



PLANNING REPORT

PLANNING AND ZONING COMMISSION

Thursday, August 10, 2023

ASHLAND MULTI-FAMILY 23-069CP

www.dublinohiousa.gov/pzc/23-069

Case Summary

Address	PIDs: 273-012284 & 273-002453
Proposal	Construction of a multi-family development consisting of 330 residential units and a standalone residential clubhouse.
Request	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 consideration of the Concept Plan, the applicant may incorporate the feedback and submit a Preliminary Development Plan and Rezoning for formal review by the Commission.
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Site Location Map

23-069CP | Ashland Multifamily



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



1. Background

Site Summary

The 18.9-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 April 2023, the Planning and Zoning Commission (PZC) provided non-binding feedback for this application. The development included 7 residential buildings, 300 units, and 450 parking spaces. The Commission provided the following feedback:

- Challenged the applicant to think about how the site integrates with the surrounding properties through site layout and open space.
- Recommended the additional of complementary uses to the proposed residential to contribute to the mixed-use intent of the Dublin Corporate Area Plan.
- Recommended additional density and height to accomplish the recommendations for the MUR-1 district.

Updates

The applicant has made the following updates based on feedback from both Staff and Commission:

- Reduced the number of buildings from 7 to 6
- Increased building height from 3 stories to 4 stories (Building 6 is 3 stories)
- Increased the unit count by 30 units
- Updated street network into a gridded network
- Distributed open space toward the Cosgray Ditch and perimeter of the site
- Incorporated opportunities for future flex space for future retail opportunities as market demands allow

Process

This application would follow the process required for a Planned Unit Development (PUD) District. A Concept Plan (CP) is the 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 the CP, the applicant may submit a Preliminary Development Plan and Rezoning for formal review by PZC. The development process in a PUD includes:

- Step 1 – Concept Plan (CP)
- Step 2 – Preliminary Development Plan (PDP) / Rezoning
- Step 3 – Final Development Plan (FDP)

No determination is required with a Concept Plan for a PUD District.

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.



Engineering Staff is studying the existing street network in the Metro/Blazer area, and will be studying future street connections and locations within the area. One of the intersections that will be studied is the Blazer Parkway and future N-S connection required with this development. The intersection layout currently proposed has not been studied, and will continue to be studied as the City engages this district wide street framework plan.

3. Interim Land Use Principles

As Envision Dublin, the City's new Community Plan, is developed, City Council has adopted Interim Land Use Principles to guide development during this transition. The goal was to provide a clear policy document to supplement adopted plans and accepted planning practices in the interim. These principles are to be utilized similar to the recommendations of the Community Plan, as both are guiding policies and principles for the City. These policies were not established to supersede Zoning Code requirements. The following principles apply to this request:

1. Think comprehensively. Plan for the Bigger Picture

The proposed plan would be the first major development/redevelopment opportunity in the MUR-1 Sub-District of the DCAP. The plan accommodates future public street connections and corridors that open up opportunities for development adjacent to the

site. However, the site is largely residential with a layered site design that separates the buildings from adjacent sites with parking, drive aisles, and perimeter landscaping.

2. Start with the Public Realm

The proposed plan provides more emphasis on the Cosgray Ditch corridor along the north side of the site, creating a public amenity that could be extended with future development to the east and west.

3. Balance the Mix of Uses

The development is largely residential, with additional co-working flex space for residents of the development and an art gallery. The co-working flex spaces could be converted to commercial/retail in the future, but are located on secondary streets in the development.

4. Provide a Variety of Housing and Neighborhood Choices

The project provides a residential use that is desired in the DCAP, and could appeal to a variety of residents. The development is scaled appropriately with the recommendations of the DCAP for this site.

5. Focus Growth

This is a development of vacant land that provides future street connections and residential uses to a district that is lacking residential options, but is also lacking commercial/retail uses.

6. Protect Natural Resources and Ecological Systems

The project protects and enhances the Cosgray Ditch corridor along the northern portion of the site.

7. Integrate Sustainable Design

The applicant has not indicated specific sustainability measures for the development. The site contains significant green space between the central green and Cosgray Ditch, but also utilizes surface and street parking for all required parking on the site.

8. Create a Connected Transportation Network

The project creates a gridded street network to allow additional development to integrate on adjacent sites in the future.

9. Encourage Walkability

The project includes a combination of walking trails and sidewalks to connect every portion of the site, with opportunities to connect to existing trails in the district.

10. Be Distinctly Dublin

The development includes the use of unique and modern architecture, with a heavy emphasis on natural preservation (Cosgray ditch) and open green space.

4. Project

The applicant is proposing a multi-family development, consisting of 6 residential structures and 330 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.



5. Plan Review

Discussion Questions

1) Does the Commission support the proposed combination of proposed uses throughout the development?

In April 2023, the applicant proposed a multi-family development concept that included only multi-family residential uses on the 18.9-acre site. The Commission and Staff recommended providing additional uses throughout the development to contribute to the intent for a mix of uses in the DCAP.

The applicant is proposing a multi-family residential development with ground floor flexible co-work space in the four-story buildings on the site (Buildings 1-5). The applicant is proposing 330 residential units, an increase of 30 units from the previous submittal. This provides a density of 21 units per buildable acre (excluding the land within/along the Cosgray Ditch). The applicant is providing first floor co-work units throughout the development, with the opportunity of them being converted for future retail opportunities as market demands allow. First floor units along the public north/south connector street are proposed to be residential walk-up units, with co-

working units on other streets in the development. Additionally, the resident clubhouse is proposed to include an art gallery as an additional use for the development.

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.

The Commission should consider whether the proposed uses address the recommendations outlined in the DCAP.

2) Does the proposed site layout allow for integration with the surrounding properties?

The proposed layout of the site is generally consistent with the April 2023 site plan reviewed by the Commission. However, the applicant has made updates to the layout of streets, location of residential buildings, and distribution of open space on the site. The street network has been updated to include an east-west street connection through the center of the development with 90 degree parking, a north-south central green drive connecting the 2 east-west streets, and replacing the 90 degree parking on the northern east-west street with parallel parking. The buildings have been sited to maintain high street coverage and visibility along each street frontage and at street intersections, with the proposed clubhouse located at the intersection of Blazer Parkway and the new north-south public street connection. Finally, the central green between buildings 1, 2, 4, and 5 has been reduced in size, with open space distributed towards the Cosgray Ditch and the perimeter of the site. The distribution also allows for a dog park to be located in the southern portion of the site.

The updates to the site plan bring more frontage and attention to the required north-south public street connection on the eastern half of the site, which is recommended by the DCAP. 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. This development would be required to identify how it will bring vibrancy and walkability to this street frontage. 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.

Additionally, the applicant has increased the total parking number from 450 to 480 parking spaces to accommodate the additional units. This creates a parking ratio of 1.45 parking spaces per unit. The applicant has also proposed 5 covered parking areas providing 50 parking spaces.

The Commission should consider whether the location of proposed streets, location of residential buildings and the clubhouse, and distribution of open space and parking better integrate the development with surrounding properties. The Commission should also consider whether this layout establishes good precedent for future redevelopment opportunities in the district.

3) Does the proposed open space meet the recommendations of the Dublin Corporate Area Plan?

The applicant has updated the open space throughout the plan to be directed more towards the Cosgray Ditch to the north of the site. The plan still includes a central green open space, which is located centrally on the site between buildings 1, 2, 4, and 5. The green has a north-south vehicular connection through the center of the green, which appears to be constructed of brick pavers. The Cosgray green corridor does include additional green space, with stormwater ponds and a wellness trail winding throughout the area. Additionally, the applicant has provided a dog park to the west of building 6, adjacent to the wellness trail.

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.

4) Does the Commission support the proposed massing of the residential buildings?

Buildings 1-5 are proposed as 4-story residential buildings which frame the new public street and proposed central green park on the site. Building 6 is depicted as a 3-story residential building, which sits adjacent to the clubhouse at the intersection with Blazer Parkway. 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.

5) Additional considerations from the Commission.