

To: Members of Dublin Planning and Zoning Commission

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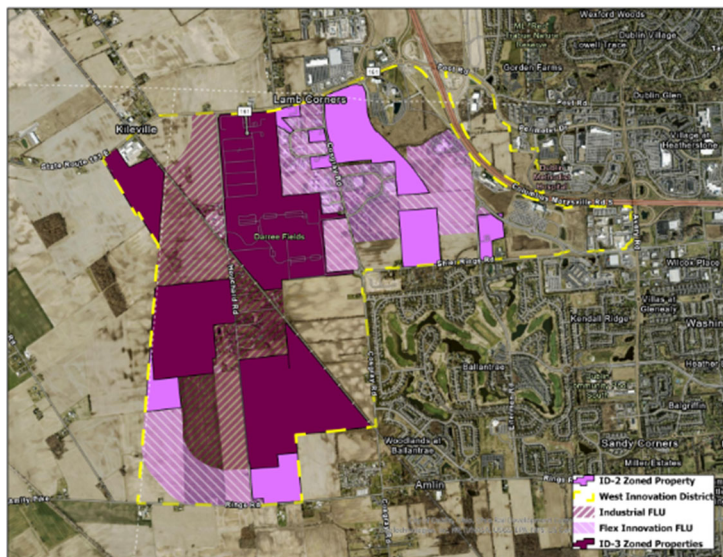
Re: 26-066ADMC - ID-2 and ID-3 Districts Code Amendments & WID
Setback and Screening Design Manual

Summary

Following the adoption of Ordinance 06-25 on July 1, 2026 for the rezoning of approximately 370 acres of land to ID-2, ID-3, and ID-6, City Council directed staff to review and outline a strategy for future refinements to existing ID-2 and ID-3 zoning standards within the West Innovation District (WID) using resident and stakeholder input from the ID-6 rezoning process. This memo outlines the recommended path, process, and timeline to move forward with targeted near-term code amendments focused on uses, use-specific standards, and setback and screening expectations. These amendments are intended to address potential interim impacts by ensuring uses remain consistent with the intent of the existing districts. Broader changes will be considered as part of the upcoming Zoning Code and Subdivision Regulations update. These amendments do not contemplate the rezoning of property in the district.

Background

One of City Council's 2026 Visionary Goals is "Catalyze Economic Development in the West Innovation District." In furtherance of this goal, in April 2026 City Council adopted the West Innovation District Integrated Implementation Strategy (WIDIIS) to unlock the full economic innovation potential of the District. The WIDIIS took into consideration existing and future land uses and necessary infrastructure investments as contemplated in the adopted Envision Dublin Community Plan.



A significant portion of the WID is either zoned or planned for Flex Innovation and Industrial uses. Property currently zoned ID-2 or ID-3 is regulated by the WID Code, while properties not currently zoned to either district but considered for Flex Innovation and Industrial in the Future Land Use

Plan would require annexation or rezoning at a future date, should they wish to develop under WID zoning. The WID includes 20 properties zoned ID-2 – Research Flex and 23 properties zoned ID-3 – Research Assembly, as well as 52 properties designated Flex Innovation in the Future Land Use Plan, which aligns with ID-2, and 40 properties designated Industrial, which aligns with ID-3. Together, these areas comprise approximately 78 percent of the land within the district. Because the proposed amendments to the existing code would affect a substantial geographic area and numerous existing property owners and tenants, the scope and timing of the changes warrant careful consideration.

Approach and Council Direction

Staff and the consultant team reviewed the existing ID-2 and ID-3 districts and identified near-term and long-term approaches. Given the extent of ID-2 and ID-3 zoning in the WID, the near-term work should focus on the items most likely to affect compatibility and expectations in the interim, including the range of permitted uses, the use-specific standards that apply to those uses, and setback and screening requirements. The intent of the near-term amendments is to provide clarity and reduce the potential for negative impacts while maintaining flexibility for the core uses envisioned for the WID, including research and development, manufacturing and assembly, and related innovation uses. A comprehensive review of the district structure, development standards, and review process would be considered as part of the long-term approach with the broader Zoning Code and Subdivision Regulations update.

The near-term refinements would focus on:

- Permitted Uses: Remove or modify uses that do not align with the established district intents and intended development character for the ID-2 and ID-3 districts.
- Use-specific standards: Add targeted standards for uses that align with the intent of the district but warrant clearer compatibility requirements when adjacent to sensitive land uses such as residential.
- Setbacks and screening: Advance setback and screening requirements, including completion of the WID Setback and Screening Design Manual for the remainder of the WID, to provide cohesive and consistent treatment along public streets in the district.

At the August 10 CC meeting, Council members reviewed the recommended tiered approach and were supportive of the near-term and long-term recommendations from staff. Council directed staff to proceed with a similar review process to the ID-6 code amendments and meet with Washington Township residents to share the proposed updates.

Stakeholder Engagement

In September, Dublin and Washington Township staff hosted a public meeting to present the proposed amendments, explain the near-term focus, and gather resident feedback. Attendees expressed concerns about the types of development that could occur adjacent to residential areas; traffic impacts associated with ID-2 and ID-3 uses; the environmental impacts of future R&D and Manufacturing and Assembly uses; how performance standards would be evaluated; and the maximum building height of 68 feet. Attendees also requested increased setbacks and mounding and recommended considering ID-6 standards elsewhere in the district in place of ID-2 and ID-3 standards.

Staff also engaged WID property owners whose properties are currently zoned ID-2 or ID-3 or

designated for corresponding future land uses. Property owners have expressed their concern about further impacting the developability of their properties, including limiting potential uses and the proposed increases to setbacks and buffering requirements. Some property owners also expressed concern about the reduction in building heights closer to the Ohio University campus, as well as the cost of the increased mounding for the setbacks.

Code Amendments

Use Permissions

The following modifications are recommended to align the districts more closely with the goals of the WID. Uses in red are proposed to be removed:

ID-2, Research Flex District

- **Conference Centers**
- **Indoor Entertainment and Recreation**
- **Exercise and Fitness**
- Office (General, Call Center, Flex, Medical)
- Park and Ride
- Day Care
- Educational Facility
- **High School**
- Government Services (General, Safety, and Service)
- Hospital
- Parks and Open Space
- **Transit Station**
- Construction and Contract Services
- Manufacturing and Assembly
- R&D
- **Utility – District Energy Plant**
- Utility – Essential Services
- **Dwelling – Live/Work**
- Warehousing, Wholesaling, and Distribution (Conditional Use)

ID-3, Research Assembly District

- Office (General, Call Center, Flex, and Medical)
- Park and Ride
- Educational Facility
- **High School**
- Government Services – General, Safety, Service
- **Hospital**
- Parks and Open Space
- **Transit Station**
- Construction and Contract Services
- Manufacturing and Assembly
- R&D
- **Utility – District Energy Plant**
- Utility – Essential Services
- Warehousing, Wholesaling, and Distribution

In addition to the proposed use-permission changes, staff proposes updating the definition of Manufacturing and Assembly to include Advanced Manufacturing. The revised definition would allow Advanced Manufacturing in districts where Manufacturing and Assembly is permitted, including ID-2 and ID-3. It would not permit Manufacturing and Assembly uses in ID-6.

Use-Specific Standards

Following standards used to establish the ID-6 district, staff proposes both Manufacturing and Assembly uses and Research and Development uses require performance standards that restrict negative impacts on adjacent properties. The standard is recommended to state, "The use shall not generate noise, vibration, odor, dust, smoke, glare, heat, or electromagnetic interference at a level above that normally perceptible from other development in the area or from the usual street traffic observed at the street right-of-way line of the lot." This matches the language in ID-

6 that applies to R&D and Advanced Manufacturing and provides additional protection when these uses are adjacent to more sensitive uses. This requirement would be in addition to existing standards addressing public nuisances, lighting, noise and related issues.

Building Height

Staff proposes reducing the maximum building height from 68 feet to 55 feet. This would apply to new buildings and additions within these two districts. Existing buildings that exceed this height are permitted to remain. Any request for a building taller than 55 feet would require approval of a Conditional Use application.

WID Setback and Screening Design Manual

Overview

The City contracted MKSK to evaluate the existing WID setback and screening requirements and provide recommendations to update standards that enhance the quality of screening and provide clear and predictable expectations for new development as viewed from public rights-of-way. Work follows the previous Council direction to establish more robust setback and screening standards, particularly adjacent to existing single-family neighborhoods and other sensitive areas, including Darree Fields.

On July 1, City Council approved the WID Setback and Screening Design Manual, which is currently applicable only to ID-6. The ID-6-specific sections of the design manual have been incorporated into the document and are not being changed by this process. The approach to setbacks and screening is consistent with what was shared with the ID-6 process but has been expanded for the entire West Innovation District.

Objectives

Through this screening approach, the key objectives for the WID are:

- Screen the view of future buildings, service areas, and parking from future public ROW (streets, sidewalks, trails) and existing residences,
- Apply sustainability practices to the district,
- Protect the economic viability/development potential of properties,
- Establish clarity and predictability in expectations for screening/buffering; and,
- Establish a greenway edge network through the WID.

Implementation Approach

The Design Manual establishes street classifications for setbacks and landscape screening. The applicable classification varies by roadway type, site location, and adjacent uses. For each classification, the design manual specifies the required setback and screening approach to create a consistent districtwide framework while responding to differing corridor conditions.

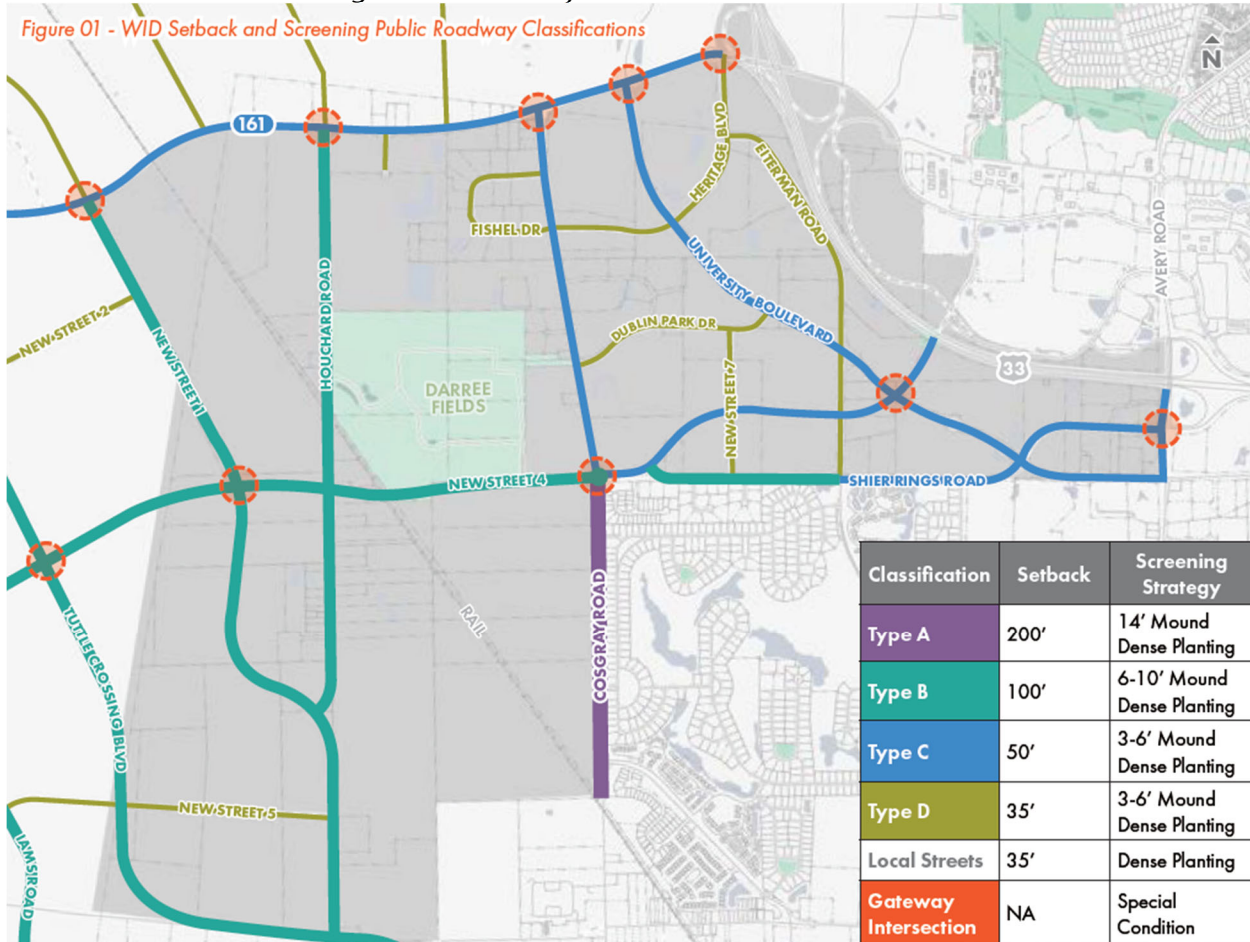
Requirements for the WID are described by street edge classifications, including:

- Type A Classification (200-foot setback; 14-foot mound with dense plantings)
 - Applicable only for property adjacent to Cosgray Road as approved with the ID-6 zoning district
- Type B Classification (100-foot setback; 6-10-foot mound with dense plantings)
 - Recommended for major thoroughfares in the western portion of the district, generally adjacent to property zoned or expected to be zoned ID-2 or ID-3

- Type C Classification (50-foot setback; 3-6-foot mound with dense plantings)
 - Recommended for thoroughfares adjacent to less impactful development uses in the northern and eastern portions of the district
- Type D Classification (35-foot setback; 3-6-foot mound with dense plantings)
 - Recommended for streets intended to provide access to properties and separate uses of a similar character
- Local Streets (35'-foot setback; dense plantings)
 - Recommended for future public streets not included in the Multimodal Thoroughfare Plan

WID Setback and Screening Public Roadway Classifications

Figure 01 - WID Setback and Screening Public Roadway Classifications



These classifications were assigned to streets included in the Multimodal Thoroughfare Plan and the WID Special Area Plan. These alignments do not represent the exact alignments for future streets but provide a general idea of where connections are considered.

General Design Guidelines and Special Conditions

The general design guidelines section outlines the components of the screening and setback, how mounding should be graded, how planting should occur within the setback, and how stormwater and shared use paths can be integrated into the screening design. Special conditions are also considered for many potential conflicts with creating continuous greenways, such as property line

boundaries, tree row preservation, intersections, utility easements, and waterway and rail crossings. 10 potential gateway locations are identified, including 5 along SR-161. The manual provides examples of how these gateway locations should be treated and enhances the required setback treatments at intersections. Finally, specific planting specifications and guidelines are provided to ensure that climate-appropriate vegetation and trees are planted to provide consistent screening and health throughout the year.

Process

The proposed code amendments and Design Manual follow the City's established code amendment process. The Planning and Zoning Commission will review the amendments and make a recommendation to City Council for consideration and determination. The anticipated schedule for the near-term amendments is outlined below.

- 1) October 1 PZC – Introduction
- 2) October 15 PZC – Recommendation to CC
- 3) November CC – First Reading
- 4) November / December CC – Second Reading & Determination

Recommendation

Staff requests feedback on the proposed amendments and Design Manual updates based on the direction provided by City Council on August 10. A request for recommendation is expected to be presented at the October 15, 2026 PZC meeting.