



PLANNING REPORT

PLANNING AND ZONING COMMISSION

Thursday, January 18, 2024

ASHLAND MULTI-FAMILY 23-105CP

www.dublinohiousa.gov/pzc/23-105

Case Summary

Address	PIDs: 273-012284 & 273-002453
Proposal	Construction of a multi-family development consisting of 330 residential units and retail space.
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

23-105CP | 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 and is ±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 August 2023, the Planning and Zoning Commission (PZC) provided non-binding feedback for this application. The development included 6 residential buildings, 330 units, and 480 parking spaces. The Commission provided the following feedback:

- Challenged the applicant to incorporate a mixture of uses throughout the development.
- Expressed concern regarding the use of surface parking.
- Expressed concern that the development mimics the development style of existing development surrounding the site, with development surrounded by surface parking.
- Recommended structured or underground parking to minimize surface parking
- Was supportive of the proposed street grid framework.

In April 2023, 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 addition 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:

- Eliminated covered parking
- Provided potential future amenity areas in the Cosgray Corridor
- Modified orientation of residential buildings
- Adjusted location of clubhouse and retail building
- Added gardens and public art installations
- Relocated stormwater retention basins

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 examined as the City engages in a district-wide street framework plan.

Metro Center Strategic Framework Plan

The City of Dublin is in the beginning stages of creating and implementing a framework plan for future catalytic change and recalibration of the Metro Center district. The plan is set to capture all properties located along Metro Place North and South, as well as several properties along the

north boundary of Blazer Parkway. This site is included within the boundaries of the framework plan. The objectives of the plan are to:

- Build upon, not duplicate work from past initiatives for Metro Center and the Dublin Corporate Area.
- Refine the vision of 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 an urban design framework.
- Identify sites best positioned to establish a development “beach head” and create catalytic change.
- Identify potential strategic implementation partnerships.
- Build consensus in a unified approach to actionable strategies for implementable change from both public and private actions.



The anticipated completion of this framework plan is September of 2024.

Envision Dublin – Community Plan Update and Interim Land Use Principles

Through Envision Dublin, the City is presently updating the Dublin Community Plan. The plan update includes the review of future land uses, transportation, and special area plans - vetting recommendations of the current plan with community goals and priorities, and providing revisions where needed. As the Community Plan update is developed, City Council has adopted Interim Land Use Principles to guide development during the transition.

3. 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.

4. Site Plan



*Current
 Concept
 (January '24)*



*Previous
 Concept
 (August '23)*

5. Plan Review

Discussion Questions

1) Does the proposal incorporate an appropriate mix of uses, based on previous Commission comments?

The applicant is proposing a multi-family residential development with 6, 4-story residential buildings and a clubhouse/retail building. The applicant is proposing 330 residential units, consistent with the previous submittal. This provides a density of 21 units per buildable acre (excluding the land within/along the Cosgray Ditch). First floor units along the public north/south connector street are proposed to be residential walk-up units. The plans do not identify the additional first floor units as residential walk-up units or flex office, as previously shown. The clubhouse is provided northwest of the intersection of Blazer Parkway and the new N/S street connection. The new clubhouse location includes space for retail uses and amenities for the residents of the development.

In August 2023, the Commission made recommendations to include a mixture of uses with the development, which could include retail, commercial, or a more unique use that attracts users to the district. Although the current proposal introduces retail space in the clubhouse building, no additional uses are proposed elsewhere in 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 one 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. 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 and the previous comments from the Commission.

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

The proposed layout of the site is generally consistent with the August 2023 site plan reviewed by the Commission. However, the applicant has made updates to the location of the clubhouse in the southern portion of the site, which required the relocation of parking and drive aisles. The street network includes an east-west street connection through the center of the development with 90 degree parking, a northern east-west street with parallel parking fronting the Cosgray Ditch, and a north-south central green drive connecting the 2 east-west streets. The applicant has removed the previously-proposed covered parking throughout the development following direction from the Commission. 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.

In August 2023, a primary concern of many Commission members was the allocation of parking and the utilization of surface parking for the entirety of the development. This was tied to the concern that the development was capturing the spirit of the existing character of the district, by providing parking as a buffer to surrounding properties, as opposed to providing a site plan that allowed for future integration with the redevelopment of adjacent properties. The Commission challenged the applicant to consider alternative parking measures to better align with the direction of the DCAP and set the tone for the future of the district. The current proposal does not address these comments and remains consistent with previous iterations of the plan, proposing surface parking along the perimeter of the site.

The Commission should consider whether this layout establishes good precedent for future redevelopment opportunities in the district.

3) Does the Commission support the additional open space considerations for the development?

The plan includes a central piazza open space, which is located centrally on the site between 4 residential buildings. The piazza 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 a potential future amenity area along the north side of the piazza area. Additionally, the applicant has provided a leisure trail meandering along the perimeter of the site with several garden and art nodes along the 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) Additional considerations from the Commission.