



## PLANNING REPORT

# PLANNING AND ZONING COMMISSION

Thursday, April 6, 2023

## ASHLAND MULTI-FAMILY 23-016INF

[www.dublinohiousa.gov/pzc/23-016](http://www.dublinohiousa.gov/pzc/23-016)

### Case Summary

Address	PIDs: 273-012284 & 273-002453
Proposal	Multi-family development with 300 residential units and a standalone residential clubhouse.
Request	This is request for an informal review and feedback of a future development application.
Zoning	OLR, Office Laboratory and Research District
Planning Recommendation	Consideration of the discussion questions.
Next Steps	Upon receiving feedback from the Planning and Zoning Commission, the applicant may incorporate the feedback and submit a Rezoning/Preliminary Development Plan for formal review by Planning and Zoning Commission and City Council.
Applicant	Aaron Underhill, Underhill & Hodge LLC
Case Manager	Zach Hounshell, Planner II (614) 410-4652 <a href="mailto:zhounshell@dublin.oh.us">zhounshell@dublin.oh.us</a>

Site Location Map

23-016INF | ASHLAND MULTI-FAMILY



- Site Features**
- 1 Cosgray Ditch
  - 2 Flat, vacant land
  - 3 Significant mature vegetation



## 1. Background

### Site Summary

The 19-acre site is zoned Office Laboratory and Research District and is located north of the intersection of Blazer Parkway and Ashland Service Road. The site has ±510 feet of frontage on Blazer Parkway. The site is located ±810 feet from I-270.

The site currently is empty and flat. The Cosgray Ditch and FEMA regulated Special Flood Hazard Area runs through the northern portion of both parcels at the site and there is a tree corridor along the eastern edge of the site.

### History

In Jan. 2022, the applicant presented an Informal Review to the Planning and Zoning Commission (PZC) for the construction of two, 4-story, multi-family buildings consisting of 265 units on a site located southwest of Metro Place South, referred to as the 3 Metro Place development. The Commission provided the following feedback:

- The Commission expressed concerns about the location of residential along I-270 and the challenges that accompany this use, including aesthetics and noise
- The Commission supported the connectivity provided for pedestrians, vehicles, and open space
- The Commission appreciated the sensitivity to environmental features
- The Commission recommended identifying opportunities to reduce surface parking and include structured/covered parking

The 3 Metro site is not under consideration with this Informal Review, as the applicant is looking to pursue the development of the Ashland site. The proximity and comments related to the previous site are included for reference.

### Process

An Informal Review (INF) is an optional first step which provides the opportunity for feedback at the formative stage of a project allowing PZC to provide non-binding feedback on a development concept. Following an Informal Review and upon receiving the resulting feedback, the applicant may submit a formal Rezoning (Z) and Preliminary Development Plan (PDP) for a formal recommendation by PZC to City Council.

## 2. Community Plan and/or Zoning Code

### *Special Area Plan – Dublin Corporate Area Plan*

The site is currently zoned OLR – Office Laboratory and Research District. The site is located wholly within the boundaries of the Dublin Corporate Area Plan (DCAP), which is a Special Area Plan approved by City Council 2018 and updated in 2022. The DCAP builds upon a previous study of Dublin’s legacy office parks and identifies ways to improve the area for businesses, employees and residents to ensure Dublin remains a competitive place to live, work, and play into the future. This plan primarily focuses on providing a mixed-use, walkable environment to an area that has been almost exclusively focused on singular land uses including office uses. The plan recognizes that mixed-use development provides the amenities that employers/employees demand, which are vital to the future success of the area. The Plan also strongly encourages integrated housing options as part of this mixed-use environment.

### *Future Land Use Plan*

The Special Area Plan identifies Future Land Use (FLU) recommendations for DCAP, which were adopted as a revision to the FLU plan by City Council in 2018. The FLU plan is a key policy document to guide decision-making for the future of Dublin's natural and built environments. When a rezoning is under consideration it is important to consider these recommendations.



The FLU recommendation for the site is MUR-1 – Metro/Blazer. In detail:

### *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 does have great promise due to the excellent location and 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. Uses for this sub-district include: office, research and development, personal services, retail, restaurant/bar, entertainment, hotel, and multi-family residential (discouraged along I-270 frontage).*

### *Site Specific Recommendations – Site 6*

DCAP includes site specific recommendation for sites that are undeveloped or positioned for redevelopment in the short term. The recommendation for Site 6 is as follows:

Site 6 currently supports office or technology uses as this site is within the office use district. Residential use subordinate to office is appropriate as well. This site will have additional use opportunities, if a proposed north-south connector road links Metro Center to Blazer Parkway. This would create additional connectivity and provide some relief to the traffic on Frantz Road. This interior site should have a minimum height of 4 stories and a maximum height of 6 stories and should include the sustainable development practices mentioned for other office development sites. This site is also constrained by a FEMA regulated Special Flood Hazard Area.

### *Metro – Blazer Connection*

DCAP outlines existing and proposed street connections throughout the district that were considered with the implementation of the Area Plan. The Plan calls for two future road connections: Shier-Rings Road to Metro Place over I-270, and Blazer Parkway to Metro Place South. The conceptual alignment of the Blazer Parkway to Metro Place South street connection in the DCAP is located along the eastern property line of the Ashland Pizzuti site. With the

development of this site, the applicant would continue to work with Staff on the future alignment of the public street, roadway typical section, pedestrian facilities, stormwater management, utilities, and intersection control with Blazer Parkway should the project move forward. Right-of-way for the new roadway would be donated by the developer. The applicant would also be required to perform a traffic impact study (TIS) as part of a rezoning application. The TIS provides analysis of the anticipated traffic generated by the proposed development and models the traffic on the existing roadways. The TIS also recommends improvements to the public roadway network to mitigate the anticipated development traffic impacts.



**3. Project**

The applicant is proposing a multi-family development, consisting of 7 residential structures and 300 residential units. The development includes the extension of a north-south public street connection to the northern property line between Blazer Parkway and Metro Place S.



## 4. Plan Review

### Discussion Questions

**1) Does the Commission find the proposed use meets the Special Area Plan and Future Land Use recommendations within the Community Plan?**

The applicant is proposing seven residential buildings and a clubhouse on the approximately 19-acre site. 300 residential units are proposed within the development, creating a density of approximately 16 units per acre. No other uses are proposed on the site.

A Rezoning/Preliminary Development Plan would be required as the next stage in the development process and the recommendations within the Community Plan, including the Future Land Use designation and Special Area Plan would be used as the guide when reviewing the proposal. The Dublin Corporate Area Plan provides specific recommendations for undeveloped sites, such as the site in consideration. This site is labeled as site 6 in DCAP, and is intended to accommodate office or technology uses, with additional residential uses subordinate to office appropriate on the site. MUR-1 does not provide a maximum or minimum for residential density, but only states that multi-family residential should be discouraged along I-270.

Given the size of the property and the site-specific recommendations, Staff would recommend additional uses throughout the site, specifically along the new public street, to bring additional amenities and bring the development closer to the recommendations of DCAP. The public street creates an opportunity to implement more commercial/retail uses, which are lacking west of Frantz Road.

The Commission should consider whether a single-use development would be appropriate for this site.

**2) If the Commission is supportive of the use, does the Commission support the proposed layout of the site?**

The site is served by a new north-south public street connection spanning from Blazer Parkway to the Cosgray Ditch. This street would eventually connect from the development directly to Metro Place South. Vehicular circulation and parking are located along the outside of the development, with the 7 residential buildings internal to the site. A large open space park is located centrally on the site, with pedestrian paths connecting interior and exterior features of the site. The clubhouse for the development is proposed on the southeast corner of the site.

The current layout of the site provides a barrier for the residential buildings from the existing develop to the east and southwest of the site due to the parking and vegetation along the property lines. This creates a more insular residential complex character. The DCAP Design principles located on page 61-62 of the plan provides recommendations for site development. DCAP recommends that buildings should be located adjacent to public rights-of-way, with parking primarily located to the rear when possible. Additionally, surface parking is proposed throughout the site, increasing the amount of impervious

area within the development. The applicant could consider parking decks, garages, or alternate forms of structured parking to minimize impervious area.

The public street proposed as the spine of DCAP only draws 3 of the 7 residential buildings along its street frontage, with view sheds into the centrally-located park. Staff would consider this street connection the spine of the district, which could attract more retail/restaurant amenities in close proximity to existing office and future residential developments. Additional opportunities to bring vibrancy and walkability to this street frontage would be recommended. Staff has not fully studied where a future street extension to connect to Metro Place South would be best suited. Connecting to Metro Place South is not in the scope of this project; however, identifying the best location to accommodate a future connection with multiple solutions is desired by Staff.

The Commission should consider whether the principles of the DCAP can be achieved with this site plan, by allowing future connectivity and cohesion between existing and future development/redevelopment in the area.

**3) If the Commission is supportive of the use, does the Commission support the height and massing of the residential buildings?**

The development consists of a combination of 4-story buildings fronting the primary north-south street and bookending the western edge of the site, with 3-story buildings facing the primary open space. The architectural massing is characterized by simple modern block forms similar to the adjacent office buildings with a material palette of dark masonry, fiber-cement panel, and warm wood-look accents featured at residential balconies.

DCAP recommends a minimum of 4 stories and maximum of 6 stories for this interior site. This district was designed to provide taller buildings closer to I-270, while creating smaller 1- and 2-story buildings along Frantz Road and adjacent to existing single-family development.

The Commission should consider whether the 3- and 4-story buildings are appropriate for this site given the recommendations of DCAP, and whether the proposed massing is contributes to the DCAP vision.

**4) If the Commission is supportive of the use, does the Commission support the design and layout of open space throughout the site?**

The applicant is providing approximately 7.75 acres of green space and open space throughout the site. The main park feature is located centrally on the site, fronting 5 of the 7 residential structures. The applicant has also provided conceptual layouts for a pedestrian trail network throughout the development, extending along the Cosgray Ditch and the perimeter of the site. The applicant has also indicated a future trail connection to the existing shared use trail to Smiley Park, located east of the site. The 7.75 acres includes the areas within the Cosgray Ditch and stormwater detention/retention basins surrounding the site.

DCAP recommends open space be an organizational and focal element to the design of the development. Open space should be usable and in close proximity to all uses.

Stormwater management features can be integrated into open space to provide park amenities, while other amenities should include multi-use paths, seating, and other passive/active uses. Staff would recommend considering how these open and green spaces contribute to the public open space network in the area.

The Commission should consider whether the provided open space locations and types represent the recommendations of the DCAP, and whether the open and green spaces contribute to the public open space network in and around DCAP.

**5) Additional Considerations by the Commission.**