AREA PLAN

Establishing Dublin's original early-1800s village as a valued place for today's residents and visitors is important to provide a sense of history that grounds the community. Historic Dublin is a unique and charming mixed-use area that is characterized by residential-scale architecture and the distinctive use of limestone in its buildings and signature walls. Historic Dublin is centrally located within the City, adjacent to the Scioto River and includes public and commercial uses along two main streets, High Street and Bridge Street. These main commercial thoroughfares are surrounded by neighborhoods of single-family homes and civic uses. The area is bordered by the Scioto River to the east, Indian Run to the north, Cosgray Ditch to the south, and Corbins Mill Drive to the west.

District Intent

To promote the preservation and maintenance of the City's historic sites and landmarks and to ensure compatibility and consistency of development proposals with the historic context.

PLANNING CONTEXT

Historic Dublin is a distinctive district, not only within Dublin, but relative to other historic districts. The Historic District is compact in both size and stature, where the commercial buildings have a smaller residential character to them. This makes the Historic District pedestrian-scaled and easy to explore. The central focus of the district, as defined by City Council, is to ensure the historic character of the District is preserved while ensuring opportunity for investment and redevelopment can occur in appropriate locations.

Prior to the creation of the Bridge Street District, the Historic District was a unique area plan within the Community Plan. The Historic District was incorporated in the Bridge Street District when it was established over a decade ago and included in the Bridge Street Area Plan as a specific focus area with recommendations. As development began to take place within the Historic District under the Bridge Street District regulations, residents and City leadership realized the historic scale of development within the area was being threatened and identified the need for change. Several interim modifications were made to the Bridge Street District Code, but ultimately City Council directed staff to remove the Historic District from the Bridge Street District and re-establish the Historic Dublin as its own district and area plan.

Historic District Task Force

The Historic District Task Force was established by City Council in October 2019 to provide recommended updates to the Historic District Area Plan. The Task Force provided a venue for community-wide visioning and selected a wide range of stakeholders throughout our community to assist in this process. The Task Force provided recommendations regarding the character of the District, historic preservation, housing needs, economic vitality and mixed-use opportunities, gateways to the District and wayfinding, streetscape and open space/gathering spaces, and public art and events. Significant input and engagement was gained from the community and key stakeholders in the region, as well

as with Heritage Ohio representatives that conducted an inclusive two-and-a-half-day visit to assess the Main Street Program. The final product of the Task Force was the Historic District Task Force Recommendation document that was accepted by City Council in 2021. The overarching recommendations identified are incorporated into the Area Recommendations below.

Historic District Code and Guidelines

During this similar timeframe, staff initiated an amendment to the Historic District Code and Guidelines to reestablish the regulations and character recommendations solely focused on the Historic District. After years of public input, study, and careful analysis, the 2021 Historic District Code and Guidelines were adopted. These documents created four sub-districts, allowing regulations to respond to the character nuances of each sub-district, such as lot coverage and building height. This approach has been very successful, and the City received a 2022 Public Education and Awareness Award from Ohio History Connection for this highly-tailored approach.

In 2023, the City updated the Code and Guidelines to refine the Historic District Map relative to Background and Landmark buildings, and further identified the "era of significance" within the district as 1830-1920. This provided greater clarity for property owners, staff, and the Board for development review. Additional amendments are currently under consideration to address the regulations and guidelines for Background buildings.

WORKING DRAFT

AREA RECOMMENDATIONS

Preservation

The overarching goal of the district is to preserve and maintain the historic fabric within the era of significance. This ranges from preserving entire buildings to preserving individual elements, such as original windows, stone hitching posts, and the iconic stone walls. As development pressures continue within the District this goal will continue to be important. The recent designation of the Landmark and Background structures within the Code and Guidelines identifies the existing character that should be preserved and provides guidance to achieve this. For Landmark structures, demolition should always be a last resort when health, safety, and welfare are at stake. The recognition and protection of these landmark structures should be supported through the provision of education, resources, and support for building owners. This could include the City's Commercial Façade Improvement Grant, and compliance and enforcement efforts.

"Preservation of Dublin's historic charm is key within the district."



Proper Scale of Development

The adoption of the updated Code and Guidelines in 2021 and 2023 address the appropriate height, scale and massing of buildings with the Historic District to ensure the quaint nature of the area is maintained. As development continues within the District, adherence to the design standards that reinforce the established character of the Historic District including building height, scale, massing and materials should be followed. This is particularly applicable for Landmark structures. Flexibility in the application of the standards should be allowed for Background structures while ensuring they maintain their unique character.

"The scale of the district needs to remain small, dense and urban."



S. High Street Vitality

This portion of the district is experiencing a quiet resurgence with new projects going into largely-original buildings. With the new streetscape improvements, S. High Street is a hidden gem. Additional focus on the South High Street would continue to encourage the vitality of this area of the Historic District, which could include:

- Promoting more event venues for the core district (i.e. uses that encourage more foot traffic, such as farmers/seasonal markets, holiday festivals, ethnic festivals, small mov-ie theater, outdoor theater, or performing arts theater, etc.).
- Allowing promotional opportunities that announce events such as banners, displays, street/sidewalk art, etc.
- Investigating the opportunity for more family-oriented activities.
- Exploring the idea for creating a public streatery to allow additional seating and gathering areas to support these businesses.
- Identifying opportunities for additional public art and public open space, or leveraging existing area such as the Karrer Barn to draw visitors to the southern end of the Historic District.

WORKING DRAFT

AREA RECOMMENDATIONS (continued)

Streetscapes

The streetscape within the Historic District should focus on pedestrian friendly design that fits the character of the Historic District, which include:

- Wider sidewalks to allow adequate pedestrian movement that are well kept, well maintained and surfaces are level and do not create tripping hazards.
- Amenities for various modes of transportation including biking (i.e. bike racks, bike service/repair stations, etc.).
- Streetlights that are similar in nature and appropriately designed and scaled for the District.
- Benches, trash receptacles, and other amenities that are in character with the District.
- Street tree selections that are species native to central Ohio and have a growth rate and scale that is appropriate for the District and local streets.
- Ensure that street trees are provided with underground space and soil conditions that will support healthy growth (Silva Cell System, etc.).



Connect the District

Connections throughout the Historic District, as well as between the District and the surrounding areas, including the Bridge Street District are important to ensuring access is available to the amenities each of these areas has to offer, including the following:

- Identify opportunities for synergy throughout the District, connecting and leveraging the development patterns and activities between the northern and southern end of the District.
- Encourage pedestrian connections and movements crossing Bridge Street.
- Focus on opportunities to provide an anchor in the southern portion of the district to strengthen the connections.
- Explore opportunities for a continuous riverfront open space connection and along existing north/south streets.
- Reinforce connections from the Historic District to the Bridge Park development, the West Bridge Street area and Metro Center, and the adjoining residential neighborhoods of Indian Run Estates, Corbins Mill, Waterford Village, Longview and River Highlands; and the City of Dublin, in general.

Micromobility and Mobility Corridors

The City has identified opportunities for alternative mobility within the district, allowing and encouraging bike and e-bike travel adjacent to High Street on safer, less auto-oriented secondary streets. The City has recently received approval for a micromobility charging and parking station on Mill Lane. The City should continue to safely incorporate different modes of travel to, and throughout, the district, allowing the district to be a destination for all walkers and rollers. If a city-wide east-west mobility corridor is developed, Historic Dublin should be a major point of interest along that route.

Parking

The use of existing parking lots, including leveraging public parking at the Library Garage and on-street parking should be relied upon instead of creating new parking lots, which can be achieved through a variety of strategies:

- Approval of parking plans, where public lots and garages can be used instead of on-site, private parking. Potential for the elimination of on-site parking requirements could be considered district-wide.
- Encourage shared parking, when possible.
- Investigate alternative parking standards to allow for easier consolidation of parking lots and parking lot upgrades, minimize or eliminate suburban design requirements for a more urban character and material, and landscape that is compatible with the Historic District.
- Explore and if appropriate, adopt application-based technology to assist in parking management.
- Investigate methods to ensure private parking lots are well maintained and incorporate necessary screening and landscaping.



Public parking at the Library Garage

WORKING DRAFT

AREA RECOMMENDATIONS (continued)

Open Space and Parks

Historic Dublin contains a distinctive amount of private and public open spaces and the preservation of these space and the greenway connections are an important objective. Greenway connections throughout the district should be identified for preservation with future development, especially around Dublin Springs Park and to and from Indian Run. Proper identification, demarcation and physical connection are needed for the existing parks and open space network that connects to and through the Historic District including Indian Run Falls Park, the Dublin Veterans Park/Grounds of Remembrance, West Pedestrian Bridge Plaza, Library Plaza, Brihi Plaza, Visit Dublin Plaza, Karrer Barn Park, Dublin Springs Park, Kwanis Riverway Park and the Riverside Crossing Park.

Additional designated physical access points to the Scioto River and Riverside Crossing Park should be considered. Investigation of additional space or park areas south of Bridge Street and opportunities for a southern anchor and river access on underutilized properties (i.e. Karrer Barn and McDowell property) should be considered. Continued coordination and collaboration with Dublin Parks and Recreation Department on all open and park space is also a key component.

"The district needs more event space and green areas for gatherings."



Indian Run Corridor

The Indian Run is an important natural corridor within the City, but also a character defining feature within the Historic District. Recommendations for the preservation of the Indian Run and the adjacent greenway corridor, include:

- Ensure the character of future development minimizes impacts on the corridor (limiting building heights, ensuring building setbacks, etc.).
- Maintain a significant natural buffer along Indian Run Falls and the adjacent corridor to ensure a natural corridor, which could become a city owned linear park/open space. Consider a permanent easement or agreement (conservation easements).
- Investigate the inclusion of a multi-use paths and ravine overlook areas along the southern boundary of the Indian Run corridor to provide an east-west connection.

"We need to respect our natural corridors with emphasis on Indian Run."

WORKING DRAFT

AREA RECOMMENDATIONS (continued)



Existing Historic Dublin gateway on Dublin Road

Gateways

The Historic District is centrally located within the City and accessible from all directions, creating an opportunity for the development gateway features at these transition points to create an arrival experience for visitors, slow traffic, and identify the area as special. The consideration of a gateway would differentiate the District from other parts of the city and could incorporate features that signify entry into the Historic District, such as columns, archways, monumental signage, walls, or landscaping. Specific focus and improvements should be made to the east gateway, across the SR161 vehicular bridge to High Street, to minimize or eliminate curb cuts and screen parking areas, (i.e., low screen walls, landscape screening, street trees, etc.).

Support of the District

Continued collaboration and support of the Historic District by the City, as well as Visit Dublin, Dublin Chamber of Commerce, Dublin Historical Society, Downtown Alliance, Architectural Review Board, and the Historic District Business Association will benefit all within the District.

Wayfinding

Ensuring that both pedestrian and vehicular movement is easily accessible throughout the District through appropriate signage is key to wayfinding within the District. App based technology could be explored to enhance wayfinding and provide historic and cultural information as well as on-going events and other helpful information.

Arts and Culture

Art and culture bring visitors and vitality, and the Historic District has a unique opportunity to bring history-related displays and activities to the public. Opportunities to provide art and cultural artifacts that represent the history and vitality of the District should be embraced. Art and cultural displays that celebrate the Historic District, the history and culture of Dublin and the creative resources and talents of the community should be encouraged. Continued collaboration with the Dublin Arts Council, Dublin Historical Society and the school district provide opportunities for coordinated efforts.



Daily Chores Sculpture at BriHi Square



Public art as backdrop to pocket plaza

KEY SITES & OPPORTUNITIES

Riverview Village

Through a partnership between COhatch and the City, Riverview Village is a new development in the northeast corner of the district. The goal for the area is to have entrepreneurial offices, COhatch's corporate offices, public/private events, artist and maker spaces, and a restaurant/pub. The area will overlook Riverside Crossing Park West and include a major park entryway. Four landmark buildings will be restored by COhatch, and the area's infrastructure will be upgraded by the City. The opportunity to create pedestrian-only blocks is being explored. With the village's high visibility from Link Bridge and pivotal location between the district and Riverside Park West, it is expected to be a phenomenal opportunity to create a lively activity node.



Riverview Village Concept

Riverside Crossing Park West

This park development is a major component of other recommendations: Riverview Village, Gateways, Connect the District, and of course Parks and Open Space. It will complement the more urban feeling Riverside Crossing Park East by providing a more naturalistic experience within the trees and riparian areas. Kayak launches, fishing platforms, and direct interaction with the river are planned. Early Dublin had a number of interesting cultural features that should be celebrated with this park: the man-made channel to the mill, tannery, and quarry; the mill, tannery, and quarry sites themselves; and Dublin Springs. Interpretive information, geo-caching, and bird watching are important activities that should be considered.

John Sells and Indian Run Schools

The existing school sites located within north of Bridge Street provides the long-term potential for redevelopment that could mixed-use development that complements Historic Dublin's existing core. Any new development on this site should be treated sensitively and avoid creating negative impacts to the natural areas and neighborhoods surrounding. This is particularly related to the Indian Run located along the northern boundary of the school site. The historic 1919 Building should be preserved and incorporated within a larger redevelopment strategy for this site.

Darby Lot

The existing surface parking lot is owned by the City and provides convenient parking for patrons of area businesses. The lot consumes an entire Historic District block and provides an opportunity to use the portion of the lot along Franklin Street for infill development. The Library Garage is located north across North Street and should be leveraged with new development.

McDowell Property/Dublin Quarry

This property at the southeast corner of the District along the Scioto River provides an opportunity for neighborhood scaled residential infill and potential access points to the water's edge. Development should be sensitively sited to buffer from existing residences on Karrer Place.

55 South High

With any future redevelopment of 55 S. High Street (L-Shaped Building), a new public park or plaza with a new, appropriately scaled building or buildings should be considered.

DESIGN RECOMMENDATIONS

- 1 Preservation of the 1919 Building
- 2 Karrer Barn preservation and neighbor park amenity
- 3 Potential cemetery expansion
- 4 Infill development opportunity
- 5 Signalized intersection with crosswalks
- 6 New street connection
- 7 Riverside Crossing Park improvements
- 8 Pedestrian improvements to Scioto Bridge
- 9 Preserve and enhance Indian Run Falls Park and adjacent open spaces
- 10 Improve access to riverfront
- 11 The Indian Run greenspace provides a corridor for the City's new east-west signature trail
- 12 Look for opportunities to improve pedestrian safety and comfort at intersection
- 13 Incorporate mature trees into future development to preserve existing character
- 14 Align new infill development with existing street network, open spaces, and character of existing development
- 15 Located new parking to the rear of building, outside the public realm buildings
- 16 Integrate public art to support placemaking
- 17 District gateway location



Infill townhome residential.



Infill development example.



Pedestrian scaled commercial development.

HISTORIC DISTRICT ILLUSTRATIVE PLAN



SWA

SOUTHWEST AREA PLAN

The Southwest Area comprises nearly 1,500 acres of mostly undeveloped land stretching from Emerald Parkway to Houchard Road and bordering the City of Columbus to the south. The future extension of Tuttle Crossing Boulevard will open much of this area to development, although some development may occur in advance of the Tuttle Crossing Boulevard extension where access from existing roadways and utilities is already available.

Area Intent

The Southwest Area provides opportunities to support a variety of housing choices to meet the projected demands of the community within areas that are organized around walkable neighborhoods centers with services and amenities, while also preserving the rural character of the area.

PLANNING CONTEXT

The Southwest Area contains the most available acreage for new residential development within the City, which has been a focus of discussion throughout the Envision Dublin process. The city continues to see interest from the development community for new residential development within the Southwest Area. The balance of residential and nonresidential uses play an important role in the city's overall success. As outlined in the West Innovation District Area Plan, the Southwest and WID areas are two major areas where potential future growth exists. The focus within the WID is economic growth and employment, while the Southwest focuses on residential growth. In order to more clearly define these boundaries and ensure appropriate transitions are established, the area plan boundaries between WID and the Southwest have been modified.

Dublin Housing Strategy and Study

The 2023 Dublin Housing Study and Strategy outlined a number of recommendations to address the projected housing demands within the community. These recommendations included the need for:

- Mixed-use, walkable communities that provide public space for social gathering and open space that enhance quality of life.
- Consistent, high-quality development that is indicative within the City of Dublin
- Creation of "nodes" of activity throughout the community
- Address how growth occurs, not just where it occurs.
- Ensure that residential land uses are sensitively placed in areas that do not compete with high-tax-value corridors (including interstates), environmentally sensitive areas, or other competing interests.

The Southwest Area includes four distinct subareas with unique land use and transportation recommendations to fit the desired development character.

Emerald to Avery

The portion of the Southwest Area located between Avery Road and Emerald Parkway can be best characterized as a zone of transition awaiting local road improvements. Existing single-family and multi-family neighborhoods are located to the north, and residential and commercial development within the City of Columbus is located to the east. Olde Dublin Woods at the southeastern corner of the Southwest Area and will be impacted by future development to the north within the City of Dublin, but also adjacent areas outside Dublin.

Access to the area is provided via the Tuttle Crossing/I-270 interchange, and the corridor includes existing commercial uses, hotels and residences. Commercial zoning is in place for many parcels along Tuttle Crossing, but development has lagged despite the widening of Tuttle Crossing from Emerald Parkway to Wilcox Road in 2009. Future extension of Tuttle Crossing westward to Avery Road will provide regional interstate access making Tuttle Crossing a major arterial. The need to plan for future impacts of the Tuttle Crossing extension is important to establishing proper land use and access management.

Integration of local services and coordination with surrounding residential areas will be a component for future planning success in the corridor. Land uses should be provided that carefully transition and provide a sense of integration with clearly defined open space and pedestrian connections and opportunities. Internal road development should be sensitively designed to limit impacts to existing neighborhoods.

PLANNING CONTEXT (continued)

This area contains several environmental and character features that should be preserved and taken into account with development. Stream Corridor Protection Zone requirements and appropriate buffering will limit potential areas for development within the corridor, and the use of existing natural buffers and tree cover should be integrated as amenities within development. Major stands of trees at the corner of Hirth Road should be preserved to their greatest potential by integrating them into neighborhood open spaces as residential development occurs on adjacent land. Existing hedgerows should be maintained as ready-made screening and buffering for new development.

Avery to Cosgray

This portion of the Southwest Area is generally flat and includes few notable natural features; however, a significant woodland totaling more than 50 acres in size is centrally located and provides opportunity as a focal point for open space and recreational objectives. The Ballantrae residential development provides high-quality residential development in the Southwest Area. Existing uses along Rings Road include a small number of remaining single-family homes, a church and a manufactured home park. Most of the area remains agriculture, awaiting the future extension of TCB. The Southwest Area lies largely within the Hilliard School District and includes Washington Elementary School, Hilliard's first school facility in Dublin at the northwest corner of Rings Road and Eiterman Road.

The construction of the National Church Residences – Avondale provides a senior living community with a range of residential options and services, including independent living, assisted living and continuing care, and will expand housing choices for Dublin senior population. Avondale Woods Boulevard provides access to this development, but also to the Avondale Woods

subdivision to the north and west, which includes mixed residential development. Avondale Woods was designed to complement the scale and architecture of the National Church Residences and create an integrated neighborhood with residents in various stages of life.

Transportation and development pressure define this portion of the Southwest Area. To the south lies rapidly developing land within the City of Columbus that has resulted in higher density development and impacts to the larger road network. The extension of Tuttle Crossing Boulevard through this area facilitates future connectivity to Cosgray Road, which will provide direct interchange access for significant portions of residential development along the Hayden Run Corridor. Impacts on land uses and the ability to adequately transition uses will need to be mitigated with the alignment of the extension of Tuttle Crossing Boulevard and along the CSX railroad.

Cosgray to Madison County

This portion of the Southwest Area consists of over 720 acres, primarily of recently annexed and undeveloped land west of the Village of Amlin. A number of single-family homes are located within the township along Cosgray and Houchard Roads and face the greatest potential impact from future development and expected road improvements. A significant portion of the land in the southwest corner of the study area includes the Hayden Run corridor, which flows from its headwaters near Dublin's extreme southwest border east to Hayden Run Falls at the confluence with the Scioto River. A high-tension power line bisects the area, and the Heritage Trail Metro Park is located to the southwest.

This area will be impacted by the future extension of TCB and its connection to Houchard Road, opening the area for development. The Hayden Run Corridor and its associated floodplain significantly impacts road alignments and limits development options. The area is also located at the fringe of sewersheds, and capacities

should be evaluated in conjunction with development. Residential development in the area should be designed to conserve open space and natural features such as existing woodlots and fencerows, and regional transportation connectivity is extremely important.

Amlin

Amlin is a small rural area in the southern portion of Washington Township. Located along Rings Road, immediately adjacent to the railroad, the area started to develop in the late 1800s after a rail depot was constructed. Today, the area includes a collection of late 1800s and early 1900s homes and businesses, including a U.S. post office organized around the small historic street grid east of the rail line and an eclectic mix of early 1900s, mid-century, and early 1990s homes on large lots west of the rail line.



Amlin existing character along Rings Road.

WORKING DRAFT



Existing character of the Southwest Area, view to south from Rings Road and Churchman roundabout

WORKING DRAFT

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AREA RECOMMENDATIONS

Tuttle Crossing Boulevard (TCB) Extension

The existing rural roadway network will not be sufficient to meet future needs of the area. In planning for the future, regional and local connectivity must be provided that maintains Dublin's standards for quality, but also consider visual character. Variable medians, setbacks, landscape treatments and other techniques should be implemented where possible to maximize aesthetic benefit. Tuttle Crossing Boulevard is an important corridor intended to provide vehicular and utility access to most of the Southwest Area. Tuttle Crossing should be built with a rural character like Muirfield Drive and include significant building and pavement setbacks from future and existing development.



Muirfield Drive north of Avery Road provides an example for the rural and green character of Tuttle Boulevard extension west of Avery Road

Rings Road

Rings Road is the northern boundary of the central portion of the area, separating the area from existing single-family residential development and institutional uses. The existing rural character of Rings Road should be preserved with new development to the south, mimicking the established character along the north side of the road.



Existing rural character of Rings Road.

Railroad Corridor

The CSX Railroad bisects the center of the Southwest Area, creating future development opportunities north of the area. However, it creates challenges for properties immediately adjacent to the railroad within the area. Properties adjacent to the railroad should provide a significant vegetative buffer between development and the railroad, and limit residential uses within 200 feet of the railroad. Structures to alleviate noise from the railroad are not encouraged.

Walking and Biking Routes to School

Washington Elementary School located on Rings Road to the north of the area will serve new residential developments that occur in the area. Developments should make an effort to provide safe, efficient, and effective pedestrian facilities providing direct access to Washington Elementary.

Gateway Opportunities

Gateways are points of identification that separate the area from adjacent regions. Gateway opportunities typically present themselves as critical entrances into an area, or around key development opportunities, such as Amlin Village. Gateways should be designed to capture the rural character of the area through building design, landscape features, and open space integration.

AREA RECOMMENDATIONS (continued)

Natural Features

The area largely features undeveloped farmland, but does include areas of mature vegetation, small streams, and wetlands. These natural features should be preserved and enhanced to be community assets through new development.



Examples of existing tree stand incorporated into design home neighborhood.



Wooded Reserve at Avondale Woods

This reserve is dedicated as open space with the Avondale Woods development, and is approximately 29 acres. This natural open space should remain naturalized, and adjacent development should include preservation of natural vegetation, with appropriate buffers to the open space.

Regional Greenways

While this area of the City is characterized by farmsteads and cultivated land, natural features are critical visual components for the area. As development occurs, all fences and woodlots should be integrated into the design of open space systems. Public space should be incorporated to act as a buffer for residents and clear connectivity should be provided throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit.

Heritage Trail

The Heritage Trail, part of the regional Metro Park system is located southwest of the area and stretches 6.1 miles from Hilliard to Plain City. Development adjacent to the trail should emphasize shared-use path connectivity, and utilize the trail as an amenity for the development and the area.

Dublin Signature Trail

The Dublin Signature Trail is intended to be designed and built as a pedestrian trail connecting the easternmost and westernmost sides of the City. This trail will connect areas like Amlin Village to Metro Center, Bridge Park, Historic District, and other distinguished neighborhoods in the City. Development adjacent to the future trail should be integrated with the design of the trail, providing several connections to the trail and distinguishing it as a 'front door' of each development.



AREA RECOMMENDATIONS (continued)

Housing Variety

This area offers opportunities for an expansion of residential development in many different forms. Future residential developments should consider the incorporation of traditional single-family, attached single-family, duplex, triplex, and other 'Missing Middle' housing stock to provide diversity to the Dublin housing market. Additionally, where consistent with the Future Land Use recommendations, integration of multiple styles of housing with each development should be encouraged to create connected and diverse neighborhoods.



Ponderosa

Ponderosa is an existing protected neighborhood located southwest of the intersection of Rings and Avery Road. Development adjacent to Ponderosa should be integrated with the existing street network, provide an adequate natural buffer to the neighborhood, and provide residential lots that transition appropriately from Ponderosa to the rest of the Southwest area.



Walkable Neighborhoods

Residential development in the area should be designed to conserve open space and natural features such as existing woodlots and fencerows, and regional transportation connectivity is extremely important. Neighborhoods should be designed with robust pedestrian facilities, including integrated sidewalks and shared-use paths connecting each development.



Southwest Area development character imagery



Southwest Area development character imagery

Example of service streets with landscaping

SUBAREA RECOMMENDATIONS

Emerald to Avery

These properties are intended to be defined by the extension of TCB from Wilcox Road to Avery Road. The extension of the roadway will guide development of the vacant sites. Development should resemble neighborhood-scale mixed use development ranging between retail/commercial, office, and multi-family buildings. Buildings should not exceed 3 stories along TCB, and 2 stories adjacent to existing residential and institutional properties. Development should accommodate a setback of approximately 100 feet from Tuttle Crossing Boulevard to create the rural character intended for the extension of the roadway.

Avery to Railroad (excluding Amlin)

This portion of the Southwest Area includes significant challenges to blend future land uses. Combined with access management needs along TCB and Avery Road and a desire to properly transition uses with existing residential areas, care must be taken to properly manage area development and minimize traffic impacts to residential areas.

The area is characterized by farmsteads and cultivated land, natural features and are critical visual components for the area, as development occurs, all fencerows and woodlots should be integrated into the design of open space systems. Public space should be incorporated to act as a buffer for residents and clear connectivity should be provided throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit.

Development along the TCB Extension should provide a minimum 100-foot buffer to create the rural character intended for the roadway. Properties along Avery Road should provide neighborhood-scale mixed use development providing uses appropriate to the area. Buildings should not exceed 2 stories in height, and should provide an appropriate transition to the anticipated residential west of the properties.

Amlin

Amlin's unique and quaint character that should be protected as adjacent development occurs. Future residential development in the area should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area. Construction of the TCB extension will also facilitate an opportunity to create clear gateway features that will further signify the special importance of the village area.

Railroad to Cosgray (excl. Amlin)

This portion of the Southwest Area provides a key opportunity to transition from small-lot single-family housing in Columbus to the south, to the anticipated village character of Amlin. South of Tuttle Crossing Boulevard, development should consist of single-family residential with typical lots around .25-acre. This area should provide significant setbacks from the railroad and TCB, and utilize retention basins and landscape features to occupy the setback area.

Moving north from TCB, this area begins to create the southern edge of the Amlin area, providing several opportunities for single-family, multi-family, and mixed residential neighborhoods. The density of development should continue to increase as development gets closer to Amlin, but now exceed 3 stories (2 stories adjacent to TCB and Hayden Run). Open space should be provided through both existing naturalized areas, like the wetlands along the railroad, and new green and open spaces connecting each development.

Cosgray to Madison County (excl. Amlin)

This portion of the Southwest Area includes large, open farmlands, the meandering headwaters of Hayden Run, a transition to Heritage Trail Park in Hilliard, and the future extension of TCB. This area is expected to include a suburban residential character moving southwest from Amlin, but creating opportunities for single-family, multi-family, and mixed residential neighborhoods adjacent to Amlin. The density of development should continue to increase as development gets closer to Amlin, but not exceed 3 stories (2 stories adjacent to TCB).

Protecting the headwaters and riparian corridor of the Hayden Run with appropriate buffering and low impact land uses that manage runoff is important for the overall quality of the stream corridor. This requires a balance between the environment and development to adequately protect features that will serve as an important amenity to future residents.

The Heritage Trail offers regional connections to Dublin's neighboring communities, every effort should be made to connect development to the Heritage Trail via sidewalks, greenways, and shared-use paths. Connecting to the trail increases the goals of the City to be the most connected City in the country.

KEY SITES & OPPORTUNITIES

SW Hirth and Tuttle Crossing

This property features an established stand of trees and a protected stream corridor. The tree stand should be preserved to their greatest potential by integrating them into neighborhood open spaces as residential development occurs on adjacent land. Hirth Road is a low traffic corridor that primarily serves single-family residential properties on Olde Dublin Woods Drive. To maintain the character of Hirth Road, development should primarily be residential. Development should include a mix of residential, varying from traditional single-family homes to townhomes, and utilize the stream as a primary open space feature. Density of development should be approximately 5 dwelling units per acre.

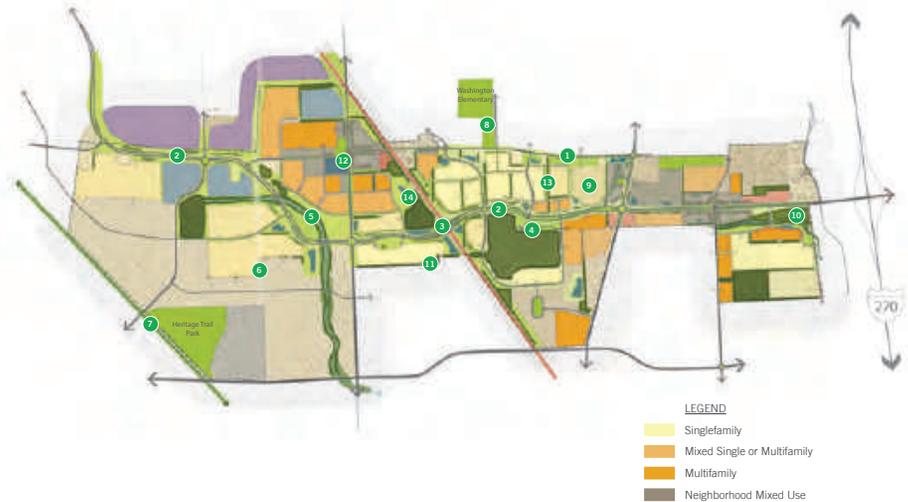
SE/NE Wilcox and Tuttle Crossing

These undeveloped properties are located at an important future gateway intersection of the Cities of Columbus and Dublin. Both properties are adjacent to existing residential development and are intended for neighborhood-scale mixed use development. The development of these sites should not exceed 2 stories, with primary orientation towards TCB. Uses should be oriented towards retail/commercial and office, with opportunities for multi-family as a secondary use of the site.

DESIGN RECOMMENDATIONS

- ① Preserve rural character along Rings Road
- ② Preserve and enhance Ponderosa Mobile Home Estates
- ③ Generous setbacks, landscaping and berming should be provided along the extension of Tuttle Crossing Boulevard west of Avery Road
- ④ Tuttle Crossing Boulevard extension rail overpass
- ⑤ Large existing woods stand, community park and trailhead opportunity
- ⑥ Protect and integrate Hayden Run into future development
- ⑦ Existing high-voltage power corridor
- ⑧ Make connection to the Heritage Trail Metro Park
- ⑨ Create walking and biking connections to Washington Elementary
- ⑩ Protect and intergrate watercourse and tree stand into future development
- ⑪ Intergrate existing street connections into future development
- ⑫ Create a walkable neighborhood Center in Amlin
- ⑬ Intergrate tree stands and other natural features into the design of future development
- ⑭ Prioritize non-residential uses along rail corridor, buffer rail corridor with setbacks, landscaping, and mounding; residential dwellings should be at least 200-feet from active rail line

SOUTHWEST AREA ILLUSTRATIVE PLAN



WID

WEST INNOVATION DISTRICT PLAN

The West Innovation District Area Plan outlines the future growth potential of the far western corridor of the City with — acres of land between Avery Road, Houchard Road, Shier Rings Road, and State Route 161/Post Road. The goal of the plan is to establish a world-class innovation and research district that builds upon the commitment from Ohio University to develop a cutting edge academic and research campus in Dublin and The Ohio State University to develop a state-of-the-art medical campus. The West Innovation District (WID) provides opportunities for walkable, mixed use, research and innovation development to meet the needs of business while building a 24/7 environment to attract and support the work force of the future.

District Intent

Economic development is the principal focus of the district, while residential and commercial uses serve as amenities to support employers and employees.

PLANNING CONTEXT

Since its inception, the WID has been intended as a home for innovation companies within Central Ohio. The area serves as an economic engine for Dublin, with the broader goal of creating a self-sustaining cycle of innovation that works together with the educational institutions and companies in the district to constantly provide talent and opportunities for collaboration within the region. When these two goals are achieved, a third goal of positive economic impact will naturally follow. This will allow Dublin to attract innovative companies, create a dynamic district that is “alive” 24/7, provide opportunities for companies to collaborate, support emerging entrepreneurs and provide varied options for different industries.

Boundary Extension

The WID and the Southwest Area Plans are both areas where potential growth opportunities exist; however, WID is more focus on economic growth opportunities and employment. As part of the Community Plan Update, the boundaries of the WID were modified to include additional land to the south, previously defined in the Southwest Area Plan. Additionally, land formerly outside the City's utility service boundary to the west has been incorporated in the WID. These modifications were based on goals and objectives identified throughout the Envision Dublin Community Plan Update that emphasized land uses that assisted in economic vitality and fiscal sustainability.

Since the update to the WID in 2019, several important development projects have occurred including the construction of The Ohio State University Wexner Medical Center, as well as additions to Ohio University's Dublin Campus. These developments highlight the continued efforts to expand research and development within the West Innovation District, as well as collaboration with surrounding uses. Opportunities remain to continue to support the West Innovation District a key business neighborhood within Dublin, which include:

- Continued expansion of Ohio University's Dublin campus in line with the goals of the OU Framework Plan.
- Future expansion of The Ohio State University Wexner Medical Center.
- Continued opportunities for uses that support economic development.
- Modification to the City's utility service boundaries allowing for additional land to be served.
- Incorporation of a mix of uses that include service related uses that provide amenities to the existing and future workforce.
- Exploration of new transportation opportunities that provide greater connectivity to the area.
- Positioning Dublin for a potential passenger rail system along Houchard Road.
- Expansion of uses that are appropriate for the northwest portion of the community.
- Provision of architectural design that is innovative and unique.
- Continued expedited review processes that encourage business development.
- Exploration of opportunities for greenways connections that promote the natural resources in the northwest region of our community.

WORKING DRAFT

PLANNING CONTEXT (continued)

Economic Development Strategy

The WID plays an important role in the City's economic development strategy that was updated in 2023, which outlines a series of strategies and actions to continue Dublin's economic success and competitiveness within the region. Similar to the Bridge Street District and the Dublin Corporate Area Plan, Strategy 1 within the Plan focuses on Creating Distinctive Mixed-Use Development Nodes to Meet 21st Century Industrial Demand for Vibrant Physical Space while Maintaining Dublin's High Quality of Place Standards. The Plan calls out action steps within this Strategy to move the West Innovation District forward by setting the conditions for development attractive to the targeted industry clusters. The Plan highlights that Dublin has provided considerable focus within the West Innovation District and it is critical the city continue to support this key area and help set the conditions for future growth and development.

Regional Competitiveness

The WID vision is also important for Dublin to stay competitive relative to regional and national trends. From generational behaviors to economic climate, the workplace is changing and there are many factors contributing to the shift. For the district to thrive it must respond as industries and companies change their approach to business trends and focus on agile and efficient practices to support this environment. The outcome of these influences was a workforce that was very independent but also valued collaboration as the key to success. Urban areas have flourished in the last 15 years, partly because they function as centralized areas of collaboration. Another attribute of the emerging workforce is its emphasis on convenience. With a generation that has grown up with the internet and other technologies, Millennials have always been able to find “a better way,” such as a better work-life balance. Technology is part of the key, but convenience is another part. Again, this is where urban areas have thrived because they can offer a live, work and play environment.

Live-Work-Play Balance

One of the most important elements to the emerging workforce is communities that provide a balance of live-work-play to attract this generation and compete with the urban areas that provide these offerings. This includes providing compact and walkable environments, the ability to attract a labor force, provide advancements in technology, provide public and private partnerships, provide interdisciplinary research models, encourage entrepreneurship in areas focusing on innovation and development, encourage businesses that are faster, cheaper, and more efficient, encourage companies to adapt quicker in order to compete and include technological advancements in the automotive industry. Along with national trends, the district is influenced by local trends that provide opportunities for partnerships that contribute to its potential development, which includes the educational institutions and companies that reside within or nearby the district. Add in the surrounding neighborhoods, the recreational entities, Dublin Methodist Hospital, The Ohio State University Wexner Medical Center and nearby retail and services, and real estate becomes primed for development.

AREA RECOMMENDATIONS

Continued Partnerships

Ohio University has transformed the West Innovation District and expanded upon opportunities for academic exploration, medical research and a campus setting. This provides an invaluable opportunity to expand upon existing medical uses including the first medical facility, the Dublin Methodist Hospital, and an important presence in the northeast corner of WID with high visibility to US 33. Continued partnership between Ohio University and Dublin are key to executing the vision outlined in the OU Framework.

Provide Amenities and Balance of Uses

Land use recommendations are vital to the success of an area and a balance of uses is key. The long-term viability of Dublin, especially in WID, is maintaining the City as an important employment center. These uses are key to our economic viability but need supportive uses that provide amenities to the existing workforce in this area. To further this goal, a mix of uses within the West Innovation District should be provided to ensure a well-balance, vibrate area.

Advancing Technology

The City of Dublin has focused significant capital toward building the largest broadband and WiFi system in Central Ohio. DubLink is Dublin's broadband infrastructure system located throughout the City's key business neighborhoods. The over 120-mile system is located entirely underground and is extended in conjunction with major road improvements.

The system is an example of how Dublin provides innovative services to corporate residents. DubLINK accommodates optical fiber services providing instant access to the global marketplace. Created as an economic development tool, fibers from the system can be dedicated to businesses for exclusive use. Ohio Health, Battelle, IGS Energy and Online Computer Library Center (OCLC) are examples of corporations that are benefiting from Dublin's proactive approach.

In addition to DubLink, the City has linked with the Ohio Academic Research Network (OARnet) to create the Central Ohio Research Network (CORN). The broadband system links businesses with educational institutions to encourage research and economic development opportunities. Through Dublin's connection to the most advanced statewide research network in the United States, OARnet provides access to governments, colleges, universities and other institutions such as the Ohio Supercomputer Center through more than 1,850 miles of high-speed broadband.

Development in the West Innovation District includes the comprehensive extension of DubLink facilities along with identified road improvements. Interchange enhancements are underway at the SR 161 / Post Road entrance to the West Innovation District, and primary extensions of the broadband network have been extended through that area. System extensions are expected along arterials and collectors or as expedited by particular development proposals.

Character and Design

Establishing a definable “place” is an important element of planning and marketing efforts for the West Innovation District. The application of architecture should be used to create a unique identity that sets this portion of Dublin apart from other business neighborhoods in the city. The Plan's intent is to encourage a style of architecture that visually emphasizes or evokes the qualities of innovation, technology and progress as a key focus for the area.

Construction within the West Innovation District should focus on the implementation of contemporary style to achieve a larger vision for the area. Elements of a common style can be used to varying degrees to ensure a cohesive “feel” at all levels of architectural complexity from high-profile offices to manufacturing facilities. With a focus toward technology, progress, change and innovation, the following key elements should include

emphasizing the use of glass, architectural metal, cut stone, wood and brick as materials, avoiding the use of limestone in more traditional applications to avoid historic appearances or mimicking other areas of the city, designing buildings with varying shapes and forms, integrating geometric shapes and the varied use of building planes, incorporating non-rectangular shapes that distort the structure and create jutting elements for additional space, using angles and pitches to evoke movement and contrast, integrating organic design with curves to characterize flow and movement, and emphasizing natural light and sustainable building techniques to better visually or physically connect indoor and outdoor spaces.

Preserving Natural Features and Environment

The WID includes important natural features such as woodlands, tree rows and stream corridors that should be preserved and integrated as valuable amenities. Environmental quality should be emphasized, and a key element of future development should include the integration of regional greenway connectivity and a framework of open space upon which all development is linked. Focus should be placed on the natural context of the area through creative layout, quality landscape design and the maintenance of unobstructed views to natural amenities. The integration of LEED-certified buildings or environmentally friendly design techniques should be highly encouraged as part of a cutting-edge technology center.

Portions of the South Fork Indian Run and Cosgray Creek flow through the West Innovation District. These streams seem insignificant in appearance and may be periodically dry, but they serve an important function for the area's drainage. The natural green corridor provides the opportunity to create a shared use paths to connect destinations in the WID with neighborhoods to the east of US-33.

WORKING DRAFT

AREA RECOMMENDATIONS (continued)

Maintaining a Regulatory Process

Dublin's traditional use of Planned District zoning to obtain high quality development has resulted in a very successful suburban employment center. The City is also widely known for its planning and ability to act with speed to address economic opportunity. Dublin recognizes growing regional competition and is looking beyond Central Ohio to drive future growth. The West Innovation District plays an integral role in this effort by targeting administrative approval of development proposals. With a focus on clear regulations and fast turnaround, this portion of Dublin's business core emphasizes a “speed-to-build” philosophy intended to foster construction activity. The ability to address the needs of the private market, particularly those focused on research and time-sensitive grant funding, make the West Innovation District a unique component of the City's economic development options.

Streetscape and Pedestrian Environments

The West Innovation District is a large employment center and must include an integrated system of pedestrian connections and spaces with unique character. Architecture should be appropriately placed close to the street edge and configured to provide courtyards and spaces, and screen parking. Other amenities such as water features, formal open spaces, landscape focal points, sculpture, courtyards, green malls or broad boulevards should also be encouraged where buildings do not relate to the public street. Future options for transit (bus and/or rail) should be implemented to provide long-term convenience and flexibility. Pedestrian connections should be included between employment, transit locations, service uses, open space systems and housing throughout the West Innovation District. The integration of LEED-certified buildings or environmentally friendly design techniques should be highly encouraged as part of a cutting-edge technology center.

Expand Transportation Network and Connectivity

- Plan internal road improvements to most efficiently provide access to sites and maximize business access to interchange;
- Create a road network that provides multiple travel options while separating through traffic from surrounding residential areas;
- Create a parallel route for US 33 to enhance access for commuters and to better separate through-traffic from area neighborhoods;
- Implement a new entrance to Darree Fields to downplay residential portions of Shier Rings Road between Eiterman and Cosgray Roads;
- Partner with private development to construct new roadways and improve intersections;
- Establish a more defined entry point into residential areas along Cosgray Road south of the West Innovation District; and
- Create an east-west connection paralleling SR 161 that will provide additional options to access the interchange and link with transit along the railroad.



WORKING DRAFT

WORKING DRAFT

WORKING DRAFT

KEY SITES & OPPORTUNITIES

Ohio University

Dublin is home to the extension of the Ohio University Campus and includes the College of Osteopathic Medicine located in the northwest corner of the West Innovation District with prominent visibility to US 33. The campus has enhanced educational uses and contributed positively to the dynamics of the district. The City and OU should continue to work together to implement the OU Framework Plan.

West of OU Campus

This property is located southwest of the intersection of Post Road and University Boulevard, west of the Ohio University Campus. This site provided the opportunity to expand the campus environment in a mixed use setting.

Sports Ohio

Sports Ohio is a 100-acre sports complex that features unique indoor and outdoor recreational services located within the central portion of the West Innovation District and provide a unique opportunity for the community. Based on the size of the complex and the location of Sports Ohio, this provides an invaluable opportunity to activate the West Innovation District and potentially transform the district to an engaging, active environment.

Darree Fields

Darree Fields is one of the largest parks in Dublin with over 150 acres of recreational space. The park includes baseball diamonds, soccer fields, a dog park, a community garden, a playground and most notably the Miracle League Fields providing recreational space for children with mental and physical challenges. This park exemplifies the City's commitment to provide exceptional opportunities for amenities to the public. The City has been looking for opportunities to expand the park and as part of this update, expansion opportunities should be explored.

South Fork Indian Run Greenway

The South Fork Indian Run is a natural landmark that provides a greenway connection extending from the Indian Run. This naturally connecting the western area of Dublin to central portion of the City with the most iconic natural feature. Preserving this natural resource has been a priority of the City and a key recommendation to creation this plan.

West Passenger Rail Station Site

Dublin acquired 100 acres in the WID to provide a potential passenger rail line system connecting the Columbus metro area to Chicago. The federal government has identified four Ohio routes as priorities for Amtrak expansion and Dublin is a potential site. This opportunity would transformable for the Dublin community, as well as the regional community. Uses surrounding the site will include parking, mixed use, and commercial development to make this area viable for the project.

WORKING DRAFT

OHIO UNIVERSITY FRAMEWORK PLAN

In 2012, the Ohio University (of Athens) acquired property in the City of Dublin to establish a new location with the Heritage College of Medicine (HOOM) as the primary academic unit. Shortly thereafter, OHIO entered into an economic development agreement with the City of Dublin to acquire property surrounding the site. The agreement divided approximately 96.5 acres of land into three subareas. The University acquired Subarea 1 (45 acres) with the original purchase and is intended to grow. Working with the university to ensure this growth occurs is a priority of the City of Dublin and a recommendation of this update process.

The guiding principles of the plan is to create a vibrant, walkable place that supports a variety of initiative. Six physical planning principles were developed to guide development at the Dublin Campus:

- Establish a vibrant community
- Encourage proximity and walkability
- Create connections
- Enable the development of a mixed-use environment
- Foster innovation
- Accommodate varying initiatives

The existing campus has four buildings that total 194,000 GSF. The campus is also home to the Osteopathic Heritage Medical College, the College of Health Sciences and Professions, the Physician's Assistance Program, a Tantrum Theater, the Columbus State Community College, the Voinovich School of Leadership and Public Affairs, and the College of Business. When OU acquired the property in 2012 the campus consisted of three office buildings, clustered around ponds and open space and ringed with surface parking. The buildings were renovated to classrooms, learning labs, a learning resource center, clinical training and assessment center and offices for the Heritage College of Osteopathic Medicine In 2015 the 86,000-square-foot Integrated Education Center was completed. The building accommodates several programs by the College of Health Sciences and Professions and academic partnerships with Columbus State Community College. The future of the building is envisioned to house other OU programs from various schools and accommodate new partnerships with Central Ohio colleges, universities and high schools. OU also has a presence within the community of Dublin.

According to the Framework Plan, OU's Dublin campus represents an unprecedented opportunity for growth and innovation. The OU Dublin campus is a national model for how the university can fulfill its mission of teaching future generations of Ohio students, conducting innovative research, and delivering essential services in a cost effective way, while providing the state of Ohio and its citizens with a very positive return on its higher education investment. The City of Dublin has worked collaboratively with the University to review the OU Framework Plan. The Framework Plan guides the development of a cohesive campus while allowing flexibility to accommodate a variety of programs, partnerships and uses. The plan incorporates a unified vision that guides decisions on the types of program elements that are approved for the campus. This includes new initiatives and programs sited at Dublin

should have high impact, be complementary to the central Ohio community, advance Ohio University interests, and have attributes such that they cannot be accomplished in Athens. It further states that activities at Dublin should advance "OHIO for Ohio" opportunities to build and strengthen regional partnerships with industry, government, and non-profit organizations to foster innovation. Initiatives and programs sited at Dublin should be innovative and uniquely situated for central Ohio, consist of selective investments in support of activities at Dublin that establish financial feasibility and be sustainable, and have initiatives and programs at Dublin that align with the University and College's strategic plan and enhance smart growth.

The Dublin Framework plan is a "vision" plan intended to offer a comprehensive view for how the campus may evolve over time and is intended to guide future development. This plan is designed to allow the City to review the campus in context of the West Innovation District, making approvals of future projects easier. The plan is designed to be a valuable tool to the University to facilitate decisions on future expansion within the context of the bigger picture. The Framework Plan aims to establish a vibrant community that provides opportunities for high-impact initiatives and programs that are complementary to the central Ohio community, advance Ohio University interests, and cannot be accomplished in Athens. It contemplates a mixed-use environment that supports a vibrant knowledge community. It is centered on creating a pedestrian-friendly, walkable campus district that can be implemented in a phased approach over time.

WORKING DRAFT

KEY SITES & OPPORTUNITIES (continued)

NE of Shier-Rings and Cosgray

The area is intended to provide opportunities for a limited mix of uses in close proximity to employment, recreational amenities and existing neighborhoods. This area is intended for smaller scale research uses, housing and office options either horizontally or vertically integrated as a coordinated mix of uses. Residential options should provide housing choices for employees within the Innovation Districts within easy walking or biking distance. Integration of offices and small support uses can provide a transition to adjacent land uses.

North Jewett Property

The City owned property located northwest of Cosgray and Shier-Rings Road provides the opportunity to expand flex innovation uses in the district to support economic development. Future development should be setback and screened from Cosgray Road. A branch of the South Fork flows along the west property boundary, future development should respect the stream corridor area. Located adjacent to Darree Fields, this property also provides an opportunity to expand park and recreation facilities that may align with the Parks & Recreation Master Plan.

South Jewett Property

The City owned property located southeast of Cosgray and Shier-Rings Road provides the opportunity to expand flex innovation uses in the district to support economic development. Future development should be setback and screened from Cosgray Road. A historic farmstead located on Cosgray Road should be preserved and integrated into landscaped setbacks to preserve the rural character of the roadway and buffer new development from existing residential neighborhoods to the east.

OSU-Dublin Health and Wellness Campus

The City owned parcels around The Ohio State University Wexner Medical Care facility provide the opportunity to expand health and wellness employment and services within the community.

NW of Shier-Rings and Avery

This area should provide services and amenities needed by the WID employees, as well as nearby neighborhoods and the greater Dublin community. This area should build upon an existing commercial character along Avery-Muirfield and provide improved connection to the interchange. Appropriate development types include neighborhood retail, commercial and business service center, and hotels. Large format retail is not appropriate.

SE of US-33/Post Interchange

This site benefits from high visibility from a prominent interchange which Dublin and regional partners have made significant investment to improve. Future development on this site should prioritize a signature office or employer with a building oriented to capture highway visibility. Future development should preserve greenspace to the south along the South Fork Indian Run.

NE and NW of the Shier-Rings and Eitermen

Future development on these properties should be scaled and setback from public streets to provide buffer from existing residential neighborhoods to the south.

WORKING DRAFT

FRAMEWORK PLAN

- 1 Main Street
- 2 Formal Green
- 3 Informal/Rec Green
- 4 Existing Building
- 5 Signature Building
- 6 Campus Gateway



WORKING DRAFT

WEST DUBLIN PASSENGER RAIL STATION STUDY

The City is in the process of developing a study to create a vision for the location of the West Dublin Passenger Rail Station, a state-of-the-art, multi-modal passenger rail station located within an approximately 100-acre, City-owned property. In addition to the site, the study includes assessing land use and transportation implications of the station in what is today the periphery of west Dublin. The Chicago-Columbus-Pittsburgh (Midwest Connect) passenger rail route would re-establish intercity passenger service along existing rail lines, currently owned and operated by freight railroad companies such as CSX and Norfolk Southern. Intercity passenger service operates primarily on freight rail tracks and provides longer-distance connections versus commuter rail which primarily operates within a metropolitan area, connecting commuters to a central city from adjacent suburbs.

The purpose of the study is to ensure that a passenger rail station located in Dublin is identified and included in the regional planning studies. This will support positioning Dublin as a potential and feasible station location within the conversation around developing new intercity passenger rail transportation for Central Ohio.

The approximately 100-acre, City-owned property is located southwest of the intersection of SR-161 and Houchard Road. This site is presently outside the city and is located in parts of both Franklin and Madison counties. Adjacent to the site sites, the VA Data data centers, the recently completed Crosby Court flex warehouse building, and Darree Fields. The unincorporated community of Kieselville is located opposite SR-161 in Madison County. The study area encompasses a one-mile radius around the site.

Multi-modal and Regional Approach

A passenger rail station on this site highlights the opportunity to develop a broader mobility strategy, while connecting the station to the rest of Dublin and surrounding communities. The LinkUS Northwest corridor is planned to extend to the Ohio University campus on SR-161. This Bus Rapid Transit (BRT) line could extend west to connect to the passenger rail station. Combined with the Dublin Connector service, this site establishes a multi-modal transportation hub in the center of a growing area, and on a major regional east-west transportation corridor, *lucius venenatis lectus*.

Station Planning

Preliminary configuration concepts indicate that the passenger rail station area can be accommodated within approximately four acres that is approximately 1,600-feet along the rail corridor. The site has approximately 2,600-feet of rail frontage

Transit Oriented Placemaking

In all land use options, the roadway and open space framework are fairly consistent. The open space proposed at the center of the site is intended to provide the placemaking element of the West Dublin Passenger Rail Station site. Its east-west orientation creates a setting for the passenger rail station, a sense of arrival; a place for health, wellness and recreation and an attractive setting for the multi-family residential uses proposed in options C and D. This open space could also serve as part of the site's stormwater management strategy, reduce heat island affect and increase tree cover, all in support of human comfort.

Land Use Concepts

Land use planning need to consider short and long-term development opportunities. The passenger rail station may be a longer-term consideration, and while land must be preserved to accommodate the passenger rail service, near-term development should be planned to occur in a complimentary manner. Additionally, land use planning should consider the surrounding context and that the current site context may change as the region continues to change and grow. Four conceptual land use options were developed to explore potential opportunities.

Concept A – Flex Space, Low-Medium Density: This option contemplates an expansion of land use patterns present to the east of the site (Crosby Court and VA Data) which could include larger format flex buildings accommodating office, warehouse/logistics, and advanced manufacturing space. This option leverages the large scale and physical (flat) character of the 100-acre site and adjacency to SR-161 and connection to the regional highway network.

Concept B – Flex Space/R&D, Medium Density: This option also contemplates flex space but at a variety of building scales. This option would both leverage visibility from SR-161 for flex office space while also accommodating larger format flex buildings deeper into the site.

Concept C – Mixed Use, Medium-High Density: This option contemplates a mix of uses, including residential at a medium to high intensity. This may include "horizontal mixed use," meaning a mix of buildings with different land uses across the site versus a mix of uses in each building. This development pattern would likely be accommodated by surface parking lots.

Concept D – Mixed Use, High Density: This option also contemplates mixed use and residential but at a higher intensity which could reflect that of Bridge Park. This development pattern would likely require structured parking.

WEST DUBLIN PASSENGER RAIL STATION STUDY (continued)



Concept A - Flex Space, Low-Medium Intensity



Concept C - Mixed Use, Medium-High Density



Concept B - Flex Space/R&D, Medium Intensity



Concept D - Mixed Use, High Density

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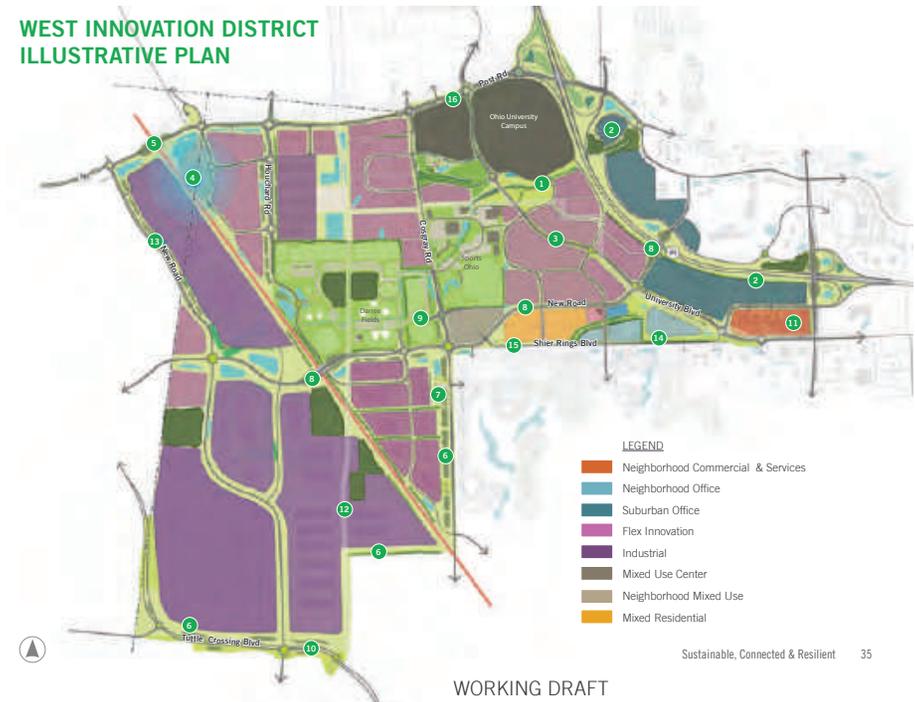
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DESIGN RECOMMENDATIONS

- ① Indian Run greenway and open spaces
- ② Signature architecture at key view points and intersection
- ③ University Boulevard extension
- ④ Amtrak station and station area development
- ⑤ SR-161-rail grade separation
- ⑥ Landscaped buffers with mounding
- ⑦ Preservation of 1900s farmstead as a new community garden and trail head
- ⑧ New east-west road connection with grade separated crossings of US-33 and CSX rail line
- ⑨ Potential expansion of recreation facilities at Darree Fields
- ⑩ Tuttle Crossing Boulevard extension
- ⑪ New neighborhood scaled commercial services
- ⑫ Leverage economic development potential of power corridors
- ⑬ New road connection between SR-161 and Tuttle Crossing Blvd west of CSX rail line
- ⑭ Enhance Cosgray Run corridor as a greenway
- ⑮ Maintain rural character along Shier-Rings Rd between University Blvd and Cosgray Rd
- ⑯ Create a green edge along the south side of Post Rd

WORKING DRAFT

WEST INNOVATION DISTRICT ILLUSTRATIVE PLAN



WORKING DRAFT

EC

EMERALD CORRIDOR PLAN

The Emerald Corridor, which includes the areas along Emerald Parkway from Sawmill Road to Tuttle Crossing Boulevard, play a significant role within the city. The Corridor serves as a vital artery for transportation, economic development, and community connectivity, facilitating efficient travel between residential areas, commercial and office areas, and recreational spaces, and fostering accessibility and convenience for residents and businesses alike. The Emerald Corridor not only enhances mobility within the city, but it also plays a pivotal role in attracting businesses and investment to the region, bolstering Dublin's economic vitality. The streetscape character of the Emerald Corridor is one of the signature elements that defines Emerald Parkway making it a cornerstone for all users.

District Intent
To encourage appropriately-sited, high quality office development along the I-270/U.S. 33 interchange area that maximizes development potential, protect existing adjacent residential neighborhoods, and to preserve key natural features and historic sites.

PLANNING CONTEXT

The Emerald Corridor is defined by three distinct subareas each with unique planning opportunities and challenges.

Bright/East Emerald

The Bright Road focus area is bordered by Hard Road and I-270, and stretches west from Sawmill Road to Riverside Drive, comprising the northeast portion of the Emerald Corporate District. Defined by the extension of Emerald Parkway and the new Mount Carmel Hospital which began construction in 2023.

Physical features vary significantly throughout the area, and portions along Riverside Drive are of scenic and historic significance. The area is characterized by the remnants of three geometric earth mounds (known locally as the Holder-Wright Earthworks) constructed between 300 B.C. and 500 A.D. by the Hopewell tribe. The ceremonial mounds consist of a large rectangular enclosure approximately 390 feet by 220 feet in size and two circular bank-and-ditch enclosures located nearby. Archaeologists interpret the earthen enclosures as symbolic forms used as a locus for periodic mortuary or other ritual activity. The area also contains scenic portions of Wright's Run (also known as Billingsley Creek), providing substantial wooded areas, waterfalls and ravines. This western portion of the study area includes terrain that slopes significantly up the River bluff to Grandee Cliffs Drive, while portions south of the earthworks and ravine provide the opportunity to cluster development among significant tree stands along Emerald Parkway. The City acquired 19 acres of land in 2010, including portions of the Holder-Wright Earthworks and Wright's Run, improvements outlined in the master plan for this area have been completed.

Bright Road and surrounding neighborhoods are characterized by modest, low-density residential homes in a rural setting that is typical of older homes constructed within the township prior to annexation.

Residential developments within the area include Grandee Cliffs, Glenbrier and Kiplinger Estates. Wright's Run and its surrounding woodlands create a distinctive backdrop for the area, and Kiplinger Pond created by a spillway is located just east of MacBeth Drive. The completion of Emerald Parkway unites the area and provide major access for infill development along I-270. Planning efforts focus on the ability to maintain and protect neighborhoods in a balanced manner with future growth along Emerald Parkway.

Perimeter/Central Emerald

The Emerald/Perimeter area is centrally located within the Emerald Corporate Business District along the Emerald Parkway corridor. This area plan was originally referred to as the Coffman Park Area Plan in previous versions of the Community Plan. In 2010, the City entered into an Economic Development Agreement to facilitate corporate office development at the southwest corner of Emerald Parkway and Perimeter Drive, now home to City Hall and Council Chambers. Continued park improvements have occurred in line with the Coffman Park Plan. The remainder of this area includes approximately 24 acres of relatively flat, undeveloped land located between Emerald Parkway and the I-270/U.S. 33 Interchange, providing significant development opportunity in a high-visibility portion of the City.

South Emerald

The subarea is located south of Innovation Drive with key sites along I-270 and benefits from relatively recent development. Existing office buildings incorporate a typical development pattern with large individual buildings surrounded by surface parking lots. The area has limited amenities and services at the Emerald Town Center.

PERIMETER/CENTRAL EMERALD SUBAREA RECOMMENDATIONS

Encourage High Quality Development

High quality office uses should be sought that will provide street-oriented architecture, and parking that is adequately screened from Emerald Parkway.

Manage Access And Internal Circulation

The majority of the land between Emerald Parkway and I-270 is under single ownership with established access points from Emerald Parkway. Three additional parcels of land located along Post Road and comprising approximately 3.5 acres offer additional development opportunity, but with significant access challenges due to traffic volumes on Post Road, topographic change related to the nearby I-270 overpass, and proximity to the intersection of Emerald Parkway and Post Road. Direct vehicular access from Post Road should be discouraged to minimize traffic conflicts and maximize the street-orientation of new architecture. Opportunities for coordinated development and shared access with adjacent properties should be explored.

Improve Pedestrian And Bicycle Connectivity

The close proximity of Coffman Park requires special attention to pedestrian and bicycle mobility in this area. In 2010, Dublin's first bicycle sharrow markings were added to Emerald Parkway in this portion of the corridor to enhance the traveling conditions for on-road cyclists. This improvement should be continually monitored to ensure safety and efficiency for cyclists and motorists alike. Off-street shared use paths along Emerald Parkway and Perimeter Drive offer additional options for a wider range of users and provide direct access to Coffman Park. As the centerpiece of Dublin's

larger greenway system, additional shared use path connections to and from Coffman Park should be explored to facilitate pedestrian and bicycle travel throughout the City. An existing portion of shared use path runs along the South Fork of the Indian Run beneath I-270; although currently disconnected from the larger path network, this segment provides an exceptional opportunity to integrate new greenways planned within the Bridge Street District into the City's larger open space system. Opportunities to extend this path to Coffman Park should be explored, with sensitivity to the stream corridor and the nearby Willow Grove neighborhood.

SOUTH EMERALD SUBAREA RECOMMENDATIONS

While limited in amenities and services, appropriate uses will continue to be freeway-oriented office development. Between Emerald Parkway and Parkwood Place, office uses are appropriate at a density of no greater than 20,000 sq/ac. Supporting uses to office development such as hospitality and retail/restaurant can be introduced, as well as residential uses as outlined for the Parkwood/Emerald Site. The Plan continues to support existing office development toward the southern end of the District. The primary uses within this area include office, office campus, supporting retail services, restaurant and limited residential infill. Building heights within the area include 1 to 3 stories along Emerald Parkway frontage transitioning east to 4 to 8 stories along I-270 frontage.

BRIGHT/EAST EMERALD SUBAREA RECOMMENDATIONS

Protect and Buffer Existing Residential Areas

Bright Road incorporates a very distinctive rural residential character that has been established over time by many factors such as housing stock, lot sizes, building setbacks and natural surroundings. All efforts should be made to maintain the quaint character of the area's neighborhoods, and road access for residents should be improved while discouraging through traffic.

Encourage Greater Open Space and Pedestrian Connections

Due to the era in which development took place along Bright Road, the area lacks sidewalks and pedestrian infrastructure common to today's residential subdivisions. Every effort should be made to improve pedestrian connectivity and movement throughout the area, while sensitively considering the visual character and impacts of pedestrian infrastructure. Incorporation of additional open space near existing neighborhoods should be provided to facilitate pedestrian connections and park opportunities.

Improve Traffic Circulation, Access and Movement

The completion of Emerald Parkway from Wright's Run to Riverside Drive was a significant milestone for Dublin. Providing relief to I-270, the parkway provides full access from Tuttle Crossing to the south to Sawmill Road on the north. Completion of this last phase provided greater transportation network options east of the Scioto River, while facilitating a balance of greater access to area neighborhoods and a reduction

in through traffic on local roads. Significant multi-jurisdictional efforts have been made to improve traffic and access management along the Sawmill Corridor to the benefit of area businesses and residents. With the completion of Emerald Parkway, Bright Road was converted to a cul-de-sac at Riverside Drive to improve motorist safety at this problematic intersection. With a significant amount of office development planned along Emerald Parkway, options for an overpass connection to the Bridge Street District south of I-270 are being explored to connect these important economic development areas while providing an alternative to Sawmill Road.

Preserve Important Archaeological and Natural Features

The Bright Road Area contains invaluable natural and man-made features for which every effort should be made to protect. The Holder-Wright Earthworks is an ancient man-made landform that has critical archaeological importance, and the adjacent Wright's Run ravine is a location of importance for its scenic and natural beauty. Nearby historic cemeteries that are poorly surveyed and studied also have importance to the area's heritage.

Establish A High Quality, Visible Gateway Into Dublin

Located adjacent to the Sawmill/I-270 interchange, the area is Dublin's major entry point from the northeast. Mount Carmel Hospital began construction in 2023 at this interchange, and will establish the area as a high quality gateway for the Emerald Corridor. Continuing high quality visible architecture, site planning and landscaping is important to represent Dublin's image and quality of life. Buildings fronting the interchange should be of a larger scale and establish an architectural statement that contrasts them from adjacent suburban retail and big box developments.

Maintain Expectations for Appropriate, High Quality Development

As Dublin's premier business address, locations along Emerald Parkway should include high quality office development that respects the area's context. Higher profile offices should be preferred in areas where freeway and interchange visibility can be maximized, while appropriate scale and architectural style is provided near residential areas. Throughout the Bright Road Area retail is limited to service uses associated with office development that will reduce arterial trips by employees; integration of such support uses within the ground floors of offices is highly encouraged. Redevelopment proposals between Sawmill Road and Emerald Parkway should also be carefully considered to ensure that residential areas are fully integrated across Emerald Parkway and Bright Road.



Rendering of Mount Carmel hospital currently under construction.

WORKING DRAFT

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PERIMETER/CENTRAL EMERALD

- 1 Future development should be setback minimum 50-ft from Emerald Pkwy with parking to the rear or side
- 2 Incorporate signature architecture along highway frontages
- 3 Preserve existing tree stands, integrate into site open space
- 4 Use stream corridor as a greenway and neighborhood amenity
- 5 Limit access/curb-cuts to Emerald Pkwy
- 6 Potential new I-270 crossing connecting Emerald Pkwy and Metro Center



WORKING DRAFT

WORKING DRAFT

BRIGHT ROAD/ EAST EMERALD

- Future development should be setback minimum 70-ft from Emerald Pkwy with parking to the rear or side
- Bright Rd widening and bike/pedestrian improvements
- Future development should include minimum 50-ft setback from Bright Rd and be limited to 1 and 2 stories for building fronting Bright Rd
- Preserve Holder-Wright Works (Hopewell Mounds) with option for potential park space
- Future medical office building expansion of Mount Carmel campus
- Create green edge along the west side of Sawmill Rd with minimum 50-ft setback
- Opportunity for limited, large-lot residential infill
- Preserve existing tree stands, buffer new commercial development from existing residential neighborhoods
- Use stream corridor as a greenway and neighborhood amenity
- Preserve existing large tree stands
- Limit access/curb-cuts to Emerald Pkwy
- Protect stream corridor, ravine and existing woodland areas
- New connection over I-270 connecting Emerald Pkwy and Tuller Rd



WORKING DRAFT

PARKWOOD

The land uses for this site located along Emerald Parkway should concentrate on a mix of uses to include neighborhood scale office, residential uses and supporting commercial uses. Commercial uses include restaurant, retail, and personal services limited to a maximum of 10,000 square feet and should be located at the south end of the property in order to create a retail cluster at the Emerald/Western-Tompe intersection. The site design should include buildings fronting roadways with large shared parking areas consolidated to the rear. Stormwater and landscape features should be integrated on the site. Perimeter screening and landscaping should still be the primary component of the landscape design. Heights should range from one and two-story along Emerald Parkway to a maximum of four stories along Parkwood Place. Four to six-story buildings are appropriate between Parkwood Place and I-270.

- Create new, active open spaces
- Preserve and integrate existing tree stand into site design. Leverage as existing screening to buffer taller buildings along Parkwood Place from Emerald Parkway
- Preserve existing tree stand
- Maintain green character along Emerald Parkway
- Highway frontage should continue to be reserved for office, parking, and open space
- Existing stacked stone gateway



WORKING DRAFT

BSD

BRIDGE STREET DISTRICT PLAN

The Bridge Street District Plan outlines a vision that reinforces the City's long-term fiscal health and sustainability, and promotes competitiveness and market adaptability by creating new living environments and amenities to attract and retain the next generation of employees, businesses and residents to Dublin. The Plan envisions a vibrant and walkable center of the city, with a dynamic mix of land uses and housing that is integrated with the natural spaces that lie the district together.

District Intent

The Bridge Street District Special Area Plan is a vision for a vibrant and walkable center of the city, with a dynamic mix of land uses and housing organized around an urban street network.

PLANNING CONTEXT

In 2009 Dublin began a visioning process to reimagine the Bridge Street corridor. The multi-year planning process engaged stakeholders and the community, and crafted a vision for a vibrant and walkable center of the city, with a dynamic mix of land uses and housing. The goal of the Bridge Street District Plan was to ensure Dublin took full advantage of the area's assets, established a more sustainable pattern for development, and capitalized on emerging market opportunities. Since the inception of that vision, the Bridge Street District has undergone significant areas of redevelopment.

Bridge Street District Code

To implement this vision and guide future development, Dublin created a hybrid form-based development code for the Bridge Street District (BSD), which was initially adopted in 2012. The BSD Code included Neighborhood Districts where special attention was paid to location and character of buildings, streets, and open spaces to achieve a coordinated mix of uses within each area. Since its initial adoption, the Code has been revised a number of times to address the needs of the community. This includes the removal and re-establishment of the Historic District separate from the Bridge Street District to signify the important difference in development scale and character.

Economic Development Strategy

The 2023 updated Economic Development Strategy outlines a series of strategies and actions to continue Dublin's economic success and competitiveness within the region. Strategy 1 within the Plan focuses on Creating Distinctive Mixed-Use Development Nodes to Meet 21st Century Industrial Demand for Vibrant Physical Space while Maintaining Dublin's High Quality of Place Standards. This strategy is based on changing economic trends that focus on how residents interact within the community, changes in lifestyles, proximity to services, emergence of coworking space, increased housing needs, and opportunities for sustainability. The Plan calls out action steps within this Strategy to continue to build on the momentum of Bridge Park/ Bridge Street District by supporting the development of additional live/work/play physical spaces. The Plan highlights that Dublin's success within the Bridge Street District has contributed positively to the community's economic success by providing choices for residents, employees, employers and visitors, and it is critical the city continue to build upon these successes.

"Bridge Street should be our urban downtown, density should be focused here."

SUBAREA RECOMMENDATIONS

The Bridge Street District includes a number of unique districts with distinct characteristics and development opportunities.

West Bridge Street

Centered on the intersection of Bridge Street with Frantz Road and Post Road, this sub-district is an important gateway to Dublin from I-270 and U.S. 33 and the Bridge Street Corridor and should send a strong, positive message about the community's identity. It should signal a distinct shift from a highway setting to the walkable, mixed-use environment embodied in nearby Historic Dublin and throughout the Bridge Street District. This sub-district should also be a prime target for high-value development seeking a prominent address—such as office, lodging and retail uses—owing to the high visibility, excellent road access, established presence of major employers, and significant opportunities to improve walkability within the district and adjacent areas. Principal challenges include reconciling vital pedestrian and access improvements with high traffic volumes, and making the transition (over place and time) from a highly auto-oriented development context to a pedestrian-oriented one.

Indian Run Neighborhood

This sub-district consists largely of the OCLC campus and adjacent parcels, and holds substantial potential for new walkable mixed-use development that takes advantage of excellent highway access and visibility, walking proximity to Historic Dublin, and adjacency to the Indian Run and its associated greenways. Access improvements will play a critical role in realizing the district's development potential. In particular, better auto and pedestrian access to and from the Bridge Street Gateway District and the Historic Dublin District via the Bridge Street/Frantz Road/U.S. 33/Post Road intersection and Shawan Falls Drive would ease existing congestion and limitations on traffic movement where

Kilgour Place intersects Post Road. Direct pedestrian access and possibly new vehicular connections—but only if designed with extreme sensitivity—across Indian Run to Historic Dublin, independent of Bridge Street, would significantly enhance potential development value and character. Development potential in this subdistrict will be substantially improved by a more comprehensive road network that reinforces connections among the other districts and the City's larger road system, allowing a greater degree of traffic distribution. The Indian Run sub-district has important relationships with West Bridge Street area and Historic Dublin, which provide critical access routes and amenities. The sensitive edges it shares with those districts will require care, both to protect the environmental value of the Indian Run and to introduce two to four corridors of continuous pedestrian-oriented access and development character.

Scioto River Neighborhood

The Scioto River and improved view shed and park access set the theme for this district, particularly along its east bank across from Riverside Crossing Park. The development of Bridge Park was catalytic in the establishment of walkable mixed-use neighborhood within this area, along with the realignment of Riverside Drive and the construction of Riverside Crossing Park and the Dublin Link Bridge. These improvements captured the untapped potential of making the Scioto River even more of a community amenity and centerpiece for high-quality mixed-use development. The introduction of a John Shields Parkway greenway and Riverside Crossing Park substantially raised the river's profile as an asset in Dublin's park and greenway network, help bring residents from both sides of the river together around shared activities and places, and anchor a unique new neighborhood. Market opportunities favor an emphasis on housing development in the Riverside District, with a range of unit types and residents,

including seniors. Complementary medical and office development toward Tuller Road, and office and neighborhood-retail development near Dublin-Granville Road, are also appropriate as part of a mixed-use neighborhood setting. Historic Dublin is a key nearby amenity and with a Dublin Link Bridge for walking and biking a key connection was established.

East Bridge Street

This corridor represents great development potential through its access, visibility, consolidated land ownership, and opportunities to connect with adjacent walkable districts. Reflecting a classic pattern of automobile-oriented development, this corridor along Dublin-Granville Road presents some of the greatest challenges and opportunities for high-density, walkable development in the study area. Despite the presence of a recreational path and planted median for some of its length, Dublin-Granville Road does not present an ideal pedestrian environment today. It lacks pedestrian-oriented destinations and presents uncomfortable pedestrian conditions alongside fast-moving traffic. At the same time, high traffic volumes make the corridor a natural place for development that benefits from visibility—particularly hotel and small- and mid-size offices. Office or retail development on several large parcels flanking the road may face market pressure for replacement by uses earning higher development returns over the mid- to long-term. This creates an opportunity over time for pedestrian-oriented office and hotel development—as well as complementary housing and retail—to foster walkable districts on both sides of Dublin-Granville Road while gaining value from excellent visibility and access. This redevelopment pattern would best succeed with a focus on creating critical mass at one or two intersections at a time, rather than spreading new development among numerous locations along the corridor. A continuous pedestrian-oriented environment along the corridor will arise gradually over time in pace with market demand and aggregation of smaller parcels.

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SUBAREA AREA RECOMMENDATIONS (continued)

The north edge of the district offers one of two major routes for a potential greenway, street, and transit connection linking the Riverside and Sawmill districts. A potential high-capacity transit corridor—linking east and south to Columbus and west to Historic Dublin, Perimeter Road and West Innovation District—could substantially increase development opportunity and value in the district and throughout the Bridge Street Corridor and beyond.

Tuller/Greenway District

This district offers opportunities for important connections: a greenway connecting the Scioto River to Sawmill and Dublin-Granville Roads, an expanded street network that integrates existing housing developments into larger walkable neighborhoods, and improves access to Emerald Parkway taking traffic pressure off Historic Dublin. The Tuller/Greenway District plays three important supporting roles for mixed-use development in the study area east of the Scioto River. First, it contains existing residential developments that can contribute a valuable "critical mass" to support new residential development nearby. These developments are poised to benefit from the added amenities and access improvements that adjacent development will bring as it contributes to the creation of a true neighborhood. Second, the Tuller/Greenway District offers two potential opportunities for important east-west greenway, street and transit links between the Riverside and Sawmill districts. The east-west connections also improve regional access to Emerald Parkway as an alternative to Bridge Street and Dublin-Granville Road. Third, this district can deliver substantial additional development capacity, with opportunities to take advantage of visibility from I-270 as well as connections to emerging neighborhoods and districts to create higher-value development than exists in the district today. Land ownership and access patterns in the Tuller/Greenway District offer significant flexibility for providing an optimal response

to these opportunities. While this is the study area's one district not directly accessible from a major arterial—and thus not likely to be a core location for mixed-use development—it will play a very important role as a complement to surrounding districts through the direct street linkages, green space amenities and additional development opportunities it offers.

Sawmill Center Neighborhood

The large Dublin Village Center site and adjacent parcels hold great potential to become a destination mixed-use district with great visibility and access from I-270 and strong connections to adjacent neighborhoods and green spaces. The Sawmill District is a prime location to establish a major walkable mixed-use district, owing to its proximity to the I-270 interchange at Sawmill Road and the consolidated ownership of more than 50 acres of land on the current Dublin Village Center site. This district concept depends on the incorporation of enough complementary activities into a dense, pedestrian-oriented network of mixed-use buildings and blocks to form a critical mass that is active weekdays, evenings and weekends alike. The land-use mix should include regional-destination retail, dining, entertainment, offices, and housing. Small-floorplate multiunit office buildings are a prime market opportunity and fit well into blocks that include ground-floor retail and multifamily housing. High density is essential to providing enough people and activities in walking distance to keep the district vibrant and full of choices 18 hours a day, seven days a week. High density also plays a key role in creating sufficient development value to fund structured parking, another essential ingredient to a compact and walkable district. Density and walkability are the foundations of the market opportunities in this district; without them, the market will only support the lower-value, auto-oriented development pattern that exists—and has struggled to remain economically viable—today.

New development in the district also depends on establishing direct access and visibility from Sawmill Road through additional property aggregation and road improvements. Potential greenway and street linkages west to the Riverside Drive, Historic Dublin, and beyond would open access to critical amenities that support additional development and improve regional traffic circulation.

Scioto River Overlay

This overlay district celebrates the Scioto River as a unique natural asset and links areas of Dublin on either side to the river through enhanced view corridors, recreational connections, and neighborhoods with destination parks and restaurants. This overlay district focuses on celebrating and drawing benefit from the Scioto River in adjoining portions of the Indian Run, Historic Dublin and Riverside Drive. A mixture of private- and publicly-owned land parcels is present along both banks of the river. The recommendations of this overlay typically would not be applied directly to smaller private parcels. Rather, they should be focused on larger private parcels where significant redevelopment is proposed, and to public parcels that have potential for park and recreation improvements. The overlay addresses natural resource protection, visual access, physical access, and land use.

Actions in the overlay should first aim to preserve the sustained quality of the Scioto River corridor as a natural asset. Special attention should be paid to avoiding any negative impacts on the sensitive ecology and topography of the river and its tributaries. Public visual and recreational access to the river corridor should be improved through the implementation of Riverside Crossing Park.

AREA RECOMMENDATIONS

SR 161 Corridor Character

State Route 161 consists of sections of W. Dublin-Granville Road and Bridge Street in Dublin. This corridor currently lacks an ideal pedestrian environment, and presents an uncomfortable pedestrian condition due to the wide right-of-way and fast-moving traffic. Major improvements are anticipated along W. Dublin-Granville Road to adapt a more pedestrian-friendly streetscape with the adoption of a 161 Corridor Study. This corridor should prioritize development that benefits from high visibility, while accommodating the streetscape recommendations of the study. Future transit options linking Dublin to Columbus are being considered as part of the LinkUS initiative.

Riverside Drive Character

Riverside Drive is flanked by Riverside Crossing Park and portions the Bridge Park development, which both contribute to create urban and natural amenities for the City. Development along the east side of Riverside Drive should continue to provide a variety of building massing and architecture that engages the pedestrian streetscape of the road.

I-270 Frontage

The Bridge Street District benefits from a continuous boundary shared with I-270, offering viewsheds and exposure of businesses to the interstate. Development along I-270 should prioritize employment-driven development. Residential uses are not recommended along the frontage, but could be appropriate if buffered from the corridor.

Frantz Road / W. Bridge Street Gateway

This western gateway to the Bridge Street Corridor as well as a major regional gateway to Dublin as a whole from I-270 and U.S. 33 should send a strong, positive message about the community's identity. It should signal to drivers a distinct shift from a highway

setting to the walkable, mixed-use environment embodied in nearby Historic Dublin and throughout the Bridge Street Corridor. It should also make the statement that prosperity and high-quality people-oriented environments go hand-in-hand in Dublin. This district should also be a prime target for high-value development seeking a prominent address such as office, lodging and retail uses owing to the high visibility, excellent road access, established presence of major employers, and significant opportunities to improve walkability within the district and adjacent areas.

Dublin Road Character

With the exclusion of the Historic District from the Bridge Street District, a small portion of Dublin Road is located within the district. This section of road currently services single-family lots and establishes a naturalized character, lined with mature trees and stark topography. However, Dublin Road will be critical when the redevelopment of the Indian Run Neighborhood District occurs. While Dublin Road is anticipated to be significantly improved to accommodate new development and a potential new John Shields Parkway bridge, the streetscape character of Dublin Road should be preserved.

Sawmill Road Character

Sawmill Road is a critical thoroughfare that separates Dublin and Columbus. The character of the road is distinctly different between the east and west sides of the road. The west side is characterized by large shopping centers and parking lots, limited pedestrian facilities, and limited vegetation. The character along the Dublin portion of the road should feature a green, landscaped streetscape with sufficient pedestrian facilities setback from the road.

John Shields Parkway Greenway

John Shields Parkway Greenway connects Riverside Crossing Park to Sawmill Road. Sections that are currently constructed feature residential buildings with front entrances along the streetscape and greenway, and wide sidewalks and shared-use paths. Future extension of Josh Shields Parkway east of Tuller Road should continue the greenway system and provide opportunities for pedestrian interaction and open space amenities.

Scioto River Frontage

New development on either side of the Scioto River should include a mix of land uses that benefits from the river's presence and contributes to the quality of public space. For instance, restaurants with views to the river and outdoor seating are encouraged. Multiple-family housing and office buildings are also strongly encouraged according to market opportunity. Building and site design should maximize opportunities to capitalize on river views as value assets.

Recommendations for accomplishing this objective with multiple-family housing, for example, include creating river-facing courtyards and terracing building heights so that as many dwelling units as possible enjoy river views. The success of public open spaces around the Scioto River should be judged more on their quality than quantity, since a balance that includes high-value mixed-use development can help provide the funding and presence of people that can draw greatest public benefit from the river corridor.

AREA RECOMMENDATIONS (continued)

Transitional Edges

As the Bridge Street District develops over time, with incremental improvements to the street network, development around the edges of each district may take on a mix of development characters depending on actual street alignments, greenway connections, market demand, and development opportunities. In all cases, a vibrant mix of uses and architectural character is desired.

Established Residential Neighborhoods

A few pockets of single-family residential neighborhoods are embedded in the Bridge Street District or immediately adjacent to it. These established residential neighborhoods include Indian Run Estates, Waterford Village, properties along Martin Road and Lily Mar Court, and properties along Dublin Road and High Street north of the Historic District (respectively). These properties should be preserved and buffered from adjacent development, although carefully sited pedestrian connections will be made in appropriate locations.

Greenway Connections

One of the central elements of the Bridge Street Corridor Vision Plan is a greenway network to connect each character neighborhood. While smaller networks may be found throughout the District, a District wide connection is envisioned along the North and South Forks of the Indian Run to protect and preserve this exceptional natural amenity, eventually providing a dedicated pedestrian connection across the Scioto River through the Dublin Link Bridge, and extending further east until reaching the Sawmill Center Neighborhood, where it takes on a more urban character. The greenway network will ultimately extend beyond the boundaries of the Bridge Street District to provide important pedestrian and bicycle connections to the rest of the city.

Indian Run and Greenway

The Indian Run and its associated greenway are a signature element identified in the Historic District Area Plan. Any development located along the Indian Run should be sensitively treated to ensure impacts to the natural features and the greenway are significantly minimized.

KEY SITE & OPPORTUNITIES

Monterey Drive Site

This site is located at the intersection of W. Bridge Street and Monterey Drive. Adjacent to Waterford Village to the south, these properties offer an opportunity to transition from the activity along West Bridge Street to the quaintness of the neighborhood. Development on these sites should include vertical mixed-use buildings along W. Bridge Street at a height of 2 to 3 stories. South of the frontage, multi-family residential uses, such as townhomes, are appropriate transitional uses to Monterey Park and the neighborhood. Additional street connections should be contemplated for future development along Corbins Mill Drive.

Indian Run Neighborhood (OCLC and Cardinal South)

The OCLC and Cardinal South properties represent some of Dublin's most important opportunities to accommodate significant new mixed-use development, owing to its highly consolidated ownership, large developable parcels, excellent visibility from Interstate 270, potential for improved road access, and proximity to the amenities of Indian Run Falls Park and Historic Dublin. One of the greatest opportunities associated with the Bridge Street District is the potential for new development to have significant visibility from regional roadways, making a strong statement about Dublin and its urban core. Redevelopment of these sites should ensure that the Interstate 270 frontage is developed with high-profile buildings that set the tone for development within the Bridge Street District as an area with a strong character and an energetic economic environment. The desired character is for buildings ranging from three to seven stories with contemporary architecture framing the highway spaced to allow views into the interior of the Bridge Street District. The predominant land use is expected to be a mix of office, hotel, and other commercial uses, although some residential may be appropriately and sensitively placed within this area.

Bridge Park

Bridge Park is a successful, urban development that capitalizes on entertainment and eating and drinking facilities, while offering desirable multi-family and office locations. Future phases of development adjacent to Bridge Park should aim to mimic the size and scale of the buildings, while providing a variety of heights between buildings. Pedestrian engagement is critical in and around this development, and future buildings should also focus on ground-floor activation, and purposes of open spaces.

Shoppes at River Ridge

This shopping center sits along an important southern boundary of the District. Adjacent properties to the south feature single-family residential and small-scale office, while to the north is Bridge Park, consisting of several low to mid-rise development. Redevelopment of the site is expected, with an extension of Bridge Park at the southeast corner of W. Dublin-Granville Road and Riverside Drive. Similar to the AC Hotel, this development should frame the road and create a distinctive character as a landmark of the district. The desired character is for buildings ranging between 3-8 stories at the intersection with contemporary architecture. The remainder of the site should begin a transition from the intensity of the district to the existing small-scale office and residential to the south. The desired character is for buildings ranging from 2 to 5 stories, with smaller buildings along the southern boundary of the site. Additional street connections should be accommodated for Dale Drive and Stoneridge Lane.

Dublin Village

Dublin Village is a shopping center located in the northeast corner of the district, with primary access from Village Parkway and Sawmill Road. This development has been a staple of the community for decades, but is primed for rejuvenation and redevelopment. This opportunity allows for a special mixed use activity area that will serve as the center of the Sawmill Center Neighborhood, one of the Bridge Street District's two "bookends" expected to maintain more of a regional shopping and entertainment focus based on the market opportunities for this area. The idea of a walkable core is desired at the center of this neighborhood district to serve as a community focal point with the highest concentration of mixed uses and walkable development that emphasizes pedestrian connectivity over vehicular movement. Buildings are expected to be highly pedestrian-oriented and suited to an active streetscape, ranging in height from two to five stories.

EAST BRIDGE STREET CORRIDOR STUDY

East Bridge Street (SR-161) is a key east-west connection for Dublin to the rest of the central Ohio region. The segment of SR-161 between Riverside Drive and Sawmill Road was improved to its current form in the late 1990s in response to the suburban development pattern prevalent along the corridor during that time.

Today, the corridor is primed for redevelopment as the energy and urban development pattern of the Bridge Street District continues east along SR-161. As property is redeveloped, the Bridge Street District zoning district mandates urban development forms, and with that, the City is evaluating the future needs of the corridor to best serve the community and future development. Elements evaluated for SR-161 include enhanced pedestrian mobility, multimodal options including micro-mobility, and future LinkUS service.

The City is undertaking a study of East Bridge Street (SR-161) to imagine a mobility-focused urban street typology that is consistent with the City's Bridge Street District vision. Several goals and objectives were identified for this corridor visioning exercise:

- Affirm and update schematic alignments for the future street grid in the corridor.
- Improve crosswalks by minimizing crossing lengths, evaluate intersection and mid-block treatments, and explore pedestrian crossing devices.
- Develop concepts for the Emerald Trail, a designated Central Ohio Greenway.
- Plan for the future implementation of LinkUS Bus Rapid Transit facilities and associated micromobility devices along the corridor.
- Evaluate changes in speed limits and associated impacts to mobility along the corridor.

Alternatives Studied

Multiple configurations are being analyzed as part of the corridor visioning exercise. This includes analyzing various layouts for pedestrian & bicycle facilities, vehicular lanes, intersection conditions, on-street parking, and how redevelopment along the corridor will help to frame and highlight the mobility options. These alternatives expand the Emerald Trail and provide dedicated sidewalks adjacent to future building frontages. The alternatives study balanced access, pedestrian circulation, and a new block network that follows a traditional urban grid.

Development Patterns

The development pattern along SR-161 is changing from generally suburban typologies to an urban typology with buildings that address the street. As redevelopment occurs, a welcoming streetscape with generous pedestrian facilities will create a vibrant, active environment along a key corridor within the community. Considering the potential form of future development when planning for a pedestrian-friendly public roadway corridor ensures that public investment in mobility infrastructure supports the type of development required by the City's adopted regulations.

Pedestrian Infrastructure

A focus of this effort is to shift priority from automobiles to a balanced approach to include infrastructure for all roadway users within the corridor. Improvements being considered include clearly delineated crosswalks, leading pedestrian intervals, pedestrian-only crossing phases, grade-separated Emerald Trail, wide sidewalks (8'-12'), and plentiful landscape elements are all elements that create a vibrant environment for pedestrians while supporting LinkUS operations and automobiles.



Indianapolis Cultural Trail – Bike & Ped Paths



Clearly delineated crosswalks

EAST BRIDGE STREET CORRIDOR STUDY (continued)



Concept with no on-street parking, with 1 dedicated left turn lanes.



Concept with on-street parking, no 1 dedicated left turn lanes.



Concept to explore integrating roundabouts at strategic intersections.



Conceptual street-level view of BRT station.

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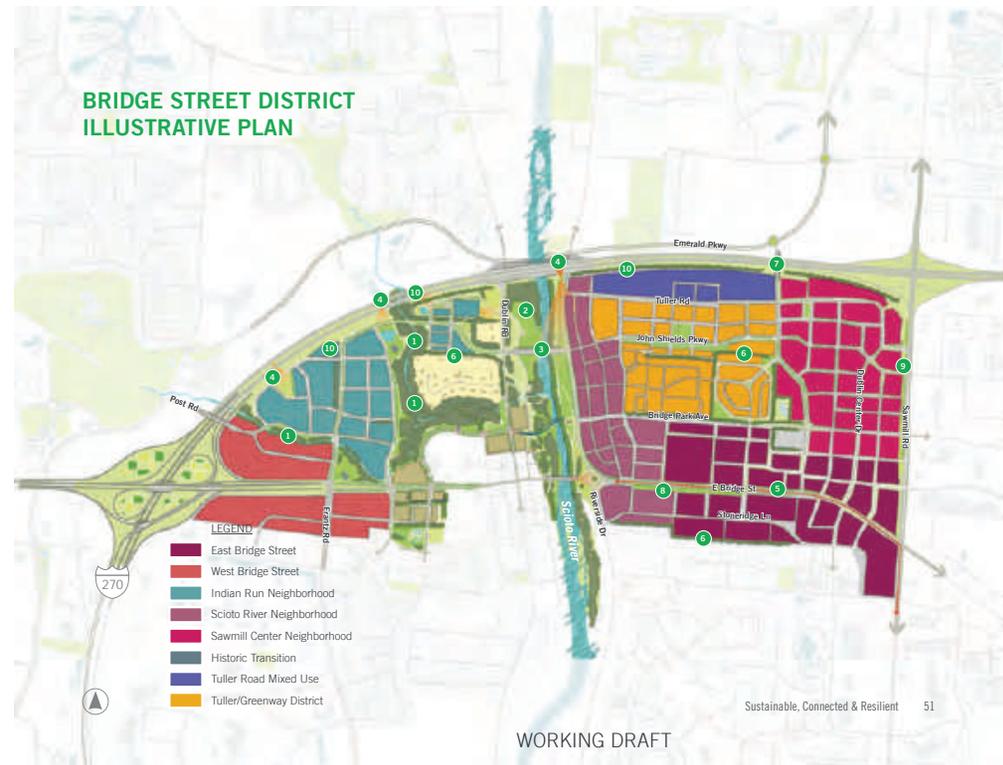
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DESIGN RECOMMENDATIONS

- 1 Preserve the Indian Run North and South Forks and use as an organizing feature for future development
- 2 Expand public open space along the Scioto River
- 3 New bridge connecting Dublin Road and Riverside Drive
- 4 Preserve and frame view corridors into key site from I-270 and other significant corridors
- 5 Promote transit oriented design for development along future Bus Rapid Transit corridor
- 6 Preserve existing tree rows and screens to buffer new development from existing single family neighborhoods
- 7 New connection between Tuller Road and Emerald Parkway
- 8 Create new linear park in Sharp Lane right-of-way with implementation of street network improvements
- 9 Create green edge along the west side of Sawmill Road
- 10 Reserve I-270 frontage for office/employment, parking, and open spaces

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BRIDGE STREET DISTRICT ILLUSTRATIVE PLAN



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DCA

DUBLIN CORPORATE AREA PLAN

Dublin's office space has been considered some of the best in Central Ohio for the past 40 years. Like many suburbs, Dublin fostered a Glass-A office model offering freeway visibility, easy automotive access, an abundance of free parking and idyllic office "parks" with manicured landscaping and large stormwater ponds. As our office areas have aged, this development model is having an increasingly difficult time competing with office space in more vibrant, amenity-rich environments.

The Dublin Corporate Area (DCA) builds upon a study of Dublin's legacy office parks – including Metro Center and the businesses along Frantz Road and Blazer Parkway – and presents a long range vision that seeks to determine ways to improve these areas for businesses, employees and residents, as well as encourage additional private investment that benefits the entire community.

District Intent

The intent of DCAP is to help the district maintain its competitive edge as a regional employment center by introducing updated land use strategies within the district. The following goals will guide future development and redevelopment.

PLANNING CONTEXT

The planning area is bound by West Bridge Street on the north, I-270 on the west, Frantz Road on the east, and Tuttle Crossing Boulevard on the south. The area primarily consists of large office campuses developed during the 1970s to 1990s, which at that time were considered a premium location for suburban office development because of its high visibility along I-270 and the focus on vehicular access. The sites within the DCA are auto-oriented in design, with segregated land uses, limited roadway connectivity or public open space. The planning area is largely developed, but also contains some significant vacant sites. In addition, the current development pattern provides some redevelopment and infill opportunities.

Market Changes

Several major changes have occurred nationally in the past decade that present a challenge to the standard suburban office model in both the quantity and quality of the office experience. The shift to remote work as a result of the COVID-19 pandemic has had impact on traditional office areas, like those found in the DCA, as these spaces are grounded in large office buildings that rely on employees working on campus each day. The shift to remote work altered how and where employees work, causing a decrease in the demand for companies and their need for office space. This trend continues to shift as more employees come back to work in the office, but the complete picture of how remote work will impact the workplace continues to evolve as employees have more choices about where they can work. Another shift is the consistent increase in employee desires for nearby convenience and entertainment uses, as well as other amenities. National studies show that today's employees expect to be able to walk to lunch, fitness centers and other services from their workplaces. At the same time, integrated housing within office parks has become a growing trend around the country with the goal of creating a true mixed use, walkable environment that sustains businesses. The challenge for older office parks is to find the space for all of these uses, as well as the facilities that support walking, biking and transit connectivity.

Maintenance Of Economic Base

The DCA has cultivated the City's workforce, serving as one of the first premier office districts. Dublin recognizes that office uses serve as the economic backbone of the city, particularly a diverse range of businesses. The presence of thriving office environments fosters job creation, attracts skilled professionals, and encourages innovation and economic growth. The opportunity to support existing and future office users with the DCA play a pivotal role in Dublin's continued success. Repositioning our legacy office areas, like the DCA and infusing a variety of uses and amenities will improve office competitiveness, reduce vehicle trips and increase productivity.

Economic Development Strategy

The WID plays an important role in the City's economic development strategy that was updated in 2023, which outlines a series of strategies and actions to continue Dublin's economic success and competitiveness within the region. Similar to the Bridge Street District and the West Innovation District Area Plans, Strategy 1 within the Plan focuses on Creating Distinctive Mixed-Use Development Nodes to Meet 21st Century Industrial Demand for Vibrant Physical Space while Maintaining Dublin's High Quality of Place Standards. The Plan calls out action steps within this Strategy to focus efforts to redevelop the Dublin Corporate Area/legacy office parks and provide additional points of connection to alternative living/retail space. The Plan highlights the need to encourage and facilitate new investment and redevelopment of in the Dublin Corporate Area to maintain a strong economic base.

SUBAREA RECOMMENDATIONS

The Dublin Corporate Area recommendations developed in 2018 divided the planning area into sub-districts based on the existing development patterns. Each sub-district included land uses recommendations, preferred development outcomes, and recommended building heights, which were based on significant public engagement.

Llewellyn Farms Office Sub-District

The Llewellyn Farms Office Sub-District differs in character given its proximity to existing residential neighborhoods. The appropriate land use is lower density office, which should remain its focus into the future for area south of Rings Road. Office uses should be supported for vacant sites and any site that is proposed for redevelopment. Building heights should be limited to two stories. When new development occurs adjacent to a residential neighborhood, setbacks and buffers should be augmented using appropriate landscaping.

The Llewellyn Farms Office Sub-District provides lower density, office space for smaller and growing companies. Uses other than office are not appropriate in this sub-district south of Rings Road. The recently adopted MUR-4 (Mixed Use Regional District) zoning district outlines development standards for this particular sub-district that align with the recommendations outlined within the Dublin Corporate Area.



Existing Metro Center office building

Metro/Blazer Sub-District

The Metro/Blazer Sub-District exemplifies the challenges of the "legacy" office development pattern. Once a premier office district in all of central Ohio, this district now has a competitive disadvantage compared to more newly developed office areas, due to a lack of amenities, low walkability, and an outdated appearance. In addition, there are practical difficulties for site access, inefficient parking and site design that must be remedied.

This sub-district is in an excellent location with a significant amount of Frantz Road frontage. The introduction of a mix of uses, additional roadway connections, and strategic phased redevelopment will reposition this sub-district to succeed for future generations. Appropriate uses include office, residential infill on key sites and mixed-use development along Frantz Road. Road extensions should be explored, linking Metro Place South and Blazer Parkway, as well as Metro Place North with Shier Rings Road.

The Metro/Blazer Sub-District is an office employment center for the City as well as provides an opportunity to introduce uses to support offices, hotel visitors, and nearby residents.

Uses to include within this sub-district are office, research and development, personal services, retail, restaurant/bar, entertainment, hotel, and multi-family residential (Discouraged along I-270 frontage).

Building heights within this sub-district include one to six stories along Frantz Road, providing a transition between adjacent neighborhoods and office or mixed use districts, and four to eight stories along I-270 frontage for more extensive office development. Varying building heights for adjacent structures along Frantz Road should be incorporated to provide visual interest and prevent uniform massing. Identical building heights for structure located directly adjacent to one another is discouraged throughout all districts.

Tuttle/Rings (North And South) Sub-District
The Tuttle/Rings Sub-District has distinct characteristics north and south of Rings Road.

North of Rings Road the Tuttle/Rings Sub-District contains the largest opportunity for new investment given the amount of undeveloped land. Appropriate uses include additional corporate office within the interior of the sub-district with supporting retail services (coffee shops), however a limited amount of multi-story residential development is supported (density not to exceed 30 du/ac) as a secondary use to office.

South of Rings Road, the Tuttle/Rings Sub-District contains a mix of office, hospitality and limited retail/restaurant uses. This sub-district benefits from immediate interstate access, as well as close proximity to the Mall at Tuttle Crossing. There are limited opportunities for infill development; residential development is not expected. Residential development is not appropriate in this portion of the sub-district.

The Tuttle/Rings Sub-District serves as a transition from the Tuttle Crossing area into the greater office campus area. Uses to include within the Tuttle/Rings North sub-district are office, office campus, retail, restaurant/bar, entertainment, multi-family residential. Uses to include within the Tuttle/Rings South sub-district are office, office campus, retail, restaurant/bar, and entertainment.

Building heights within this sub-district include one to six stories along Frantz Road, providing a transition between adjacent neighborhoods and office or mixed use districts, and four to eight stories along I-270 frontage for more extensive office development. Varying building heights for adjacent structures along Frantz Road should be incorporated to provide visual interest and prevent uniform massing. Identical building heights for structure located directly adjacent to one another is discouraged throughout all districts.

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AREA RECOMMENDATIONS

Introduction of Mix of Uses and Amenities

Within the DCA, much of the existing development is single-use office space that is under-served by proximate food and beverage establishments. The land use philosophy for the DCA focuses on the transition from the development patterns of the past to better serve workforce and residents of the future. Allowing flexibility in land uses will facilitate this transition as market forces continue to shift. The goal of DCA is to create a walkable, mixed use environment with the commensurate amenities, while recommending places for infill and new development. Encouraging a variety of land uses, focusing on needed amenities to serve workers, nearby hotel visitors, and residents is key to the success of the DCA. This includes support for integrated infill residential development at key locations in support of office development.

Connectivity

Changes in the planning area will both require and provide the opportunity for connectivity of many types and scales. Improved office occupancy combined with a newly developed mix of uses will happen in conjunction with increased connectivity. Current access to the planning area is predominantly vehicular, with reliance on a roadway network that has a limited number of connectors to the citywide roadway network, as well as internally. Opportunities exist for additional vehicular linkages and alternative transportation methods to be considered as the DCA redevelops. Improvements to the pedestrian and bicycle connections and facilities will create vibrant street edges and provide key linkages in the area for all users. Positioning the planning area as a well-connected district with service and recreational and open space amenities will facilitate opportunities for greater community interaction.

Transition/Adjacency

As a transition from the true urban character of the emerging Bridge Street District to typical suburban style development, the DCA should merge the development principles of walkability and placemaking found in BSD with the development style of suburban office districts. The DCA will require a targeted shift in future land use strategies to complement a renewed approach to site design and redevelopment while being mindful of adjacent neighborhoods. Infill and redevelopment within the DCA should ensure adversely impacts are mitigated for adjacent neighborhoods, particularly along the Frantz Road corridor.

Placemaking

The City is committed to developing a walkable, pedestrian friendly environment that augments the placemaking strategies of the DCA. While some placemaking occurs due to community programming, such as a festival or a sculpture installation, or as the serendipity as a place evolves, the Plan recommends retrofitting and re-organizing existing development to increase opportunities for community to interaction. New development should include spaces designed to facilitate interaction and public gathering. These spaces should be inviting and rich in details that encourage collaboration and social interaction. Spaces should be adaptive, unique, accessible, and safe with opportunity for community activities.

Open Space

Open space should be used an organizational and focal element with usable open space in close proximity to all uses. Open space should include multi-use paths, seating, and other passive and limited active recreation uses. Stormwater features can be integrated into open space to provide park amenities.

Sustainability

With the opportunity for new infill and redevelopment in the planning area, there are a variety of sustainable practices that can be incorporated to enhance the existing environment and link development to the existing greenspaces and ensure coordinated infrastructure. More sustainable approaches to parking facilities and site design should be encouraged, such as pervious pavement and biocells, to improve the quality and decrease the quantity of stormwater runoff. The DCA planning area utilizes a regional stormwater management system, which should be reevaluate with new development or redevelopment of the area. The area as a unique opportunity to incorporate alternative energy sources and green building practices within new development, such as energy efficient and LEED certified design, renewable energy equipment, and sustainable and alternative building materials. Alternative transportation and microtransit options should also be considered with new and redevelopment within the area.

Site Development

Site development details within the DCA establish a framework for the overall site design and character of the area. Buildings should be located adjacent to the public rights-of-way, locating parking primarily to the rear where possible. Parking decks and garages should be integrated with site design where economically feasible. Service functions should be strategically placed to minimize negative impacts on the public rights-of-way and other public spaces. Pedestrian access should be provided from parking areas to building entrances and between adjacent buildings and uses, creating linkages within and to adjacent sites. Bicycle access should be accommodated and encouraged in site design. Negative impacts of site lighting on adjacent areas should be reduced, particularly adjacent to residential neighborhoods.

AREA RECOMMENDATIONS (continued)

Architectural Design

The City prides itself on high-quality architecture and design, and the DCA should be a reflection to Dublin's standards. In order to achieve this, building designs should accommodate changes in use and emerging work styles such as hybrid or remote working. Buildings should be compatible with adjacent neighborhoods and sub-districts relative to architectural character, massing, placement, height, and landscaping. A variety of architectural styles and design are an important component in establishing the character of the area. The massing of the buildings should be dynamic with a high degree of transparency to ensure an active streetscape. The heights of building should vary from adjacent structures to prevent uniform massing, scale, and form. New construction along the Frantz Road corridor should transition and connect with adjacent building form. Building entrances should be located along the public rights-of-way and in areas most easily accessed by parking areas to ensure visual and physical connectivity to the public realm. Natural materials are encouraged, as well as sustainable materials to ensure high-quality design and character are upheld.



Amenitizing outdoor space.



Green roof on office building.



Small scale food and beverage.



Architectural design character.

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KEY SITE & OPPORTUNITIES

Frantz Road at Metro Place

The properties located along Frantz Road act as a gateway to the Metro Center and have significant redevelopment potential that would provide a catalyst for the implementation of the Metro Center vision. The redevelopment of these sites would set the precedent for realizing the recommendations of the plan by stimulating development along the Frantz Road corridor and establishing an identity through the incorporation of new amenities, housing, open space features, and architectural design. Key considerations for this site include:

- Redevelopment of Frantz Road frontage, encouraging buildings closer to the corridor to activate the public realm.
- Mixed-use development that provides diverse spaces for restaurants, retail, and services.
- Housing options for the local workforce that are thoughtfully designed and located.
- Quality, higher-density development providing unique architectural interest that establishes a new identity for Metro Center.
- Increased building height along Frantz Road that varies between structures (preventing uniform heights) and transitions in scale to surrounding neighborhoods.
- Consolidation of parking areas to encourage sharing between complementary uses.
- Reshaping the stormwater basin into a natural stream amenity for people to experience.
- Public art integration and placemaking features that integrate into public spaces.
- Infrastructure supporting electric vehicles and alternative transportation options.
- Establish a strategy to “refresh” the Frantz Road streetscape that better reflects the gateway nature of this important corridor.

Upper Metro

The remaining vacant site located along Upper Metro Place provide a development opportunity to link the Bridge Street District and Metro Center. Development along the Frantz Road frontage is encouraged to provide a mix of uses incorporating residential, office, retail and restaurant. The uses would draw on the vitality of the Bridge Street District and support the redevelopment of the Metro Center. Building heights should be a minimum of 4 stories and a maximum of 6 stories, as permitted under the zoning district.

Cramer Creek - Llewellyn Farms

The single lot located at the end of Cramer Creek Court is adjacent to existing residential uses and lower intensity office development. It has limited access and visibility, and is constrained by Stream Corridor Protection Zone, as well as shallow lot depth. The only appropriate use for this site is office, with building heights not to exceed 2 stories with a flat roof and 1.5 stories with a sloped roof. As part of a proposed new development, this and other sites adjacent to residential uses should include additional buffering requirements to minimize potential impacts of new development.

Rings Road Property

The remaining vacant parcel located along the south side of Rings Road across from The Corners development. The site should incorporate office/tech uses that complement the existing office and flex uses adjacent to the site. Heights should range from 2 to 3 stories provided natural areas are preserved and the parking requirements are met. The site contains significant woodlands and a Stream Corridor Protection Zone, which will need to be preserved with any new development.

Rings Road – Unincorporated Area

The unincorporated site located at the corner of Frantz and Rings Roads is currently located in Washington Township and require annexation to gain access to central utilities (water and sewer) to accommodate any new development. If the site were to annex to City of Dublin, the plan supports neighborhood-oriented retail and office uses along the Frantz Road frontage limited to a total of 10,000 square feet and two stories in height as transition and buffer from Frantz Road. The remainder of the site should be developed as single-family residential uses and designed around connected and integrated public open space. The new development should provide pedestrian connections to adjacent neighborhoods.

5100 RINGS & THE CORNERS

The original development site was purchased as part of an economic retention strategy to encourage relocation and expansion of a large office use in the adjacent corporate office building to the west. The City constructed a “smart” off-street parking lot with solar covered parking and other sustainable amenities on a portion of the parcel. The remaining parcel became part of a public-private partnership and was approved for neighborhood-oriented retail, restaurant, and office uses within what is called The Corners. The redevelopment of The Corners site initiated a first step of activating the Frantz Road corridor and filling a void within an area that was underserved for restaurant and retail uses to support the office users and adjacent neighborhoods.



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WEST BLAZER

The parcels located in the western portion of the DCA along I-270 provide an opportunity for development with a focus on office or technology uses along the freeway frontage. Minimum building heights in this area should be 4 stories with a maximum height of 8 stories. Residential use subordinate to office are appropriate and should be located on the site interior to the DCA and not along the I-270 frontage. This interior site should have a minimum height of 3 stories and a maximum height of 6 stories. The consideration of a future north-south connector to link Metro Center to Blazer Parkway would create improved connectivity and provide relief to the traffic on Frantz Road. These sites contain portions of or are adjacent to stream protection areas, which provide an opportunity for a greenway connection throughout the area.

- 1 Address the Cosgray Run as a new greenway corridor, orient new development toward the greenspace, amenitize and activate
- 2 Create a connection between Metro Center and Blazer, reimagine the existing character
- 3 Orient new residential development toward streets and open spaces
- 4 Preserve view corridors to existing office buildings, align as terminal vistas where appropriate
- 5 Create new, formal open spaces
- 6 Incorporate existing mature trees into open space and site design
- 7 Focus mixed use and ground-floor activation at desired activity nodes
- 8 Existing landscaped mounding and tree stand
- 9 New, north-south street with street activation
- 10 Residential buildings with key ground-floor activation



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METRO CENTER REVITALIZATION

Dublin recognizes the importance of repositioning Metro Center for continued success. Community engagement and planning through the Dublin Corporate Area Plan (2022) established a vision to revitalize the district. To advance the vision, the City has engaged a team of consultants led by Sasaki, a design firm with global expertise in urban design, landscape architecture, ecology and civil engineering to develop a design and implementation framework that creates a distinctive identity, encourages dynamic reinvestment, provides a vibrant mix of uses in a walkable environment and promotes sustainable design principles. As a commitment to realizing the community's vision, an important part of this project will be to identify opportunities for public and private partnerships for catalytic projects that transform the Metro Center.

Study Objectives

- Build upon the community's vision for Metro Center and the Dublin Corporate Area.
- Define a distinct identity and sense of place for the district which replicates the success of Bridge Park but does not duplicate its character.
- Identify public infrastructure improvements which contribute to unlocking opportunities.
- Collaborate with stakeholders and identify potential strategic implementation partnerships.
- Identify sites best positioned to establish a development “beach head” and develop projects for catalytic change.
- Build consensus in the approach to actionable strategies for implementable change from both public and private actions.

Background

The construction of Interstate 270 (the Outerbelt) in the early 1970s opened up land for development, helped attract major corporate employers to Dublin and set the foundation for our identity today as a premier employment center. The City's emphasis on jobs, particularly higher-wage office jobs, is the foundation of our economic health and enables the City to provide high-quality public services and recreation opportunities to our residents. Metro Center, located southeast of the I-270 and US-33 interchange, offers freeway visibility, easy access by car, an abundance of free parking and is home to some of Dublin's largest, oldest, and most visible multi-tenant office buildings. This area has been successful for decades but a half century later, as suburban office areas have aged, this office model is having an increasingly difficult time competing with office space in more vibrant, amenity-rich environments. Many employers and employees now desire housing and office space in walkable, mixed-use environments that include restaurants, retail, entertainment, and recreation amenities.

Prior community involvement and planning provided guidance on important elements for the successful revitalization of Metro Center that accent the district's history as an important employment hub and capitalize on the opportunity to position it as a new focal point of the community.

- Support existing office tenants with complementary uses, amenities, and services
- Embrace walkability and transportation options that link the district to the citywide network
- Foster a sense of place and identity unique to Metro Center
- Consolidate underutilized surface parking to create new opportunities for a mix of uses
- Provide a variety of new housing types for workers and residents
- Establish a unique natural open space amenity and connect the district with greenspace



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