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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.

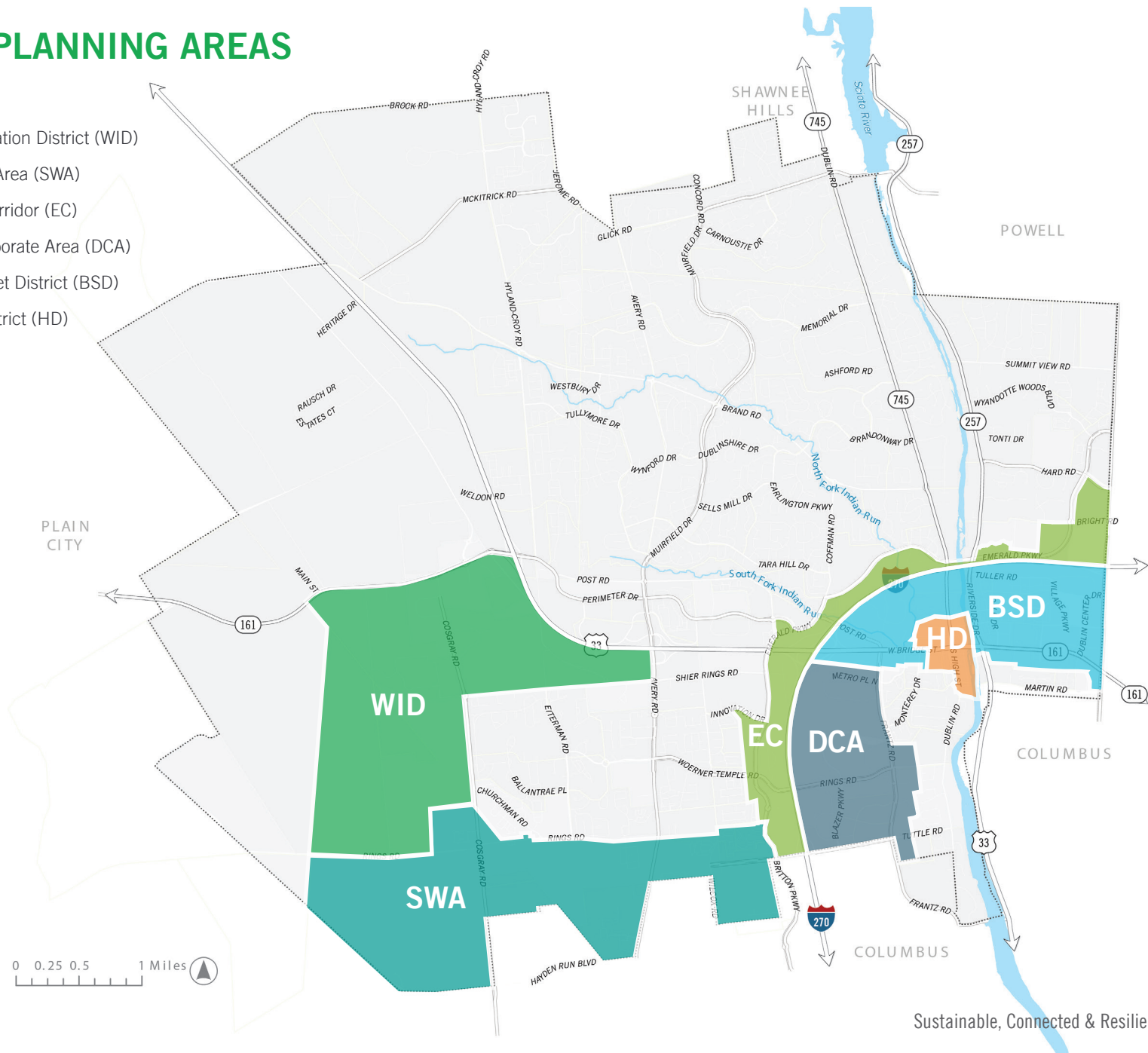
Rather than directing development, the Special Area Plans demonstrate the potential of an area to allow for coordinated action by multiple stakeholders, including property owners, developers, the City, and local institutions. Each Special Area Plan includes specialized recommendations related to land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





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

The central focus of the Historic District is to ensure the historic character is preserved while ensuring opportunity for investment and redevelopment at the appropriate scale and location.

PLANNING CONTEXT

The City's Historic District includes properties outlined on Appendices F and G within the Zoning Code, which are under the purview of the Architecture Review Board. Within the Historic District, there are properties that are individually listed on the National Register of Historic Places (NRHP) and a series of properties that make up a National Register Historic District called the Dublin High Street Historic District. The National Register Historic District and the City's local historic district designation are two important tools used to support a community's historic resources.

To further support this, properties within the Historic District were evaluated to identify those that should have a higher burden of consideration from a historic perspective. An era of significance was established based on the overall time period of 1830-1920, which includes the properties within the NRHP – Dublin High Street Historic District and the individually listed NRHP properties. Those structures constructed during the era of significance, as well as other structures identified as integral to the District are considered Landmark and those constructed outside the timeframe are considered Background. The designations provide greater clarity for property owners, staff, and the Architectural Review Board for development review and are reflected in the Zoning Code and Guidelines.

Historic District Task Force

The Historic District Task Force established in October 2019 recommended updates to the previous Historic District Area Plan based on community-wide visioning and stakeholder engagement. Prior to this effort, the Historic District Area Plan was incorporated in the Bridge Street District, which resulted in development that threatened to the historic character and scale. The Task Force's recommendations focused on the character of the District, historic preservation, housing needs, economic vitality and mixed-use opportunities, district gateways and wayfinding, streetscape and open space/gathering spaces, and public art and events, and define the area recommendations included within the Historic District Area Plan.

Historic District Code and Guidelines

The Historic District Code and Design Guidelines provide zoning regulations and character recommendations solely focused on the Historic District. The overarching policy guidance within these documents focus on preservation of historic resources first, while also allowing for infill and redevelopment that fits within the character of the Historic Character.

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. 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 only be considered 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 proactive compliance and enforcement efforts.

“Preservation of Dublin’s historic charm is key within the district.”



Proper Scale of Development

The Historic District Code and Guidelines 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

South High Street is experiencing a quiet resurgence with new projects locating in original buildings. This coupled with the recent streetscape improvements creates an opportunity for increased revitalization of South High Street, which could include:

- Promote more event venues for the core district (i.e. uses that encourage foot traffic, such as farmers/seasonal markets, holiday festivals, ethnic festivals, small movie theater, outdoor theater, or performing arts, etc.).
- Allow promotional opportunities that announce events such as banners, displays, street/sidewalk art, etc.
- Investigate the opportunity for more family-oriented activities.
- Explore the idea of reclaiming select on-street parking areas to create unique parklets or areas for outdoor seating and gathering areas that support adjacent businesses.
- Identify 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 District.

AREA RECOMMENDATIONS (continued)



Streetscapes

The Historic District streetscape character should focus on pedestrian-friendly design, which includes:

- 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 compatible and appropriately designed and scaled for the District.
- Benches, trash receptacles, and other amenities that are in character with the District.
- Street tree selections should be species native to central Ohio and have a growth rate and scale that is appropriate for the District.
- Street trees should be planted with underground space and soil conditions that will support healthy growth (Silva Cell System, etc.).

District Connections

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. Connects should focus on 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.
- Strengthen connection to the Bridge Street District, Metro Center, and adjacent residential neighborhoods.

Micromobility and Mobility Corridors

The City is focused on how to safely incorporate different modes of travel to, and throughout, the District, allowing the area to be a destination for all walkers and rollers. Support this recommendation should include:

- Provide bike and e-bike travel adjacent to High Street on safer, less auto-oriented secondary streets.
- Incorporate micromobility stations within the District that offer charging and parking options.
- Provide bike racks at key intersections, which may also function as public art.
- Identify opportunities for the Dublin to be a major point of interest along a future city-wide east-west mobility corridor.



Parking Opportunities

Vibrant, mixed-use areas such as the Historic District provide an opportunity to park once and use another mobility option to move around within the District and get to other destinations in the area. A number of existing public and private parking areas and on-street parking provide a variety of options to meet the needs of visitors to the District. Opportunities to support development through existing parking options can be achieved through a variety of strategies:

- Investigate alternative parking standards to allow for easier consolidation of parking lots and parking lot upgrades.
- Use material and landscape that is compatible with the Historic District.
- Promote the approval of parking plans, where public lots and garages can be used instead of on-site, private parking.
- Investigate the potential elimination of on-site parking requirements.
- Encourage shared parking.
- Investigate app-based technology to assist in parking management.
- Investigate methods to ensure private parking lots are well-maintained and incorporate necessary screening and landscaping.

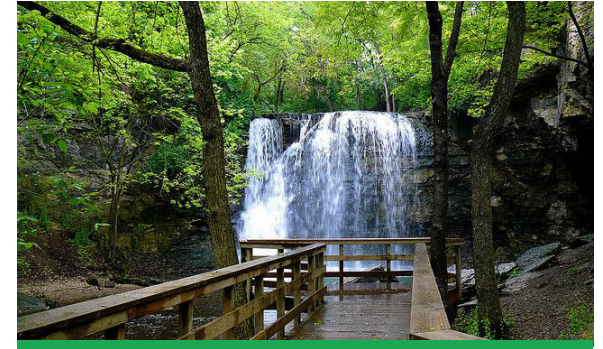
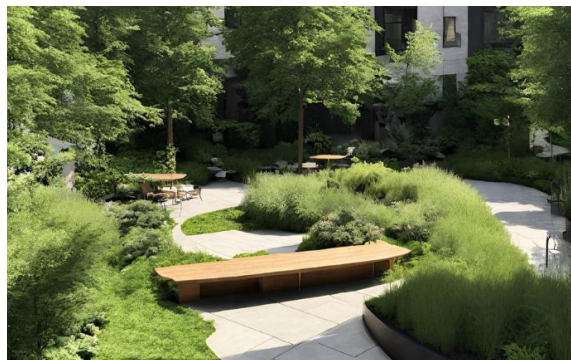
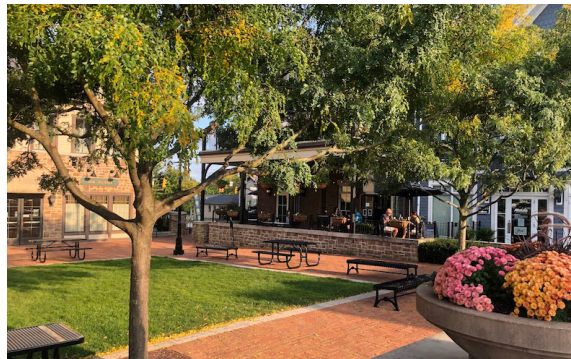
AREA RECOMMENDATIONS (continued)

Open Space and Parks

The preservation and celebration of the distinctive number of public and private open spaces and greenway connections within the District are an important objective and should include:

- Greenway connections throughout the District should be identified for preservation with future development, especially around Dublin Springs Park and 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, Kiwanis Riverway Park and the Riverside Crossing Park.
- Additional designated physical access points to the Scioto River and Riverside Crossing Park should be considered.
- Continued coordination and collaboration with Dublin Parks and Recreation Department on all open and park space is also a key component.
- Identification of additional space or park areas south of SR 161 and opportunities for a southern anchor and river access on underutilized properties (i.e. Karrer Barn and McDowell property) should be considered.
- A new public park or plaza with appropriately scaled development should be considered with the future redevelopment of 55 S. High Street.

“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.”

AREA RECOMMENDATIONS (continued)



Existing Historic Dublin gateway on Dublin Road

Gateways

Create an opportunity for the incorporation of gateway features at key transition points into the District that provide an arrival experience for visitors, help to slow traffic, and identify the area as special. A gateway would differentiate the District from other parts of the city and include 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, 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. The City's Commercial Façade Improvement Grant, which allows for matching grants for projects that preserve and maintain buildings and sites should continue to be promoted as a resource to support businesses in the District.

Wayfinding

Pedestrian and vehicular movements should be easily accessible throughout the District and supported by appropriate signage and wayfinding. App-based technology could be explored to enhance wayfinding and provide historic and cultural information, as well as information about on-going events.

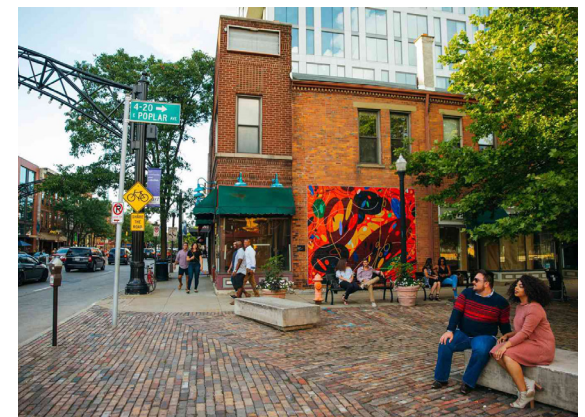
Arts and Culture

The Historic District has a unique opportunity to bring history-related displays, and art and culture activities that promote visitor attendance and vitality within the area, which could include:

- Provide art and cultural artifacts that represent the history of the District.
- Art and cultural displays that celebrate the Historic District, the history and culture of Dublin and the creative resources and talents of the community.
- Continued collaboration with the Dublin Arts Council, Dublin Historical Society and the school district to provide opportunities for coordinated efforts.



Daily Chores Sculpture at BriHi Square

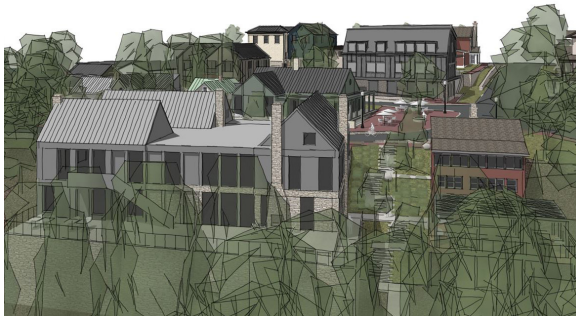


Public art as backdrop to pocket plaza

KEY SITES & OPPORTUNITIES

North Riverview Street

The area along North Riverview Street provides a unique opportunity for investment and revitalization through preservation and redevelopment. The area has high visibility from the Dublin Link Bridge and is a pivotal location within the District along the Riverside Crossing Park West. Reinvestment for this area should focus on the preservation of neighborhood-scaled development with opportunities for appropriate infill and expansion. Preservation of the existing Landmark structures should be a priority. Roadway and intersection improvements for North Riverview Street, Blacksmith Lane and North Street should complement the pedestrian friendly nature of the Historic District and incorporate a unique streetscape design to enhance the experience. The opportunity to create pedestrian-only areas should also be explored. Key connections and interaction points with the Scioto River and Riverside Crossing Park should be coordinated with the City.



Riverview Village Concept

Riverside Crossing Park West

The western portion of Riverside Crossing Park is intended to complement the more urban design of the eastern portion of the park by providing a naturalistic experience within the existing tree canopy and riparian areas. These opportunities include:

- Kayak launches, fishing platforms and direct interaction with the river
- Trails, walks and canopy experiences
- Celebration of natural and cultural features (i.e. mill, tannery, and quarry sites, Dublin Springs)
- Interpretive information, geo-caching, and bird watching

John Sells and Indian Run Schools

The existing school sites located north of Bridge Street provides the long-term potential for redevelopment of a 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 surrounding neighborhoods and natural areas, including the Indian Run located along the northern boundary. 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 the District. 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 Scioto River. 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.

For more information on Dublin's history, please see [Dublin's Journey](#), written by the City of Dublin with Peter D. Franklin and Elaine Kehoe.

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 Intergrate public art to support placemaking
- ⑰ District gateway location
- ⑱ Area zoned Bridge Street District - Historic Transition Neighborhood



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.

Neighborhood Design Guidelines

The Neighborhood Design Guidelines provide a series of design solutions for evaluation of future residential development to ensure the City's desired design goals are met. The creation of the Neighborhood Design Guidelines focus on recommendations that promote more creative and sustainable residential neighborhoods in Dublin, such as community character, open spaces, amenities, setbacks, and lot coverage. The Guidelines are organized into a hierarchy of three levels from the broad macro public realm of open spaces and preservation areas, to the micro level public realm of streetscapes as outdoor rooms, to the private realm of individual lots and the functions of various areas within the lots and lot types. The Guidelines play an important role in the creation of new neighborhoods within the Southwest area.

Conservation Design

Conservation design is an essential component of sustainable land development for new residential projects, which 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. The City encourages new development proposals that include woods, streams, river frontage, steep slopes, and other natural features or that include significant open space to provide a conservation design study. This continued practice will be an important consideration for new residential development proposals in the Southwest Area

PLANNING CONTEXT (continued)

Sub-Districts

The Southwest Area Plan can be divided into three distinct sub-districts 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 transition area 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 and will require thoughtful transition with new development. 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.

Avery to Cosgray

This portion of the Southwest Area is generally flat and includes few notable natural features; however, a significant woodland is centrally located and provides opportunity as a focal point for preservation of open space. The area contains a number of adjacent existing

residential developments, including the Ballantrae, Avondale Woods, National Church Residences, Ponderosa, as well as existing large lot, single-family homes along Rings Road. Most of the area remains agriculture, awaiting the future extension of Tuttle Crossing Boulevard. 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.

Transportation and development pressure define this portion of the Southwest Area. To the south lies 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 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 Tuttle Crossing Boulevard 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.



Amlin existing character along Rings Road.



Existing character of the Southwest Area, view to south from Rings Road and Churchman roundabout



AREA RECOMMENDATIONS

Tuttle Crossing Boulevard (TCB) Extension

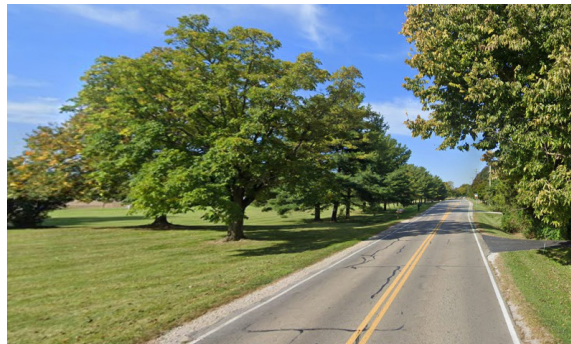
The existing rural roadway network will not be sufficient to meet future needs of the area. Tuttle Crossing Boulevard is an important corridor intended to provide vehicular and utility access to most of the Southwest Area. In planning for the future, regional and local connectivity must be provided that maintains Dublin's standards for quality, but also consider visual character. The character of the future Tuttle Crossing Boulevard extension is intended to be built with the design character of Muirfield Drive with a curvilinear design allowing for key view sheds and vistas to be highlighted in the corridor and a significant green edge to support the rural character of the area. Variable medians, variable right-of-way widths creating increased setbacks, landscape treatments, mounding, shared use facilities, and other techniques should be implemented where possible to maximize aesthetic benefit.



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 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 serves 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 act as key points of identification and 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 with new development through building design, landscape features, and open space integration.

AREA RECOMMENDATIONS (continued)

Natural and Environmental Features

The area largely features 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. 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 tree rows should be maintained as ready-made screening and buffering for 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.

Greenway Connections

As development occurs, natural features, tree rows and woodlots should be integrated into the design of a larger systems of connected open spaces. These greenway connections preserve nature features, act as a buffer for residents, and provide connectivity throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit. The Heritage Trail located southwest of Dublin stretching 6.1 miles from the City of Hilliard to the Village of Plain City, as well as the future Dublin Signature Trail are two examples of larger greenway connection opportunities.



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 within 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.



AREA RECOMMENDATIONS (continued)

Transitions

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.

Walkable Neighborhoods and Neighborhood Centers

Residential development in the area should be designed to conserve open space and natural features such as existing woodlots and tree rows, 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.



KEY SITES & OPPORTUNITIES

Village of Amlin

Amlin is a rural community with a 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 Rings Road bypass will also facilitate an opportunity to create clear gateway features that will further signify the importance of the village area.

SW Hirth and Tuttle Crossing

This property features a major stand of trees and a protected stream corridor located along the southern edge of the tree stand. The tree stand should be preserved to the greatest potential by integrating into the 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.

Wilcox and Tuttle Crossing Boulevard Intersection

These undeveloped properties are located at an important future gateway intersection of the cities of Columbus and Dublin. The properties are adjacent to existing residential development and are intended for neighborhood-scale mixed use development. The development of these sites should include primary orientation along Tuttle Crossing Boulevard with a minimum 50-foot setback to preserve the character of the corridor. Uses should be oriented towards retail/commercial and office, with opportunities for multi-family as a secondary use of the site.

Avery Road to Railroad (excluding Amlin)

Future land uses within the area include neighborhood-scale mixed use development along Avery Road, transitioning to mixed residential uses to the west along the extension of Tuttle Crossing Boulevard. Development along the Tuttle Crossing Boulevard Extension should provide landscaping, buffering and setbacks that support the rural character intended for the roadway. Substantial care must be taken to properly manage area development and minimize traffic impacts to existing residential development within the areas. Future development should provide thoughtful transition and buffering between existing and future land uses. As development occurs, tree rows and woodlots should be integrated into the design of open space systems. A minimum 100-foot setback, substantial landscaping and mounding is required for residential development located adjacent to the railroad.

Railroad to Cosgray (Excluding 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 center character of Amlin. South of Tuttle Crossing Boulevard, development should consist of single-family residential, provide significant setbacks from the railroad and Tuttle Crossing Boulevard, and utilize retention basins and landscape features to occupy the setback area. The area north of Tuttle Crossing Boulevard should 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 not exceed 3 stories (2 stories adjacent to Tuttle Crossing Boulevard 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 (Excluding 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 Tuttle Crossing Boulevard. 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 Tuttle Crossing Boulevard).

Protecting the headwaters and riparian corridor of Amlin 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. Future development should provide for the opportunity to connect to the Heritage Trail via sidewalks, greenways, and shared-use paths.

CASE STUDY: WESTHAVEN

Westhaven | Franklin, TN

Westhaven is a 1,500 acre greenfield development in Franklin, TN, a suburb of Nashville. It is a traditional neighborhood development that is pedestrian friendly with narrower than usual streets with sidewalks. There is a Town Center with various shops, restaurants and services. The development applies conservation design principles, preserving large amounts of woods and natural features throughout and surrounding the neighborhood.

This development utilizes a wide variety of housing types to create unique neighborhoods. 14 different lot types are built throughout the development, ranging from townhomes on 20-foot wide lots to grand manors on 105-foot lots. Each lot type is strategically integrated with each other, creating multiple housing types in each block of the development, which is visualized by the map (top right).

This development also features several different types of architecture and massing, utilizing the architectural styles of Georgian, Craftsman, and other traditional building types. Homes in this neighborhood range between 1 and 3 stories in height.

This development offers an example of a successful mixed residential development that is desired for the Southwest Growth Area. With approximately 2,700 housing units in the development, Westhaven offers housing for young professionals, families, and retired individuals to create a multi-generational neighborhood.



Homes with front porches



Service streets with landscaping



Homes organized to address focal open space



Missing middle residential



Open space for community gathering space and activities

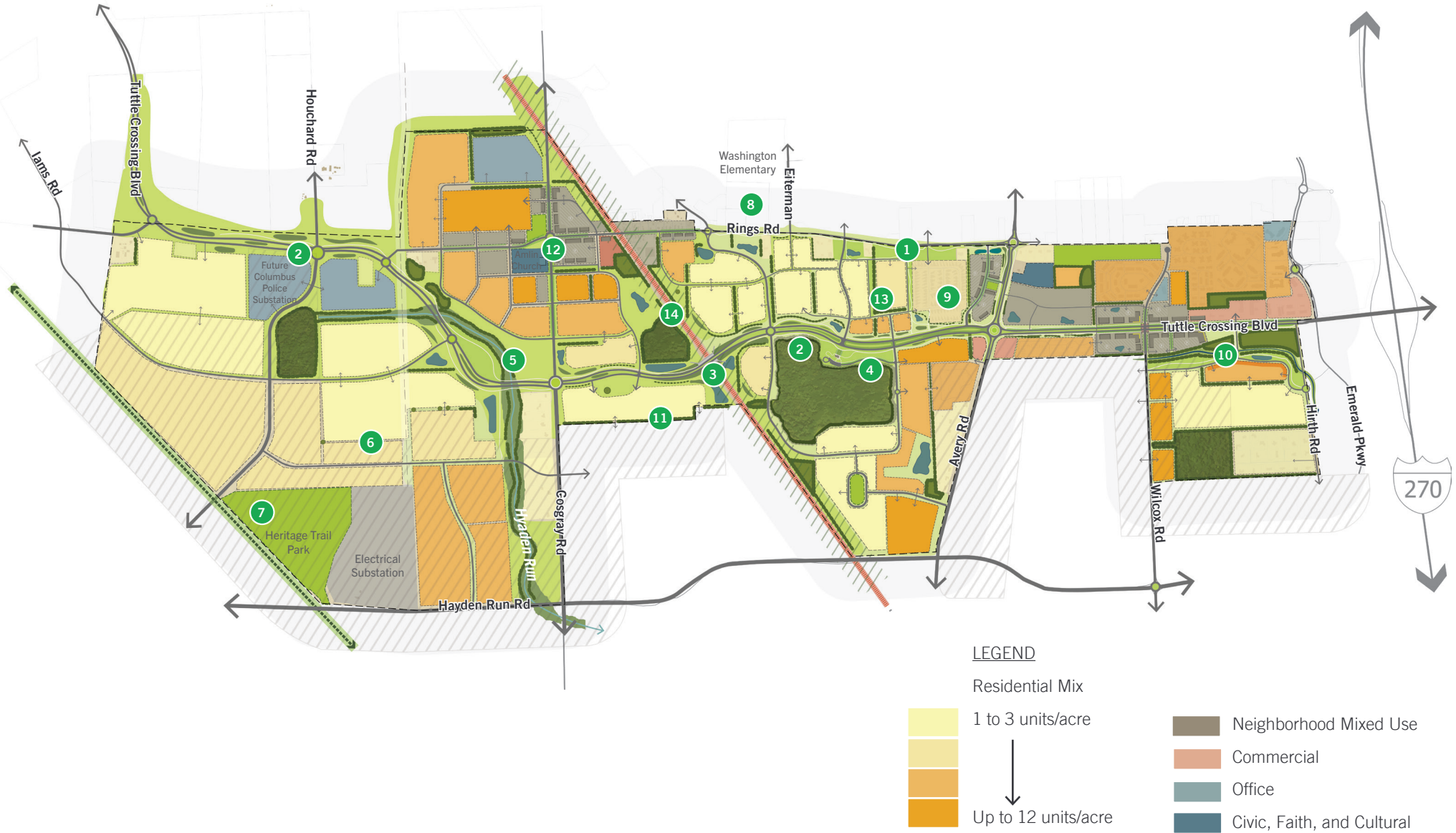


Mix of neighborhood commercial and residential uses within two and three stories

DESIGN RECOMMENDATIONS

- ① Preserve rural character along Rings Road
- ② Generous setbacks, landscaping and berming should be provided along the extension of Tuttle Crossing Boulevard west of Avery Road
- ③ Tuttle Crossing Boulevard extension rail overpass
- ④ Large existing woods stand, community park and trailhead opportunity
- ⑤ Protect and integrate Hayden Run into future development
- ⑥ Existing high-voltage power corridor
- ⑦ Make connection to the Heritage Trail Metro Park
- ⑧ Create walking and biking connections to Washington Elementary
- ⑨ Preserve and enhance Ponderosa Mobile Home Estates
- ⑩ Protect and intergrade watercourse and tree stand into future development
- ⑪ Intergrade existing street connections into future development
- ⑫ Create a walkable neighborhood Center in Amlin
- ⑬ Intergrade tree stands and other natural features into the design of future development
- ⑭ Focus 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 (WID) Area Plan outlines the future growth potential of the far western corridor of the City with approximately 2,250 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 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. 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

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

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 is a workforce that is very independent but also values collaboration as the key to success.

Live-Work-Play Balance

Another important element to the emerging workforce is communities that provide a balance of live-work-play to attract this generation of workers 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.

PLANNING CONTEXT (continued)

Development Initiatives

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 as a key business neighborhood within Dublin, which include:

- Expansion of Ohio University's Dublin campus based on 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.

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 Envision Dublin 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.

Expedited Regulatory Process

The City is known for its planning, high-quality development and ability to act with speed to capture economic opportunity. Dublin recognizes the need to remain regionally competitive and drive future growth and the West Innovation District plays an integral role in this effort. 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.

AREA RECOMMENDATIONS

Continued Partnerships

The development of the District benefits from partnerships, which include educational and medical institutions and companies that reside within or nearby the district. Future collaboration and partnerships will provide invaluable opportunities to expand upon existing uses and create a district that supports the changing workforce needs. This should include continued partnership between Ohio University and the City to execute the vision outlined in the OU Framework, as well as The Ohio State University Wexner Medical Center future phases. Additional partnerships should be sought to further development the District and in support of the City's Economic Development Strategy.



Advancing Technology

DubLink is located throughout the City's key business neighborhoods providing innovative services to corporate residents and instant access to the global marketplace with the largest broadband and WiFi system in Central Ohio. 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 should continue to be prioritized along arterials and collectors or as expedited by particular development proposals.

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, vibrant area.

Character and Design

Establishing a definable "place" is an important element for the success of the West Innovation District. 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 setting it apart from other business neighborhoods in the city. Architectural design within the WID should focus on the implementation of contemporary style 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:

- Emphasis on the use of glass, architectural metal, cut stone, wood and brick
- Avoid the use of limestone in more traditional applications to avoid historic appearances or mimicking other areas of the city,
- Design 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,
- Use of 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.

AREA RECOMMENDATIONS (continued)

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 and 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.

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.

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. Pedestrian connections should be included between employment, transit locations, service uses, open space systems and housing throughout the West Innovation District.

Expand Transportation Network and Connectivity

The future growth and expansion within the District provide opportunities to expand all modes of mobility and transportation, which can included:

- Future options for transit (bus and/or rail) should be implemented to provide long-term convenience and flexibility.
- 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.

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 provides 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 natural corridor connects 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.

KEY SITES & OPPORTUNITIES (continued)

NE of Shier-Rings and Cosgray

The area is intended to provide opportunities for a limited mix of neighborhood supporting uses in close proximity to employment, recreational amenities and existing neighborhoods. Further east along Shier Rings is intended to provide housing choices for employees within the District within easy walking or biking distance.

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.

University Boulevard

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 Eiterman

Future development on these properties should be scaled and setback from public streets to provide buffer from existing residential neighborhoods to the south.

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 (HCOM) 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.

FRAMEWORK PLAN

- ① Main Street
- ② Formal Green
- ③ Informal/Rec Green
- ④ Existing Building
- ⑤ Signature Building
- ⑥ Campus Gateway



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 sits; the VA Data data centers, the recently completed Crosby Court flex warehouse building, and Darree Fields. The unincorporated community of Kileville 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.

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 needs 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

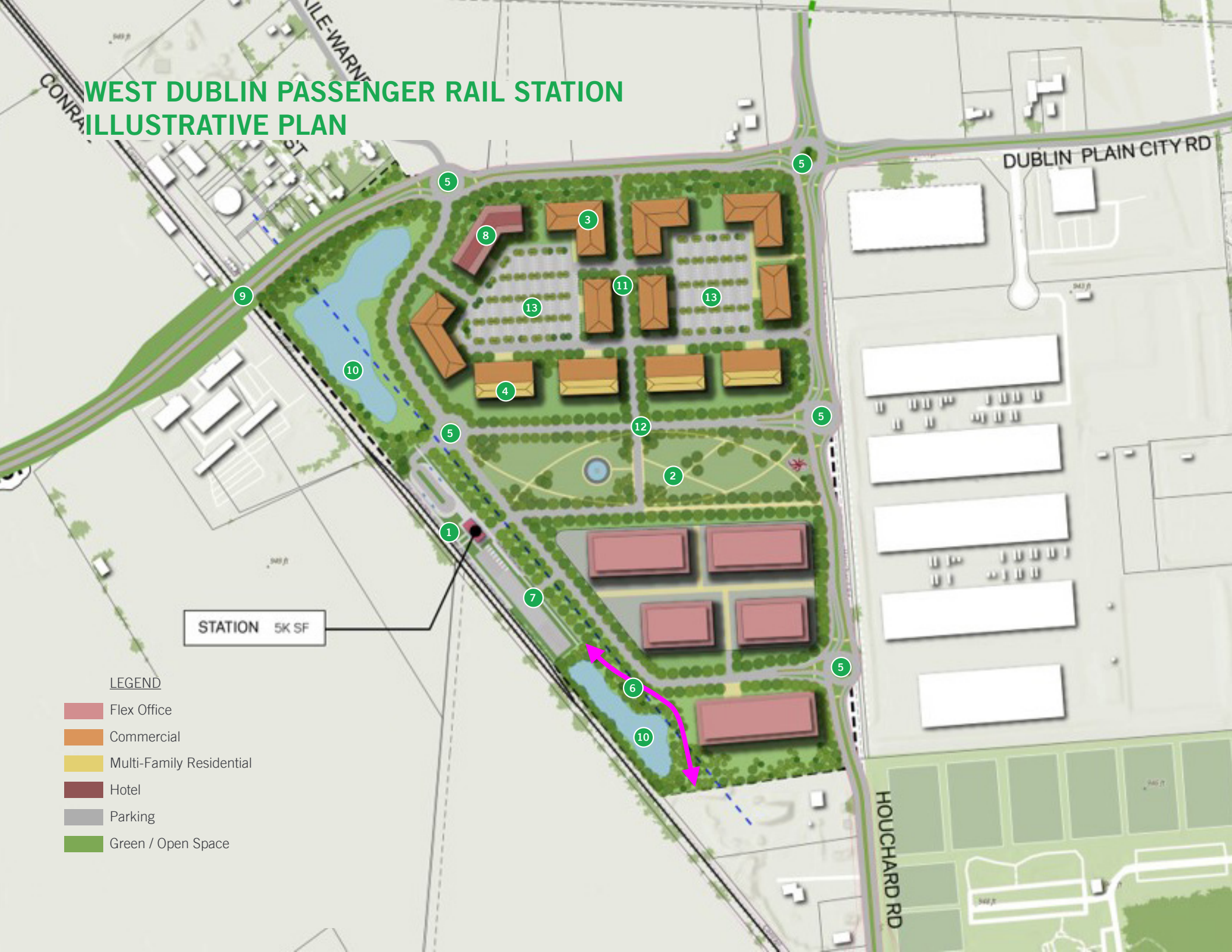


Concept D - Mixed Use, High Density

DESIGN RECOMMENDATIONS

- ① Future West Passenger Rail Station
- ② Activated open space on axis with future rail station and providing transitional development density from mixed-use developments to flex uses.
- ③ Activated commercial mixed-use developments facing St. Rt. 161
- ④ Multi-family residential fronting onto central open space
- ⑤ Future roundabouts
- ⑥ Trail connection to existing trail system
- ⑦ Station parking - Park and Ride
- ⑧ Future hotel
- ⑨ Major gateway into the passenger rail station
- ⑩ Preserved open space for public amenity and stormwater management
- ⑪ Generous right-of-way to promote pedestrian-scaled streetscape
- ⑫ Enhanced pedestrian crosswalk
- ⑬ Parking facing away from street

WEST DUBLIN PASSENGER RAIL STATION ILLUSTRATIVE PLAN



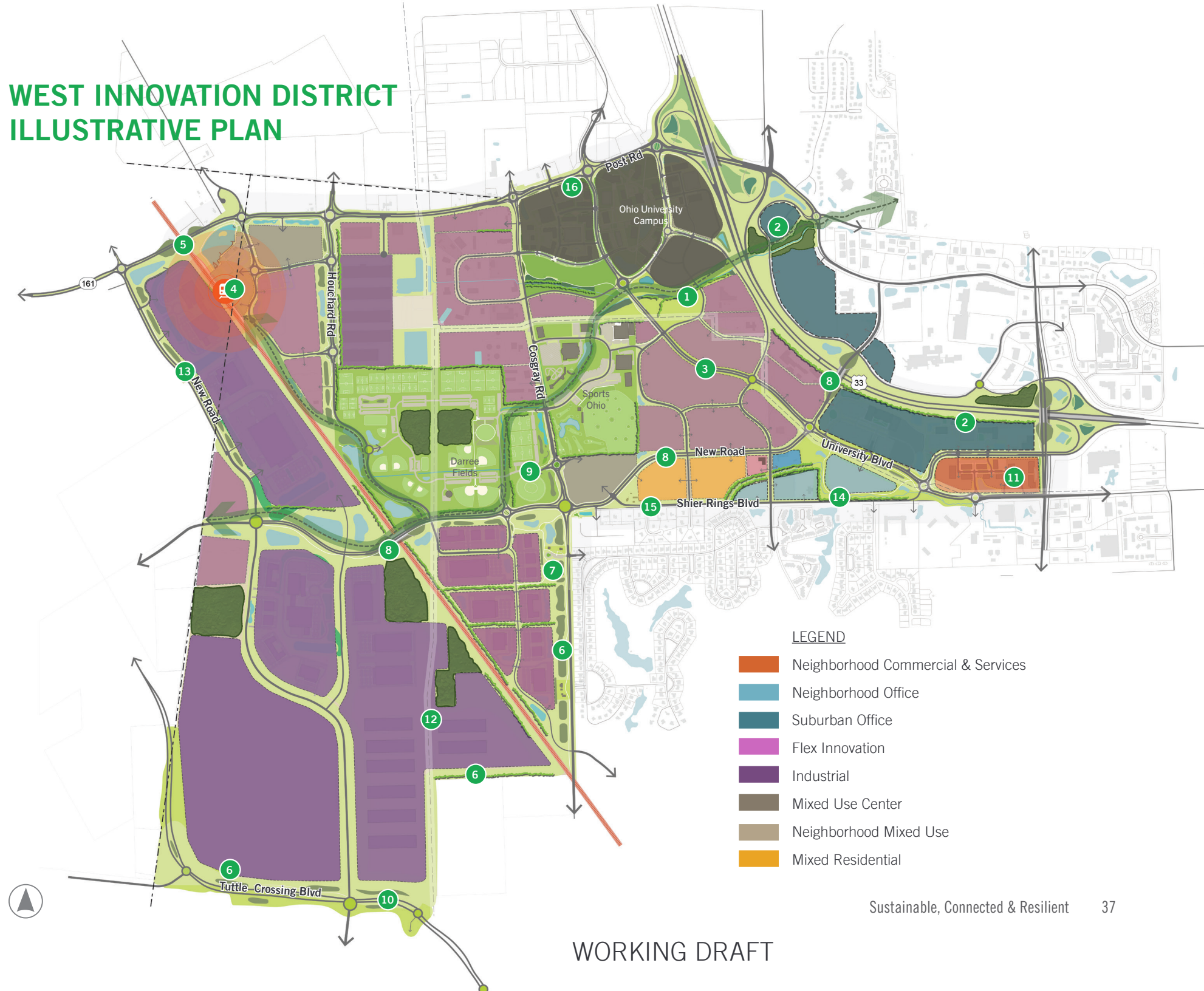
LEGEND

- Flex Office
- Commercial
- Multi-Family Residential
- Hotel
- Parking
- Green / Open Space

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

WEST INNOVATION DISTRICT ILLUSTRATIVE PLAN



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 works (known locally as the Ferris-Wright Earthworks) constructed between 300 B.C. and 500 A.D. by the Hopewell culture. The ceremonial earthworks 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 Ferris-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.

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 Ferris-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 areas 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.

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 sharrows 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 sf/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. 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/ Woerner-Temple intersection. 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.

MIXED USE EXAMPLE: 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/ Woerner-Temple intersection. The site design should including buildings fronting roadways with 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 area appropriate between Parkwood Place and I-270.

- ① Create new, active open spaces
- ② Preserve and intergrate existing tree stand into side design, leverage as existing screening to buffer taller buildings along Parkwood Place from Emerald Parkway
- ③ Preserve existing tree stand
- ④ Maintain green character along Emerald Parkway
- ⑤ Highway frontage should continue to be reserved for office, parking, and open space
- ⑥ Existing stacked stone gateway

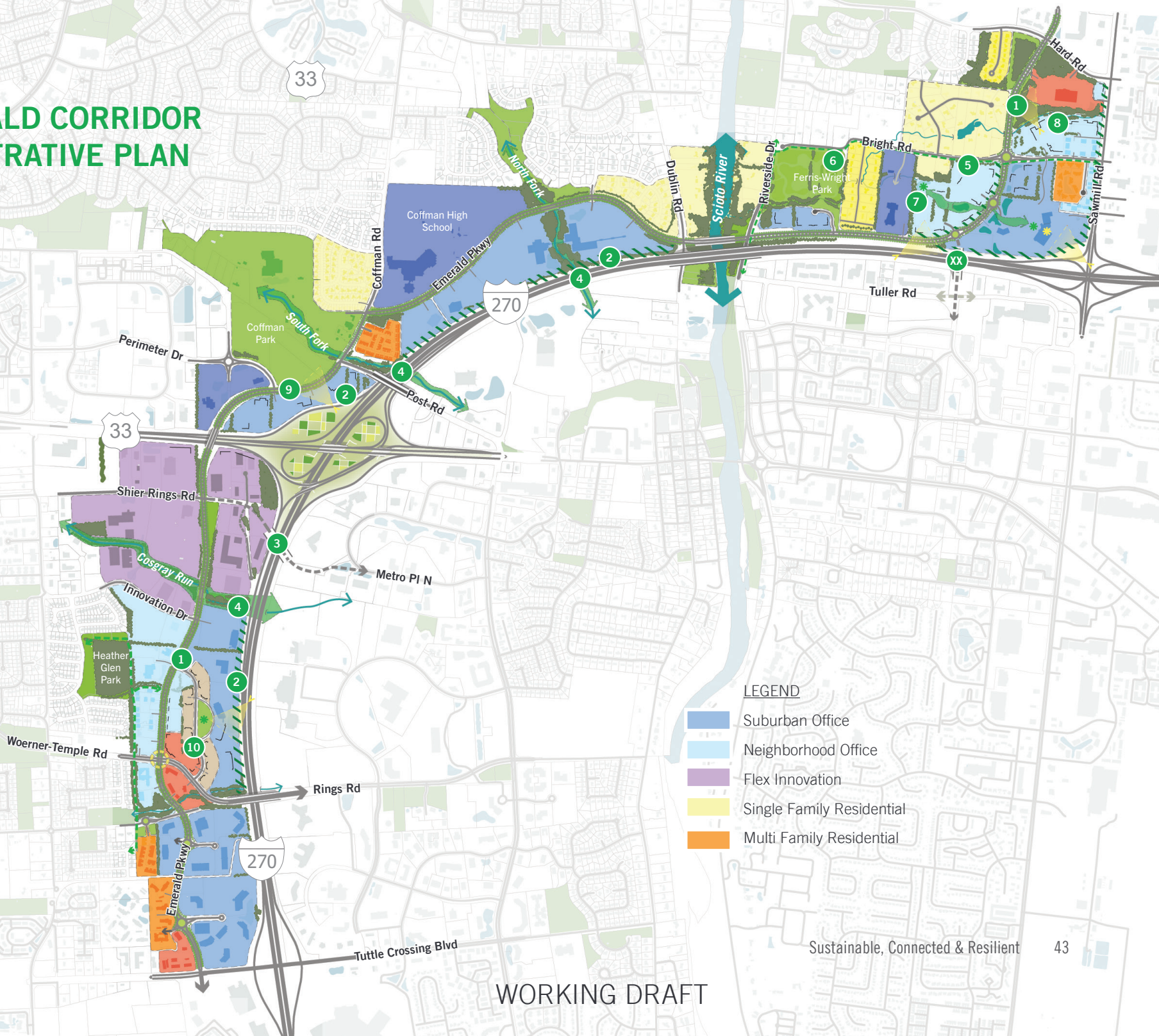
- LEGEND**
- Neighborhood Commercial
 - Neighborhood Office
 - Office
 - Mixed Use
 - Residential Multifamily
 - Residential Townhome



DESIGN RECOMMENDATIONS

- ① Preserve green character along Emerald Parkway
- ② Maintain high quality architectural and landscape presence along I-270 corporate, reserving frontage for job producing uses
- ③ Potential new I-270 crossing connecting Shier Rings Rd and Metro Center
- ④ Greenway connection across I-270
- ⑤ Transition office use to single family residential neighborhoods
- ⑥ Preserve Ferris-Wright Earthworks (Hopewell Mounds) with option for potential park space
- ⑦ Preserve and intergrate existing tree stand into side design, leverage as existing screening to buffer taller buildings along Parkwood Place from Emerald Parkway
- ⑧ Protect stream corridor, ravine and existing woodland areas
- ⑨ Future development should be setback minimum 50-ft from Emerald Pkwy with parking to the rear or side
- ⑩ New mixed use area with neighborhood services and amenities
- ⑪

EMERALD CORRIDOR ILLUSTRATIVE PLAN



LEGEND

- Suburban Office
- Neighborhood Office
- Flex Innovation
- Single Family Residential
- Multi Family Residential

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 tie 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.

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 multitenant 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 opportunity 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 an 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 purposeful 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 roundabout 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, protected and buffered 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 1 - single lane intersection with left turns



Concept 2 - single lane intersection with no left turns



Concept 3 - single lane roundabout

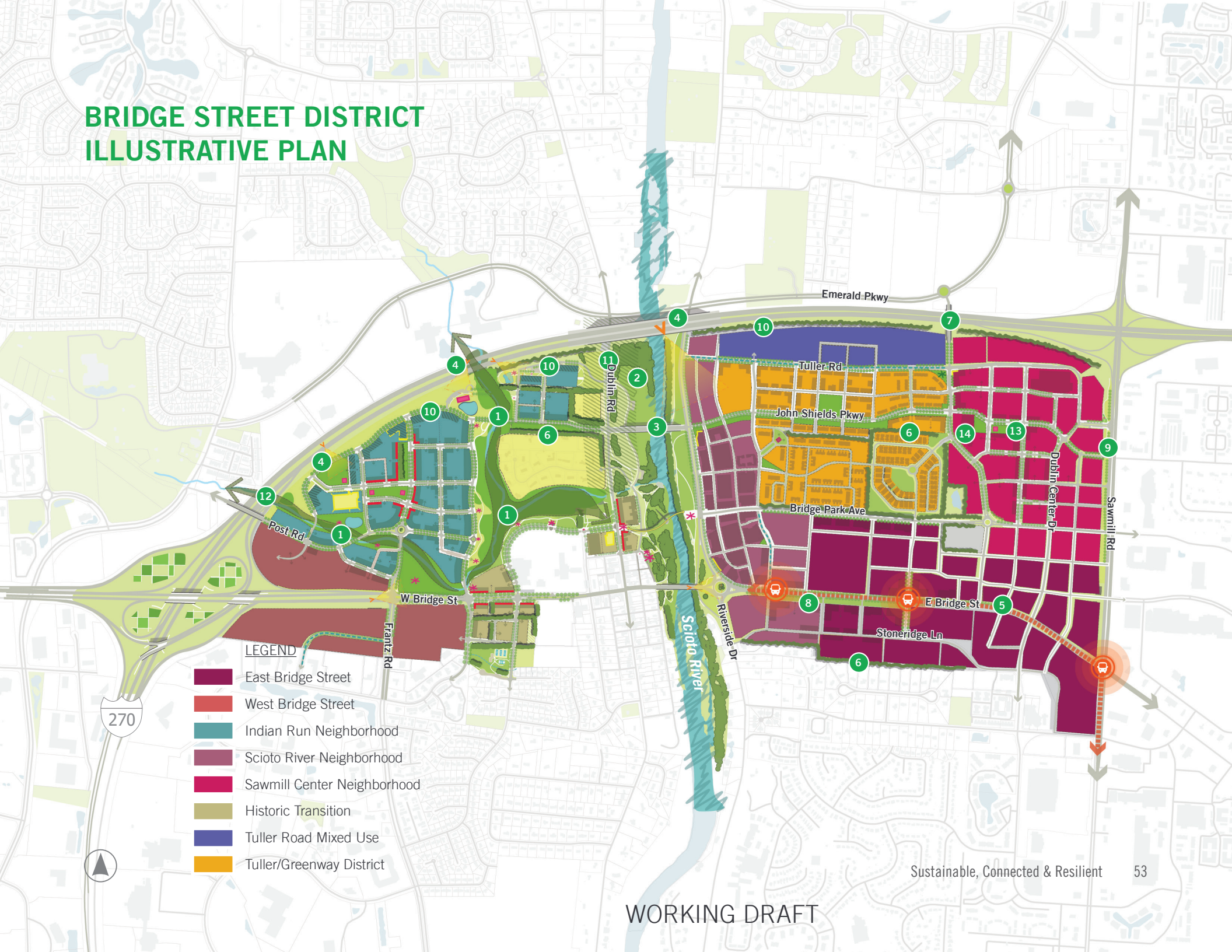


Concept 4 - two lane intersection with left turns

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
- ⑪ Preserve open space/rural gateway into Historic District along Dublin Rd
- ⑫ Utilize I-270 bridge over the South Fork to create a greenway connection
- ⑬ When redevelopment occurs, create new open space focal points
- ⑭ Intergrate entertainment uses into design and identity of future redevelopment

BRIDGE STREET DISTRICT ILLUSTRATIVE PLAN



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 Class-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 6 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; redevelopment of existing buildings 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.

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 connections 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 as 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 accommodated 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.

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.

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



Metro Center Revitalization inspiration images

MIXED USE EXAMPLE: 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 4 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



MIXED USE EXAMPLE: 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.

- ① Expand upon the Corner's open space, create purposeful open spaces
- ② Preserve view corridors to existing 5100 Rings office building
- ③ Maintain existing green/landscaped edge along Rings Rd
- ④ Prioritize groundfloor activation in buildings adjacent to active areas
- ⑤ Create new interior street network with pedestrian facilities and attractive streetscapes to introduce neighborhood fabric



LEGEND

- Neighborhood Commercial
- Neighborhood Office
- Office/Mixed Use
- Mixed Use
- Residential

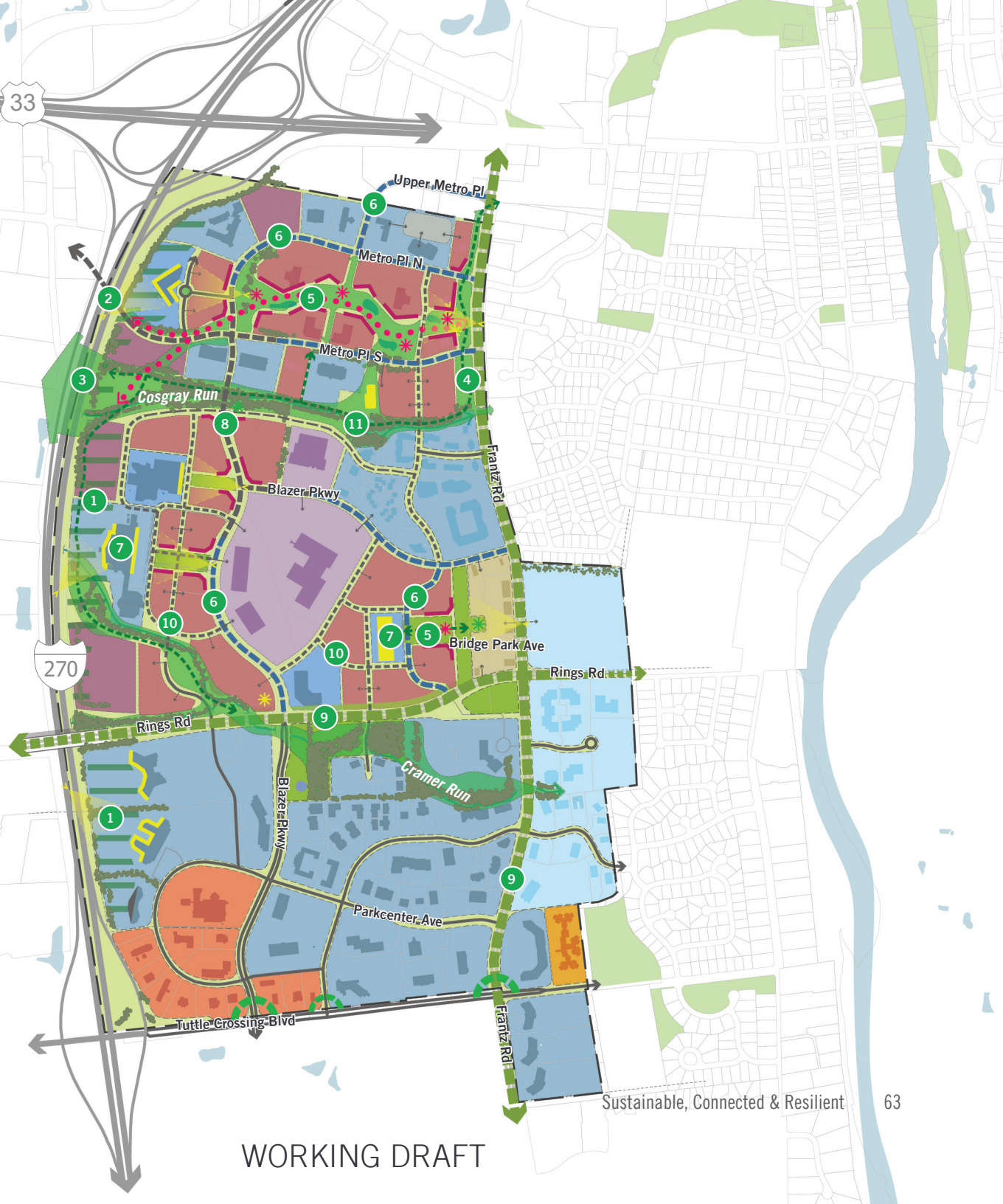
DESIGN RECOMMENDATIONS

- ① Maintain high quality architectural and landscape presence along I-270 corporate, reserving frontage for job producing uses
- ② Potential new I-270 crossing connecting Emerald Pkwy and Metro Center
- ③ Greenway connection across I-270
- ④ Maintain a green edge along west side of Frantz Rd to transition and buffer future redevelopment in Metro Center
- ⑤ Create new, active open spaces
- ⑥ Potential road diet and streetscape improvements
- ⑦ Preserve view corridors to existing office buildings
- ⑧ Create new connections between Metro Center and Blazer
- ⑨ Preserve traditional Dublin throughfare character of Frantz and Rings Rd
- ⑩ Create new interior street network with pedestrian facilities and attractive streetscapes to introduce neighborhood fabric
- ⑪ Strengthen Cosgray Run greenway

DUBLIN CORPORATE AREA ILLUSTRATIVE PLAN

LEGEND

- Suburban Office
- Neighborhood Office
- Mixed Use Center Infill
- Neighborhood Mixed Use
- Suburban Commercial
- Office or Flex Uses



WORKING DRAFT

Sustainable, Connected & Resilient