PLANNING REPORT

Planning and Zoning Commission

Thursday, November 12, 2026

The Corners Phase II
26-075CP

www.dublinohiousa.gov/PZC/26-075

Case Summary

Address	PID: 273-013200
Proposal	Construction of two retail buildings and associated site improvements, including a remote ATM and drive-thru. The approximately 2.8-acre site is located northwest of the intersection of Frantz Road and Rings Road.
Request	Review and non-binding feedback on a Concept Plan (CP) for future development.
Zoning	Planned Unit Development (PUD): The Corners
Planning Recommendation	Consideration of the discussion questions
Next Steps	Upon receiving feedback from the Planning and Zoning Commission, the applicant may incorporate the feedback and submit for a Final Development Plan (FDP).
Applicant	Charlie Adams, Daimler
Case Manager	Christopher Will, Senior Planner (614) 410-4498 cwill@dublin.oh.us

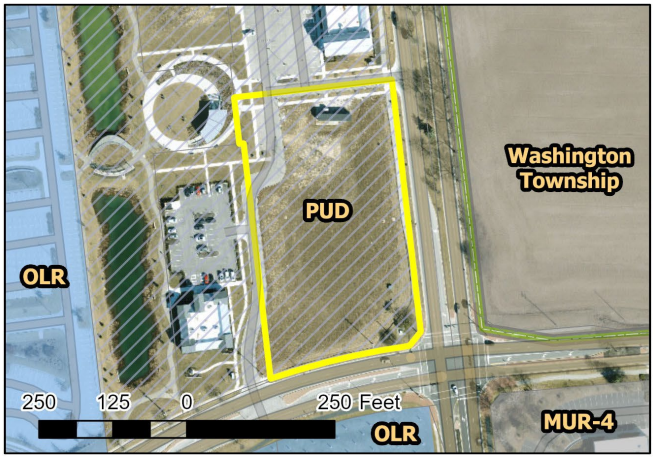
Site Location Map

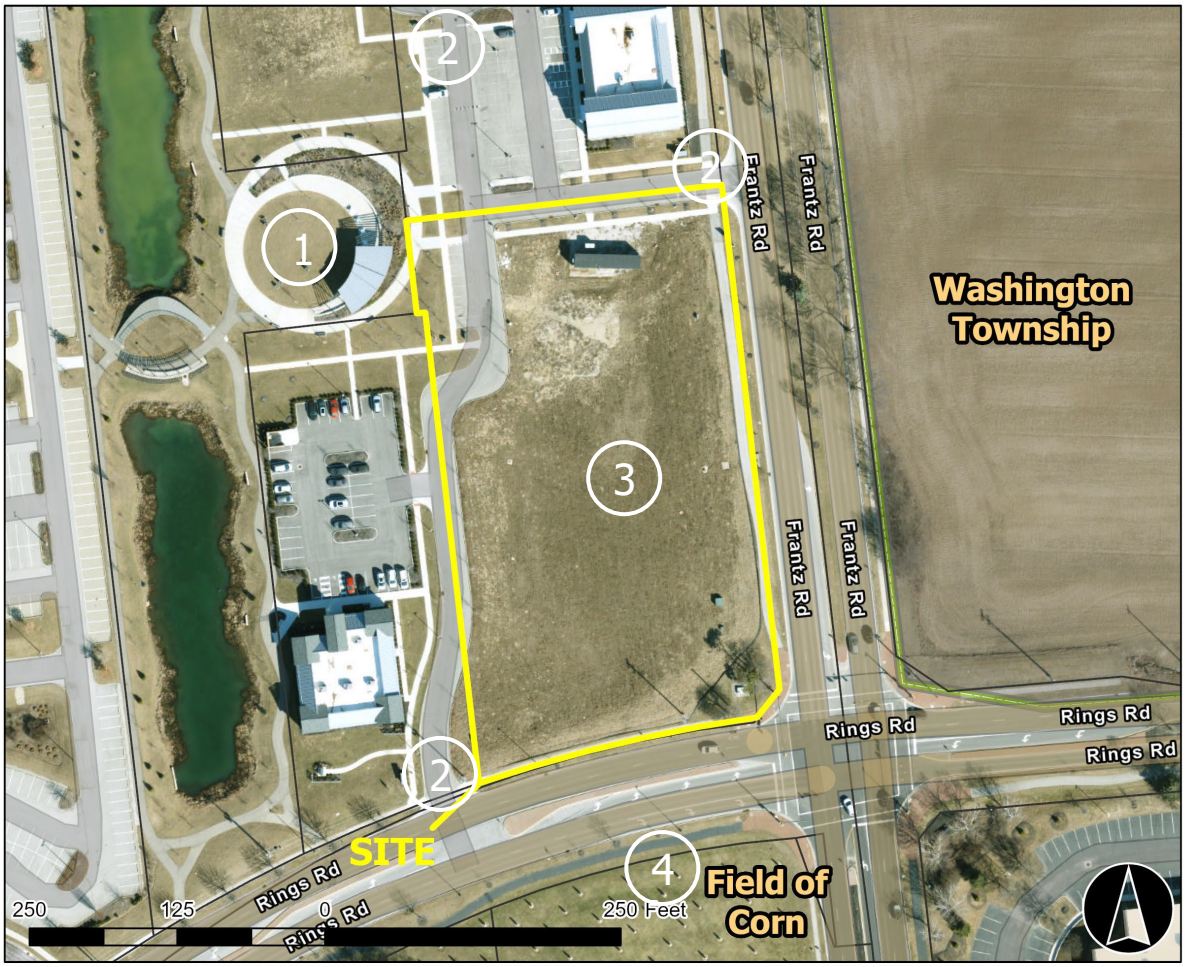
26-075CP - The Corners Phase II

City of Dublin
OHIO, USA

Site Features

1. Public Park/Subarea A
2. Shared Vehicular Access Point
3. Subarea B1
4. Field of Corn





1. Request and Process

Request

The applicant requests review and feedback on a Concept Plan (CP) for the construction of two retail buildings and associated site improvements, including a remote ATM and drive-thru.

Process

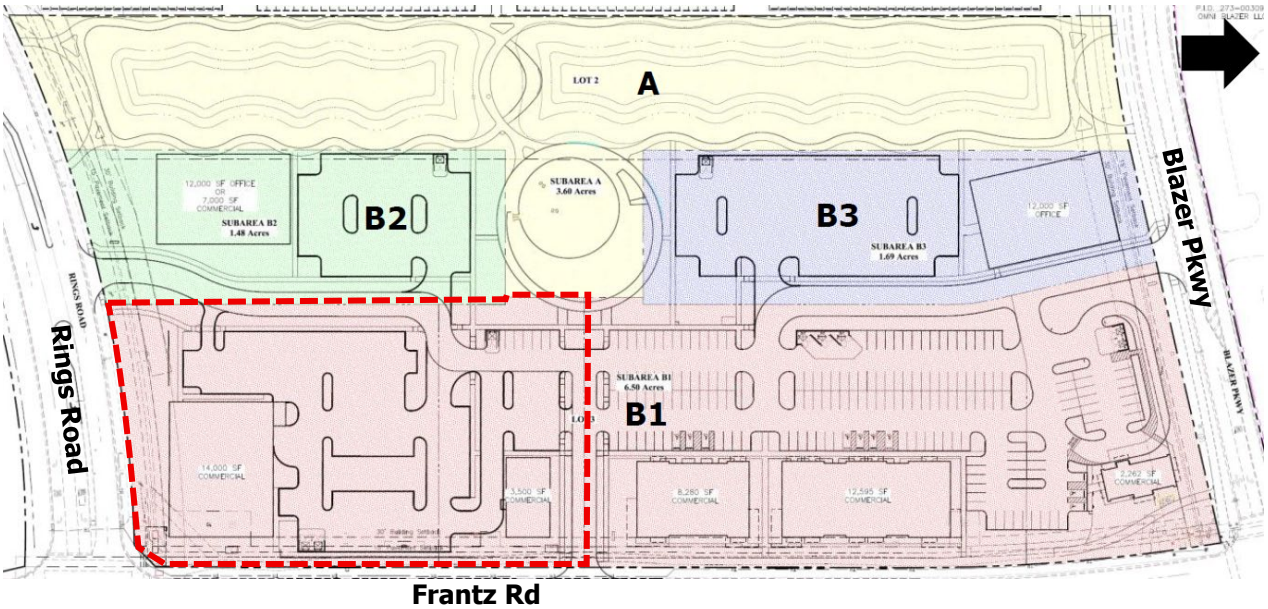
City Council approved the overall Rezoning/Preliminary Development Plan (PDP) in December 2019, establishing PUD - The Corners. Since that PDP included this site, upon receiving feedback from the Commission, the applicant may incorporate feedback and submit for a Final Development Plan (FDP).

1. *Concept Plan (CP) – PZC Consideration (non-binding feedback)*
2. *Final Development Plan (FDP) - PZC Determination*

2. Background

Site Summary

The site is zoned PUD – The Corners and is located within Subarea B1, which includes an existing Starbucks and two multi-tenant commercial buildings on separate parcels. The proposed development represents the final phase of The Corners development. The site is situated northwest of the intersection of Frantz Road and Rings Road, with vehicular access from both streets and a shared access drive from Blazer Parkway. To the west are Subarea A, which includes greenspace, and Subarea B2, which contains a small multi-tenant building with medical office uses. The Waterford Village neighborhood is located northeast of the intersection of Frantz Road and Blazer Parkway/Longbranch Drive; however, no residential development is directly adjacent to the site. Sam and Eulalia Frantz Park, which includes the Field of Corn, is located south of the site. The 2019 PDP is shown below with the site outlined in red.



The Corners PDP (2019)

History

2024 - Subarea B3
PZC approved text modifications permitting daycare uses and establishing parking requirements within Subarea B3 and approved the FDP for a ±12,800 SF daycare and site improvements. PZC recommended: reducing buildings perceived scale, emphasizing public street façade, using brighter colors, and eliminating dead-end drive aisles.

2022 - Subarea B2
PZC approved the FDP for the ±7,100 SF multi-tenant medical office/commercial building with site improvements.

2020 - Subarea A, Subarea B1 (Phase 1) and Final Plat
PZC approved the FDP and Conditional Use for the first phase of Subarea B1 which included ±23,500 SF of commercial space in three buildings (Building A, B and C), ±2,000 SF of patio space, associated site improvements including a drive-thru and the 3.8-acre public park (Subarea A). The Final Plat was approved by City Council to subdivide the site into three lots.

2019 – Rezoning and PDP
City Council approved the Rezoning/PDP in from OLR, Office, Laboratory and Research District to PUD, Planned Unit Development for the future Corners development, which permits up to 70,000 SF of commercial and office uses and a public park. PZC recommended approval of the Z/PDP. During an informal review of the development application PZC highlighted the relationship of the proposed development with the Field of Corn, the importance of creating a pedestrian friendly environment, and the need to provide efficient vehicular circulation without encouraging pass-through traffic.

3. City Plans, Policies and Development Text

The primary regulatory framework for this site was established by the Development Text and the PDP approved with the rezoning. The Community Plan and other applicable plans and policies also provide relevant guidance and should be considered in evaluating development proposals.

Envision Dublin Community Plan

Envision Dublin is a key policy document used to guide decision-making regarding the future of Dublin's natural and built environment. It assists in evaluating development proposals and helps ensure that proposed development supports the community's long-term objectives.

Future Land Use
The Future Land Use (FLU) recommendation for the site is Mixed Use Neighborhood, envisioning neighborhood-oriented services and a complementary mix of commercial, office, and residential uses near existing and future neighborhoods. Development should maintain a walkable, neighborhood-scale character, with buildings generally one to three stories in height, and street-oriented entrances and storefronts. The designation encourages a mix of uses, integrated open spaces, sustainable design features, and pedestrian-friendly streetscapes with sidewalks, street trees, patios and seating. Parking is generally located behind buildings, with on-street parking where appropriate.

Special Area Plan

The site is located within the boundaries of the Dublin Corporate Area (DCA), which is identified as a Special Area Plan. The DCA builds upon previous planning efforts, including the previous Dublin Corporate Area Plan (DCAP) adopted in 2018 (prior to the establishment of the Corners PUD), to establish a long-range vision for revitalizing Dublin's legacy office parks and maintaining the area's competitiveness as a regional employment center. The DCA recognizes the challenges associated with traditional, auto-oriented office developments and encourages strategic infill and redevelopment that introduces a broader mix of complementary land uses, amenities, and public spaces. The focus is on a more walkable, connected, and vibrant environment through enhanced pedestrian and bicycle infrastructure, placemaking, and a mix of retail, restaurant, residential, and recreational uses.

Signature Trail Plan

Adopted by City Council in December 2025, the Signature Trail Plan establishes a vision for a new, iconic trail type, the incorporation of trailhead locations, additional future expansions and regional connections, placemaking zones, materials, wayfinding, and digital integrations. The Signature Trail Plan recommends this trail be located along the west side of Frantz Road and the north side of Rings Road. The section fronting the site is classified as Suburban + New Development, which includes an approximately 33-foot-wide preferred section. The Signature Trail Plan provides for conditions where recent development and other site constraints limit the feasibility of the preferred section (left, below) via a 20-foot Constrained Section alternative (right, below). The integration and alignment of the Signature Trail within the site will require further consideration.



Suburban + New Development Section (33 feet)



Constrained Section (20 feet)

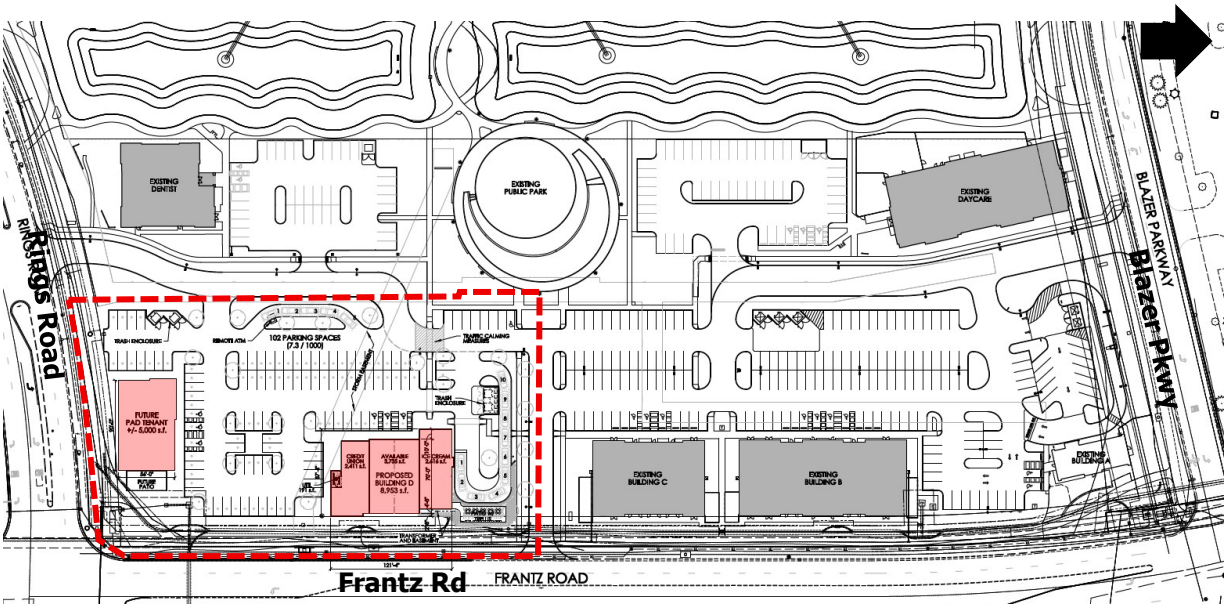
PUD – The Corners Development Text

The intent of the development is to achieve the objectives of the DCAP by creating a pedestrian friendly, high-quality development with neighborhood-oriented retail, restaurants, personal services, and offices development focused on providing needed amenities to serve workers, nearby hotel visitors and residents with new development sensitive to adjacent neighborhoods.

4. Project

Summary

The applicant is proposing ±13,900 SF of new development within two single-story buildings, Building D (±8,900 square feet) and a building fronting Rings Road (±5,000 square feet). Other proposed site improvements include ±104 parking spaces, a drive-thru and a remote ATM kiosk. The proposed site plan is shown below with the site outlined in red.



Proposed Site Plan

Uses and Density

Subarea B1 permits a total maximum of 47,000 SF of development. Restaurant use in excess of 30,000 SF (cumulative gross) require Conditional Use review and approval. Office uses are limited to no more than 50% of the gross square footage of any single building. Outdoor dining and seating is also permitted up to 10,000 SF total. The applicant is proposing ±13,900 SF of new development, which would total ±37,200 SF within Subarea B1. The proposed retail, eating/drinking establishment, and credit union are permitted uses. The applicant also proposes ±1,600 SF of outdoor dining and seating, which remains within the permitted density.

Drive-Thrus

Drive-thrus may be permitted as a Conditional Use (CU) within Subarea B1, subject to review and approval by the Commission. The Development Text prohibits service windows and vehicular canopies associated with drive-thrus to have frontage on Frantz Road. Should the Commission support the proposed use, CU approval would be required for each drive-thru use in conjunction with the FDP.

Restaurant drive-thru facilities are required to provide a minimum of four stacking spaces behind the menu board and four spaces behind the first service window. The applicant proposes eight stacking spaces to meet these requirements, along with a partial bypass lane that begins beyond the menu board. Drive-up ATMs require three spaces per kiosk, five are proposed.

Setbacks
The Development Text establishes a 30' setback for all buildings and structures and a 15-foot setback for pavement, including patios. The proposed Building D and the building fronting Rings Road comply with the required setbacks. However, the proposed pergola in front of Building D may encroach into the 30-foot setback. As pergolas are considered structures, they are subject to the required building setback.

Vehicular Circulation
The Development Text states vehicular circulation should provide convenient cross-access between all subareas and uses while discouraging pass-through traffic. The primary internal circulation network was established with the PDP, and the proposed site access remains consistent with that plan, utilizing existing access points from the surrounding thoroughfares and cross access. The proposed internal vehicular circulation is generally consistent with the approved PDP; however, the addition of the drive-thrus modifies circulation patterns, and the applicant is now proposing dead-end parking west of the building fronting Rings Road, where none was previously proposed. An AutoTURN fire truck analysis will be required with the FDP.

Pedestrian Circulation
Per the Development Text, pedestrian connections should link all building entrances and proposed parks and open spaces to existing sidewalks and shared-use paths along surrounding public streets. Safe, direct, and convenient pedestrian connections should also be provided between all subareas and from parking areas to building entrances and shared spaces. The applicant is proposing sidewalks to connect new buildings with sidewalks along public streets and to other subareas. The sidewalk to the northern portion of Subarea B1 traverses through the Building D drive-thru.

Parking Spaces
Commercial (restaurant/retail/personal services) uses require a minimum of five spaces per 1,000 GSF and a minimum of four spaces per 1,000 GSF for office, according to the Development Text. There is no parking requirement for outdoor dining areas. The Development Text also provides provisions to allow shared parking between users. The applicant is proposing approximately 7.5 spaces per 1,000 SF. At least four bicycles parking spaces will be required for the proposed development.

Landscaping
A cohesive landscape theme should be provided along the Frantz Road frontage between the existing shared use path and proposed patios and building façades. Parking, vehicular use areas, and service areas shall be screened from public view through the use of walls, fences and landscaping.

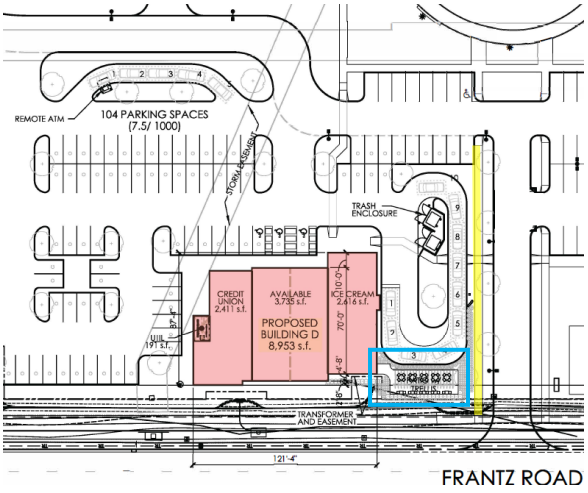
Architecture
Architectural elevations were not included with the application; however, renderings were provided to illustrate the proposed conceptual building design. The renderings generally depict building massing and articulation consistent with the existing development. Detailed architectural elevations and material specifications will be required with a future FDP application. Staff also notes several inconsistencies between the conceptual renderings and site plan concepts related to both site layout and building design, which should be reconciled with the FDP submittal.

5. Questions for Discussion

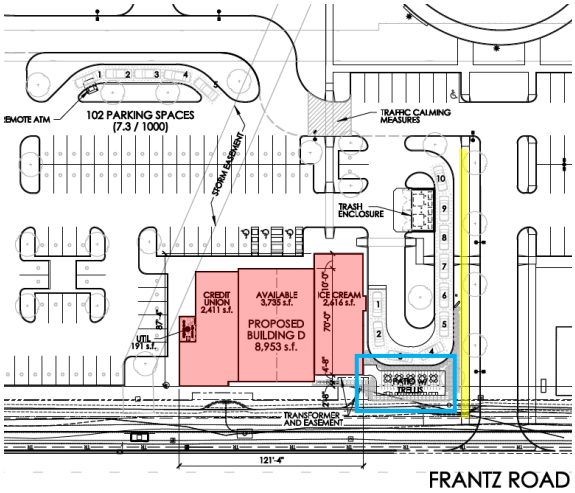
The following discussion question is intended to guide the Commission's review and facilitate non-binding feedback to the applicant. Staff asks the Commission to also provide feedback on other elements of the proposed development not framed by the question below.

1) Does the Commission support the proposed overall site layout, building locations, drive-thru and remote ATM kiosk, and vehicular and pedestrian circulation?

The applicant provided two schemes illustrating different configurations for the drive-thru, parking, and circulation nearest proposed Building D. Both schemes illustrate a trash enclosure and sidewalk within the drive-thru circulation. In addition to the site concepts, conceptual renderings have been provided. The Commission should consider how the proposed drive-thru intergrates with site layout and vehicular and pedestrian circulation.



Building D Drive-thru Scheme 1



Building D Drive-thru Scheme 2

Both schemes propose a patio (outlined in blue above) located approximately four feet from the drive-thru lane, providing limited space for a pedestrian safety buffer and landscaping to screen it from the patio and public view along Frantz Road. A pergola and trellis are proposed within this area, which may help screen the drive-thru and establish an architectural edge along Frantz Road; however, a portion of the pergola may encroach into the required Frantz Road setback. Additionally, vehicle exhaust from idling vehicles and noise associated with drive-thru ordering may negatively impact the comfort and overall quality of the patio space.

The applicant is also proposing an approximately five-foot separation between the entry drive walkway to the north (walkway highlighted in yellow above) and the drive-thru lane, which provides limited space for landscaping to adequately screen the drive-thru from Frantz Road. This constrained area may not provide sufficient room to accommodate mature plantings, potentially resulting in overgrowth that encroaches into the pedestrian walkway or interferes with drive-thru circulation.

The existing Starbucks (Building A), an existing drive-thru precedent for Subarea B1, demonstrates an approach in which the building is positioned between the drive-thru and Frantz Road, screening it from the street while also providing separation and screening for the outdoor patio. Additionally, more ample space is provided around the drive-thru lane for landscaping.

A site-specific recommendation of the DCA is to preserve view corridors to the existing 5100 Rings office building (formerly occupied by Cardinal Health), located across the entry drive from Frantz Road. The PDP illustrated a building in this location to frame the entry drive and establish a defined edge along Frantz Road. The Commission should consider whether the proposed drive-thru and its associated site treatment appropriately frame the entry drive and intended view corridor.

The Development Text prohibits drive-thru service windows and vehicular canopies associated with drive-thrus to have frontage on Frantz Road with the intent of limiting drive-thru frontage and visibility from public view and impacting the Frantz Road streetscape. The Commission should consider if the proposed drive-thrus are harmonious with and in accordance with the intent of the Development Text including character of the development, vehicular and pedestrian circulation, and sensitivity to its context and the Frantz Road streetscape.

2) Any other considerations by the Commission.