

West Innovation District Rezoning and Development Approval FAQs

What is a Standard District Rezoning Application?

A Standard District rezoning application is intended to change a property's current zoning to a new zoning district listed in the Zoning Code. Standard zoning districts have development requirements outlined within the Zoning Code that would apply to the property. A Standard District rezoning request is reviewed based on the recommendations of the Community Plan and Future Land Use Plan. Rezoning requests are also known as zoning amendments and are governed by Zoning Code Section 153.234.

The rezoning process begins when an application is submitted to the City. The Planning and Zoning Commission reviews and makes a recommendation to City Council, which has the final decision-making authority on a rezoning application. A rezoning request may or may not be accompanied by a proposal for new or additional development on the property.

What is the review process for development within the West Innovation District (WID)?

Properties zoned within the West Innovation District must meet the requirements and review process in Zoning Code Sections 153.037-153.042. These sections apply to development applications once property is already zoned in the WID; rezoning applications to place new property in the WID are governed by Zoning Code Section 153.234 (see FAQ #1).

Prior to the development of any property within the WID, a Development Plan application must be submitted to the City for review by the Administrative Review Team (ART). The ART can approve a development plan application with necessary administrative departures when all the Code requirements and the intent of the WID plan are met. When a Development Plan application does not meet the Code requirements, the criteria for administrative departures are not met, or has a potential significant community impact requiring additional public review, the ART may forward a Site Plan application to the Planning and Zoning Commission for review and determination.

What are the notice requirements for WID development applications?

Written notice regarding applications received for administrative review (ART) or site plan approval shall be sent to the applicant, owner and parcels of land within 300 feet of the property on which development is being proposed within 10 days from the receipt of a complete application. The notice indicates the property that is the subject of the request, describes the nature of the request and indicates when and where written comments will be received concerning the request and, when applicable, the time, date and location of the Planning and Zoning Commission meeting at which the application will be considered.

Note: these requirements apply to development applications for property already zoned WID; different requirements apply to rezoning applications to place new property in the WID.



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How was the WID Rezoning application initiated?

The proposed rezoning ordinance includes nine parcels totaling 370 acres. The City initiated the rezoning as part of the implementation of the long-range Envision Dublin Community Plan, which was adopted last year following an 18-month public process. The City owns the two northernmost parcels at the intersection of Shier Rings and Cosgray Roads. The remaining seven parcels are owned by private landowners who have agreed to have their land rezoned.

Are data centers permitted in the West Innovation District?

With the approval of Ordinance 07-25, Data Centers were modified from a Permitted Use to Conditional Uses in both the ID-2, Research Flex and ID-3, Research Assembly zoning districts. Conditional Uses are provided within the zoning districts in recognition that certain uses may have different impacts on the surrounding area in which they are located than the permitted uses of such zoning districts and require additional public review by the Planning and Zoning Commission.

What criteria are used to evaluate Conditional Use applications?

Conditional Uses are outlined in the Zoning Code and identified within a specific zoning district. An application must be submitted for review and determination by the Planning and Zoning Commission, which reviews applications based on the criteria listed in [Zoning Code Section 153.236](#).

What is being done to share input received about the existing data center in WID?

Although not tied to the rezoning ordinance, input was received about the existing data center facility located at 6665 – 6685 Crosby Court, which is home to AWS. The development of AWS began in 2014 and currently contains five data centers buildings, which have completed construction. The remaining development activities on site involve the buildout of the buildings' interiors. To address the concerns raised by the residents, staff met with AWS team members, who expressed appreciation for the meeting and resident concerns, which, similar to City staff, were unaware of prior to this conversation.

The AWS team shared that they would investigate the existing equipment in the data centers and conduct noise analysis to understand the current noise levels and identify what solutions could be offered. Additionally, they offered opportunities to engage directly with residents, which includes the creation of a community email address where residents can email AWS directly about concerns and inquiries at dublinoh-community@amazon.com.

What is the City doing about environmental factors (noise, light, etc.) of future development in the West Innovation District?

The City regulates noise, smoke, dust, odor/fumes and glare under [Zoning Code Section 153.076 Public Nuisances](#). All existing and future developments must meet these requirements. The WID also includes development standards governing lighting, landscaping and buffering. The City also reviews stormwater management, sanitary sewer and water service for all new developments in coordination with the City of Dublin Standards and the Ohio EPA as part of the development review process.

How does the City take measures to align existing neighborhoods and future development?

The [West Innovation District Special Area Plan](#) and [EAZ Innovation Districts](#) both include measures for developing on sites adjacent to existing residential neighborhoods. The West Innovation District Special Area Plan is a part of the Envision Dublin Community Plan and provides specific development and character recommendations for areas throughout the district. The EAZ Innovation Districts are codified requirements listed in the Zoning Code that development is required to meet. Both sources provide recommendations and requirements addressing building

height, setbacks, landscape, buffers and other requirements to limit negative impacts on adjacent properties.

What are the buffering requirements for development in the West Innovation District?

With the approval of Ordinance 07-25, properties within the ID-2 and ID-3 zoning districts are required to provide a 150-foot building and pavement setback from property lines immediately adjacent to a residential zoning district. However, along Cosgray Road, a 200-foot building and pavement setback is required to align with the recommendations outlined within the WID Special Area Plan. These setbacks require significant mounding and landscaping to visually screen new development from existing residential neighborhoods.

How are utilities and infrastructure planned for and analyzed?

Water and Sanitary Sewer

As part of the Envision Dublin Community Plan, the City of Dublin performed a comprehensive capacity analysis of the [public water and sanitary sewer utility infrastructure](#). The water utility infrastructure capacity analysis evaluated citywide water demands, projected future demands based on the Future Land Use Plan and compared them to previous future projections. The water utility infrastructure capacity analysis also included the impacts of certain land uses on water supply.

The sanitary sewer utility infrastructure capacity was evaluated based on existing conditions and future demands per the Future Land Use Plan. The analysis included the nine sanitary trunk sewers and corresponding sanitary sewersheds within the City of Dublin: Cosgray, Cramer North, Cramer South, Deer Run, Hayden Run, Llewellyn Farms, North Fork Indian Run, Riverside and South Fork Indian Run. Sanitary sewer design calculations were performed until the sanitary trunk sewer within each sanitary sewershed reached its maximum capacity. The analysis updated sanitary sewershed boundaries for each sanitary trunk sewer and identified any needed sanitary sewer infrastructure capacity improvements to support demands based on the Future Land Use Plan.

The water and sanitary sewer utility infrastructure capacity analysis recommended that the City of Dublin pursue a detailed master plan. As a result of this recommendation, the City of Dublin has begun developing a master plan, which furthers the analysis performed as part of the Envision Dublin Community Plan.

Electricity

Electricity in the West Innovation District is provided by American Electric Power (AEP). AEP's infrastructure within the West Innovation District includes a high-voltage 138-kV transmission line, a substation north of Darree Fields and a distribution network. As the West Innovation District continues to develop, continued coordination with AEP is needed to ensure the area has sufficient electric service.

How are utilities (water, sewer and stormwater) analyzed for site-specific development?

All new development must connect to the public water and sewer system operated by the City of Dublin (in coordination with the City of Columbus, which supplies the water). As part of any proposed development project, an applicant must demonstrate that adequate capacity is available to serve the proposed development and ensure the required infrastructure for water and sewer is designed to meet City of Dublin standards and Ohio EPA requirements. Additionally, any proposed new development has to meet the City of Dublin's Stormwater Management Design Manual requirements related to stormwater.

How are traffic and street improvements handled with future development in the West Innovation District?

As part of the Envision Dublin Community Plan, the City conducted a [comprehensive transportation network analysis](#) to evaluate current and future travel demands across Dublin, including along the Cosgray Road corridor. This analysis incorporated projected growth using the Future Land Use Plan, which anticipates increases in employment and residential density, and evolving travel patterns resulting from changes in the roadway network. Additional study is being conducted through the West Innovation District Integrated Implementation Strategy Study, which includes comprehensive transportation modeling based on projected growth, the Future Land Use Plan and evolving travel patterns, particularly along key corridors.

How is traffic analyzed for site-specific development?

When an application for development is submitted within the West Innovation District, the applicant will be required to submit a proposed trip generation analysis to identify specific impacts of the proposed development on the surrounding transportation network and identify any necessary mitigation strategies to maintain safety and capacity. As part of the development review process, staff would work with the developer to determine their contributions to the roadway network and needed improvements.

How has the City studied and planned for the potential traffic impacts on Cosgray Road?

For Cosgray Road specifically, traffic modeling and scenario planning were used to determine the appropriate number of travel lanes needed to support long-term build-out conditions in the Envision Dublin process. To complement this work and provide more granular implementation guidance, the ongoing West Innovation District Integrated Implementation Strategy Study is assessing both short- and long-term infrastructure needs along the corridor. This strategy is also tasked with identifying the hierarchy of streets: primary, secondary and tertiary, to ensure appropriate capacity and functionality throughout the district.

The analysis completed as part of Envision Dublin coupled with the work underway with the WID Integrated Implementation Strategy, integrates existing and projected traffic volumes, future land use assumptions and multimodal transportation priorities to inform recommendations for Cosgray Road in both interim and ultimate conditions. These data-driven analyses collectively support the current design approach, ensuring the corridor can accommodate future growth safely and efficiently while advancing the City's broader transportation, land use and economic development goals.

What research was done about how the types of uses that are permitted through the Proposed Rezoning would have the desired income tax revenue it desires?

The targeted clusters for intended end users for the West Innovation District align with the key industry clusters identified in the 2023 Economic Development Strategic Plan Update. Industrial and flex innovation uses are the targeted uses and include bioscience and healthcare, semiconductor supply chain, automotive research and development and advanced manufacturing. Dublin's targeted industries also align with JobsOhio's identified industries of focus including automotive, healthcare and technology.

The City of Dublin Economic Development continues to track project lead opportunities from JobsOhio and One Columbus and responds accordingly based on project timing and site readiness requirements. The West Innovation District rezoning process is also a recommendation in the Dublin Semiconductor Supply Chain Positioning Study, available [here](#). Strategy recommendations detailed on pages 66 & 69 related to Development Planning and Site Readiness are the basis for our implementation work.

What is the history of the train horns and quiet zone investigation led by the City of Dublin?

The City of Dublin began exploring ways to reduce train horn noise in 2005, initially evaluating a Wayside Automated Horn System. This was paused due to development uncertainties and lack of support from CSX.

In 2009, Ballantrae-area residents petitioned City Council to pursue a Railroad Quiet Zone at the Cosgray Road and Rings Road crossings. A quiet zone allows trains to stop routine horn use if certain federally required safety measures are in place, though horns may still be used in emergencies.

Following the petition, Dublin began coordinating with Columbus and Franklin County. In January 2010, the three jurisdictions submitted Notice of Intent letters to federal and state rail agencies. The proposed zone stretched from Houchard Road to Hayden Run Road and could include two Hilliard crossings.

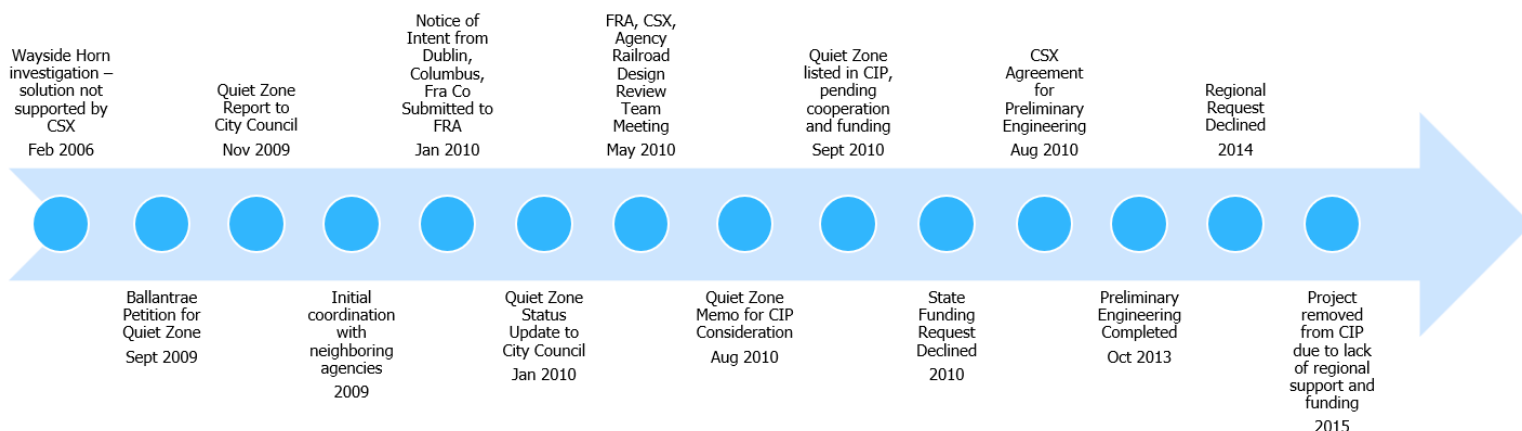
A Diagnostic Team Review was held in May 2010 with representatives from Dublin, Columbus, Franklin County, CSX, FRA and FHWA. Safety improvements were identified, including four-quadrant gates for three crossings and median/channelization devices for others. These gate installations required additional engineering.

In 2010, Dublin and Franklin County each funded preliminary engineering agreements with CSX. The work was completed in 2013. At the time, installation costs were estimated at \$495,000 per gate system; that cost is now about \$700,000 per location.

Despite efforts, the City was not awarded state funding and Washington Township declined to participate. Dublin continued to include the project in its Capital Improvements Program (CIP) through 2015.

In 2014, Franklin County chose not to move forward due to safety and funding concerns. Because federal regulations require both the Cosgray and Rings Road crossings (less than ½ mile apart) to be treated as one unit, Dublin could not proceed alone. The project was removed from the City's 2016–2020 CIP and has not returned since. Dublin has continued to reach out to Franklin County, but the situation remains unchanged.

Key Timeline:



Why is income tax important to the City and how is that different than property taxes?

Quality of life is at the core of Dublin's identity, and maintaining that standard requires thoughtful planning and responsible fiscal management. Income tax dollars, largely generated by our business community, fund the City services residents enjoy, from parks and shared-use paths to public safety and snow removal. That's why attracting and retaining high-quality employers is not just a financial goal, but a necessity for the sustainability of our community. It's important to note that the City receives only a small portion of local property taxes; the majority goes to the local school districts and other countywide services. [A Resident's Guide to Local Taxes](#) is linked for your reference.

What is the maintenance plan for the large central island and medians at the intersection of Woerner-Temple Road and Baronscourt Way/Ballantrae Place?

The landscape design of the roundabout and medians is intended to complement the adjacent golf course's aesthetic and reflect its "Links" designation—simple and naturalistic rather than overly ornate. While the roundabout will generally remain as originally designed, several updates are planned for future implementation.

Shrub rows will be replaced with more compact, dwarf varieties and the ground covers between these rows will be infilled and maintained. Shrubs surrounding the stone "ruins" feature will also be replaced with dwarf varieties to improve scale and visual cohesion. To address bare areas, additional ground cover plantings will be installed around the ruins and beneath the tree grove.

In keeping with the golf course theme, meadow areas will be re-established using a Links Grass seed mix, creating a more integrated and natural landscape. Routine weeding and the removal of volunteer trees and shrubs will help preserve a clean, prairie-style appearance. Mowing on the south side of the roundabout will continue as part of the City's standard landscape maintenance efforts.

Medians in this area have received plantings over the past few years and will continue to receive infill as needed. However, the narrow medians on the west side present challenges due to salt exposure and minimal soil volume. Despite using salt-tolerant species, survival rates have been low. Staff will continue testing additional plant varieties to identify viable options for these conditions.

Can landscaping or screening be added at the northwest corner of Avery Road and Shier Rings Road?

There is potential for landscaping in this area; however, future development or roadway changes could impact what is feasible. The City is still evaluating long-term plans for this intersection, including a possible access relocation involving Old Avery Road.

As part of this review, staff will coordinate with the City's Forestry team to assess whether street trees or other plantings might be appropriate—both on the northwest corner and along the east edge of Old Avery Road. That said, this location may be difficult to prioritize in the near term.

Can anything be done about the sculpture lighting in Bunny Park that's visible from Woerner-Temple Road?

To date, no safety concerns have been identified with the lighting at Bunny Park. The lights are equipped with shrouds and aimed upward toward the sculpture ("the bunnies"), which stands more than 18 feet above the roadway. They are not directed into the path of oncoming drivers.

One light is positioned on the back side of the mound but is not visible from the roadway, as confirmed through visual analysis. If concerns persist, the City could hire a consultant to measure lighting levels at the road to ensure they meet safety standards. Staff also noted that any visible glare is likely a result of reflection—not the light source itself—and would not produce unsafe levels

of brightness.

Why are some trees leaning in the new section of Shier Rings Road and University Boulevard?

Several trees in this area have developed noticeable lean due to a combination of soil settlement, wind exposure and minor vehicular damage. City staff is actively working with contracted right-of-way maintenance providers to address and correct these leaning conditions using appropriate arboricultural techniques.

How is the City handling mowing around the narrow turf bands in the new medians on Shier Rings Road?

The City's contracted landscape maintenance companies are responsible for determining the appropriate mowing and care methods for these areas. While the turf bands are narrow, contractors are equipped to manage the unique conditions present in each median.

Why is the Cosgray Road railroad crossing rutted, and how are improvements or maintenance handled?

The Cosgray Road railroad crossing experiences wear over time due to regular vehicle traffic, seasonal weather changes and the heavy freight loads traveling along the CSX rail line. The rutted conditions are primarily the result of settlement and degradation of the pavement between and adjacent to the tracks, which is common at at-grade rail crossings.

It's important to note that CSX Railroad owns and maintains the crossing, including the surface between the rails. Any improvements, resurfacing, or repairs at this location must be coordinated with CSX, often requiring scheduled track closures and advance notice.

The City of Dublin continues to work with CSX to monitor and advocate for maintenance at this crossing and have submitted a request to CSX for repairs. Interested residents may also submit repair requests to CSX via the following link: <https://www.csx.com/index.cfm/about-us/contact-us/>

How can I get additional information about the proposed WID Rezoning?

Visit the [City's webpage](#) to find additional information about the proposed application. If you have any additional questions, please contact Director of Community Planning & Development Jenny Rauch at jrauch@dublin.oh.us.