# Dublin Corporate Area Plan

**Special Area Plan (2018)**

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# PROJECT OVERVIEW

The City of 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 they 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 Plan builds upon a study of Dublin's legacy office parks – including Metro Center and the businesses along Frantz Road and Blazer Parkway – and 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.

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 first is a shift in the perceived and actual parking demand for certain users that now utilize a much higher employee-per-square-foot ratio than when parking ratios were first developed. The second 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.

This plan seeks to provide successful revitalization for the Dublin Corporate Area, while pointing the way toward future opportunities and sustainable development.

## PLANNING GOALS

The following goal statements serve as the policy foundation for the Dublin Corporate Area Plan.

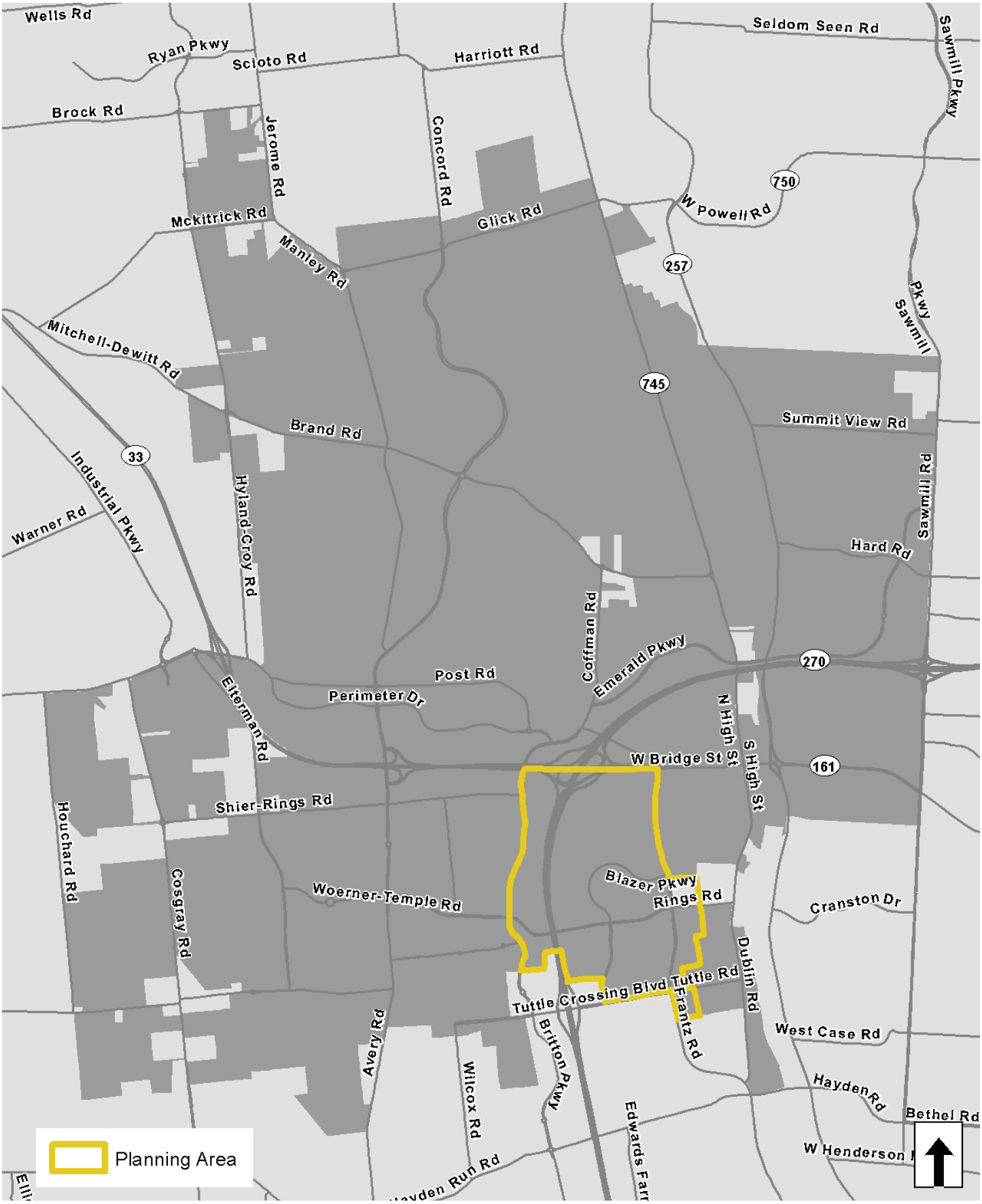
- Reposition the "legacy" office sites for success by encouraging new investment, as well as reinvestment in existing buildings.
- Create a walkable, mixed use environment with the commensurate amenities, while recommending places for infill and new development.
- Identify under-served markets and the related opportunities for attracting new private investment.
- Establish a strategy to "refresh" the Frantz Road streetscape that better reflects the gateway nature of this important corridor.
- Recommend mechanisms to ensure additional development along Frantz Road does not adversely impact neighborhoods to the east.
- Recommend zoning tools to ensure successful implementation of the vision and plan recommendations.

## PLANNING AREA CONTEXT

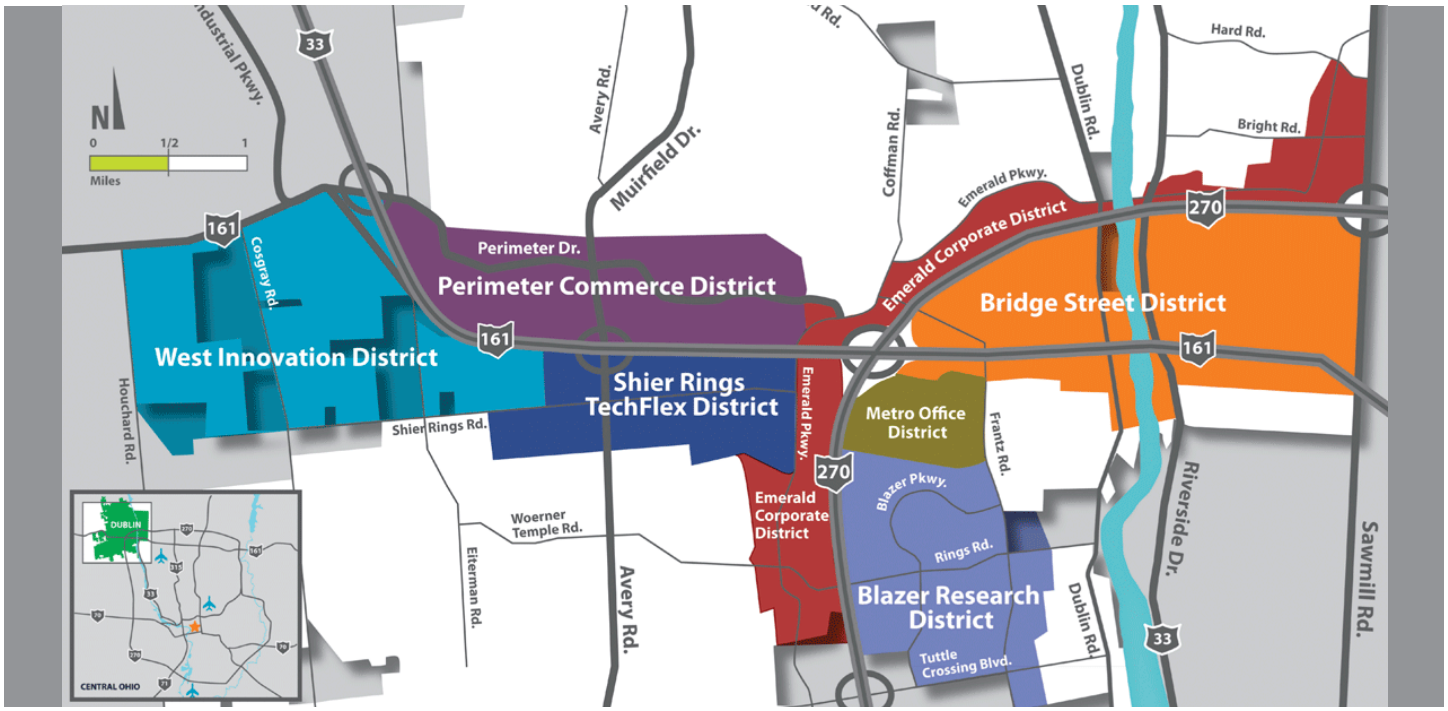
The planning area is approximately 987 acres and primarily consists of large office campuses that developed during the 1970s to 1990s. Placed along I-270, these "outerbelt" sites were considered premium locations for suburban office development during this time period because of high visibility and the focus on vehicular access.

Since the origins of this district, Dublin has expanded considerably, adding districts further northwest that focus on more targeted uses. These uses, such as technology and medical office, have been aided by public infrastructure investments to strengthen those markets. Dublin is also well underway in transforming the city core into a thriving and walkable mixed-use environment with the development of the Bridge Street District. Unfortunately the planning area has languished as times, preferences, and technological needs have advanced.

## REGIONAL CONTEXT



## COMPLEMENTARY PLANNING PROJECTS




*Map of Dublin business districts*

### WEST INNOVATION DISTRICT

The western edge of Dublin is an area poised for significant change. The West Innovation District contains 1,100 acres of land between Avery Road, Houchard Road, Shier Rings Road, and State Route 161/Post Road. The District is a key priority of the City and is targeted for office, research, laboratory and clean manufacturing uses. In particular, the District is home to the Dublin campus of Ohio University, which is intended to grow to over two million square feet of development. Just as Dublin has grown and changed significantly over the last few decades, technology and the way business is conducted has also evolved.

### WEST BRIDGE STREET CORRIDOR FRAMEWORK PLAN

With the completion of the I-270/ US 33 interchange, the West Bridge Street corridor is expected to undergo increased development pressure. The purpose of the West Bridge Street Corridor Framework Plan is to establish a consensus-based development vision for the planning area that will ensure public and private investments are consistent with the community's vision. It will also include conceptual streetscape plans for the West Bridge Street right-of-way to ensure it transforms to a walkable public space. The framework plan will establish a cohesive policy so that all aspects of future development, including development character, walkability and pedestrian experience, connectivity and access, and supporting infrastructure are consistent with the previously established Bridge Street District Vision Plan.

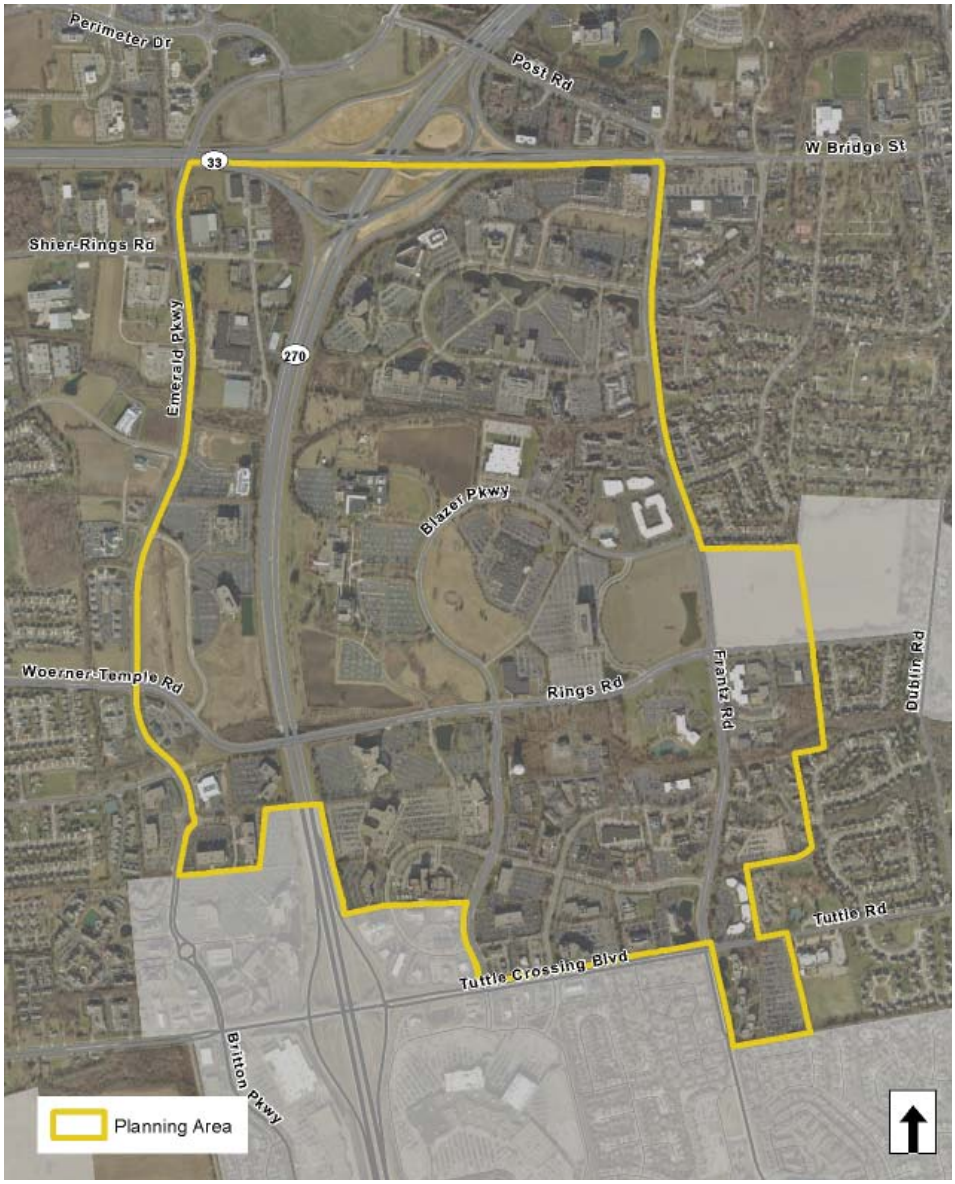
# EXISTING CONDITIONS

The Dublin Corporate Area is characterized by a typical office campus development pattern. The planning area is from West Bridge Street on the north, Emerald Parkway on the west, Frantz Road on the east, and Tuttle Crossing Boulevard on the south. This incorporates areas on both sides of the I-270 corridor and is adjacent to several Dublin districts including the West Bridge Street District to the north and the Tech Flex District to the northwest.

General characteristics of the planning area include:

- Large-scale corporate office development.
- Highway-oriented "legacy" office campus sites.
- Segregated land uses.
- Auto-oriented site design.
- Limited roadway connectivity.
- Limited public use open space.

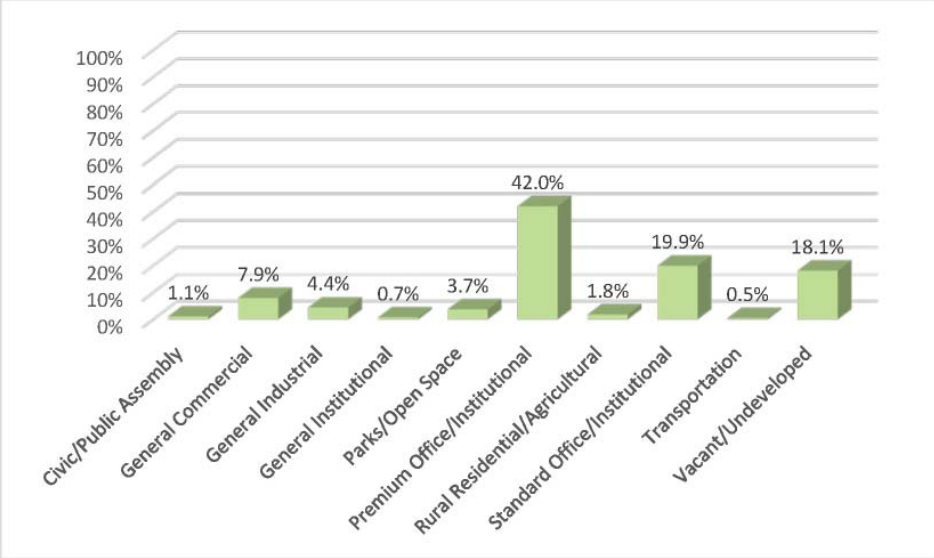
The planning area is largely developed, but also contains some significant vacant sites. In addition, the current development pattern provides some redevelopment and infill opportunities.




*Dublin Corporate Area Plan: Planning Area*

| Land Use Category | Number of Parcels | Total Acreage | % of Total Land Use Area |
|---|---|---|---|
| Civic/Public Assembly | 2 | 7.9 | 1.1% |
| General Commercial | 11 | 58.4 | 7.9% |
| General Industrial | 8 | 32.4 | 4.4% |
| General Institutional | 1 | 5.2 | 0.7% |
| Parks/Open Space | 9 | 27.1 | 3.7% |
| Premium Office/Institutional | 11 | 309.4 | 42.0% |
| Rural Residential/Agricultural | 1 | 13.1 | 1.8% |
| Standard Office/Institutional | 6 | 146.6 | 19.9% |
| Transportation | 3 | 3.4 | 0.5% |
| Vacant/Undeveloped | 15 | 133.1 | 18.1% |
| | | 736.6 | 100.0% |

## EXISTING LAND USE AND ZONING




The Dublin Corporate Area encompasses 987 acres on both sides of I-270. The largest land use within the planning area is corporate office. The designated land uses associated with this office development are Standard Office and Premium Office, which also constitute the most prevalent of the land use categories in the planning area.

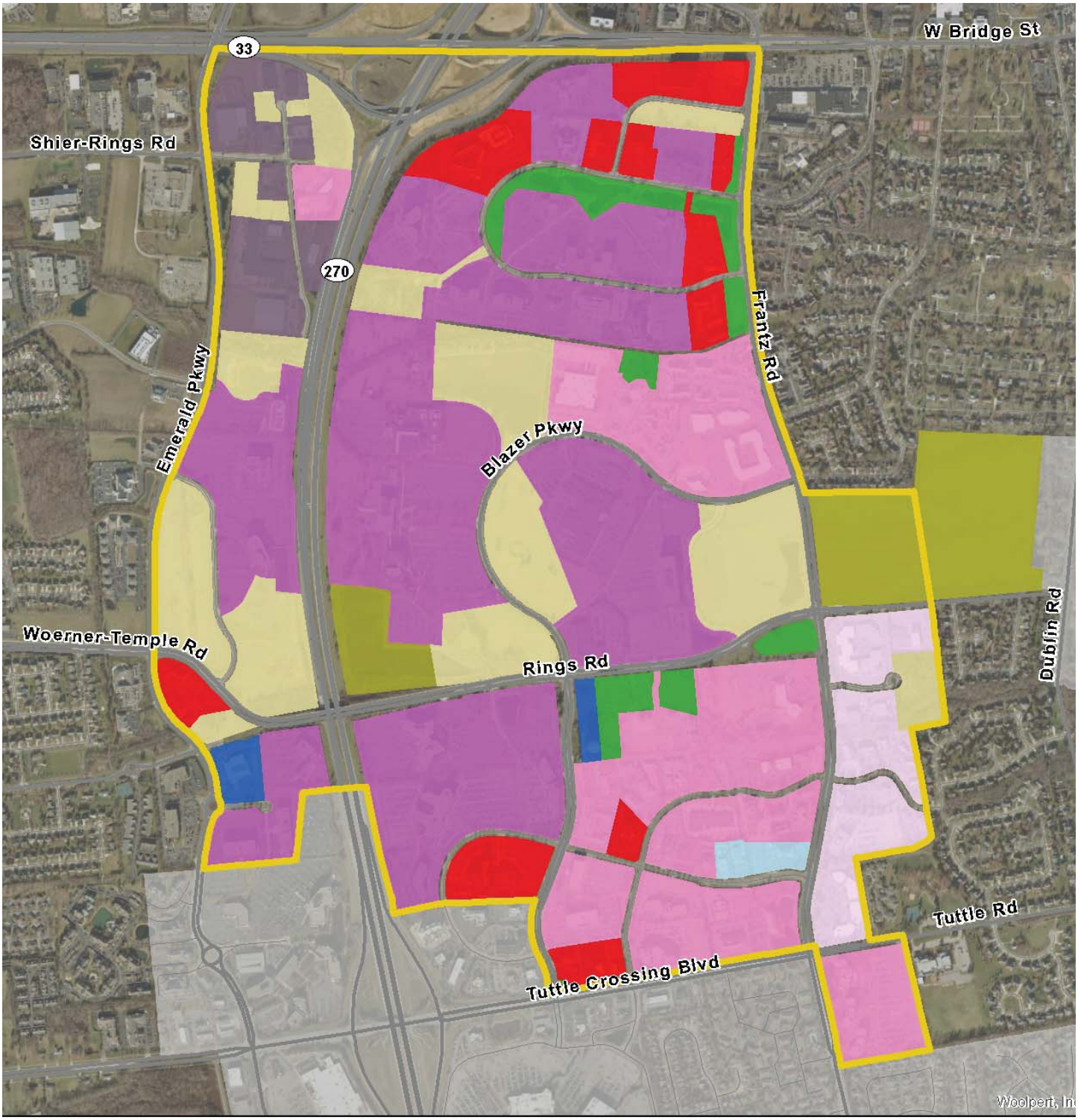
In the southern and northern portions of the planning area, General Commercial areas introduce a wider mix of commercial uses, intermingling with hotels, medical offices, and some restaurant and retail. There is also a small area of General Commercial in the western portion of the planning area, at Rings Road and Emerald Parkway, that includes a small restaurant/retail cluster.

The northwest corner of the planning area incorporates General Industrial for several sites. This serves as a transition to the adjacent Tech Flex District.

There are limited Parks/Open Space as well as Civic uses throughout the planning area. Some of the larger areas designated as Parks/Open Space are stormwater features for the Metro Center office campus with limited recreation opportunities.

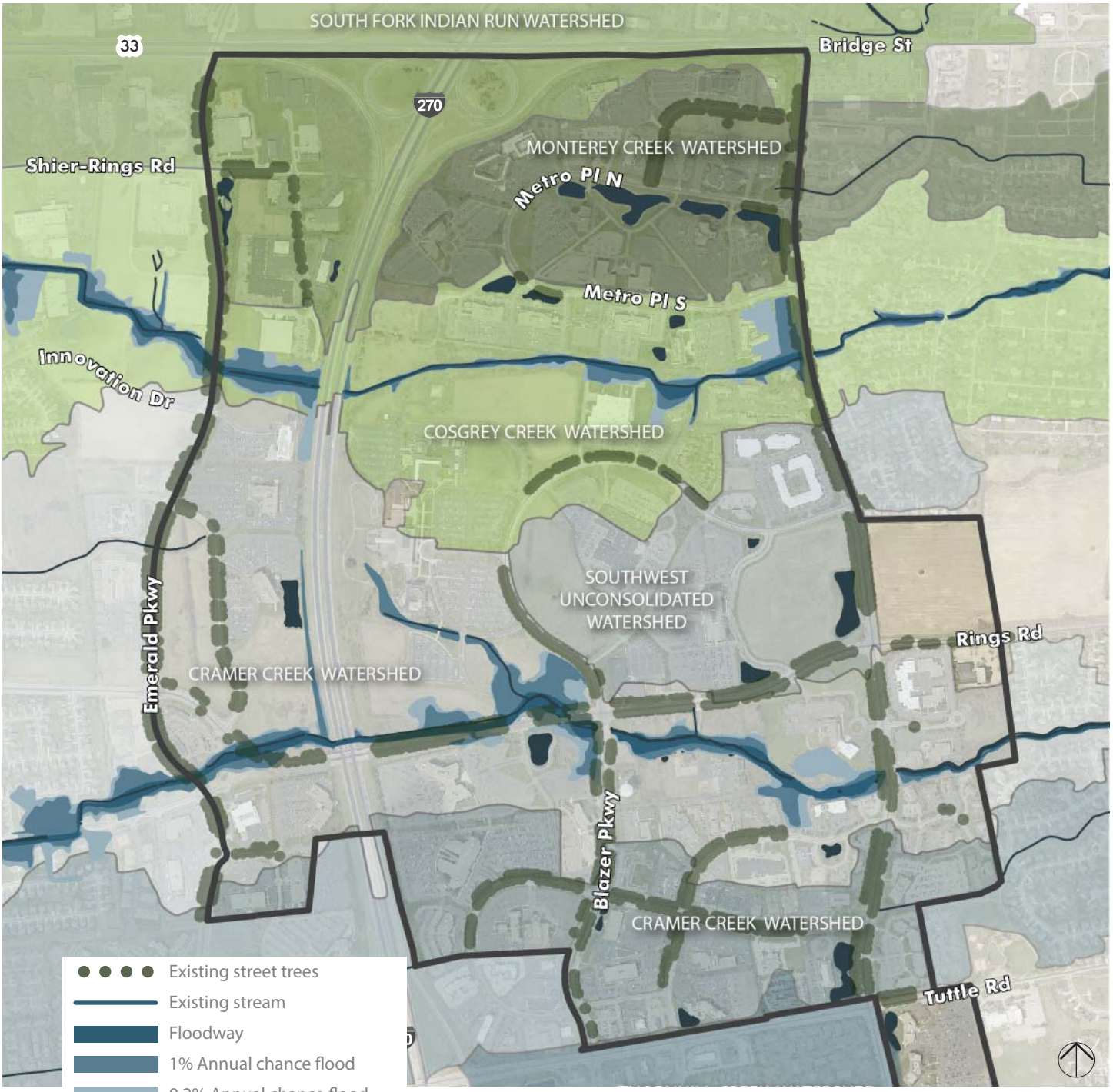
To the west and east of the site are residential neighborhoods, predominantly single-family residential homes.

To the north is West Bridge Street, which provide opportunities for physical connection to the planning area for compatible development. To the south of the planning area is the Mall at Tuttle Crossing, auto-oriented restaurant/retail, and multi-family residential in the City of Columbus.




*Existing Land Use Map*

- Planning Area
- Rural Residential/Agricultural
- General Commercial
- Neighborhood Office/Institutional
- General Institutional
- Standard Office/Institutional
- Civic/Public Assembly
- Premium Office/Institutional
- Parks/Open Space
- General Industrial
- Vacant/Undeveloped




*Natural Assets Map*

## NATURAL ASSETS

There are a number of small creeks that create a series of sub-watersheds throughout the planning area. Most property adjacent to the creeks have been developed. Cosgray Creek crosses Frantz Road and does provide an opportunity for a green linkage through the planning area.

To preserve environmentally sensitive areas along streams and creeks, the City of Dublin's Stormwater Management Design Manual requires Stream Corridor Protection Zones and provides additional guidelines regarding mitigating the impacts of new development on preserved areas.

The natural tree canopy in the area consists of some preserved tree rows and tree stands scattered throughout the planning area. These natural and aesthetic remnants of the previous farmland uses are natural assets and a link to the legacy of the area.

Extensive landscaping installed over several decades have created tree canopies that have matured into excessive growth and unmanicured streetscapes.

## PARKS AND OPEN SPACE

There is limited parkland in the planning area. The major feature is the Field Of Corn public art installation at Rings and Frantz Road. Most other open space is part of the larger stormwater systems of office campus areas. The largest of these is at Metro Center where the open space is a series of ponds that includes some passive recreation and walking trails.

## STREET NETWORK AND RIGHT-OF-WAY CHARACTERISTICS

The roadway system in the planning area consists of the I-270 corridor and some large collector roads, with limited linkages between them. The roadways that provide entry/exit for I-270 carry heavy volumes as a result. Other primary roadways serve as access points to different office areas, without many direct interconnections.

### Frantz Road

Frantz Road is a vital north/south corridor for the City. It serves as the primary link between Bridge Street and the southern portions of the City and serves as a central spine between I-270 and the Scioto River. Frantz Road is the only access point for Metro Center into the larger roadway network. It also serves as one of only three significant access points (along with Rings and Blazer) for all the development east of the I-270.

The typical Frantz Road character includes sidewalks or trails. In many places there are large setbacks along the roadway with mature landscaping sometimes obscuring the buildings behind. In other locations there are large parking lots or stormwater facilities.

### Emerald Parkway

Including a series of roundabouts, Emerald Parkway is an important part of the overall roadway linkage along the outer portion of the I-270 corridor. This road serves as a north-south regional connection and provides access to the office and industrial uses on the west side of I-270. In addition, Emerald Parkway marks a transition point, where the scale of development changes on the west side of the corridor from office to residential neighborhoods.

### Tuttle Crossing Boulevard

This is a major highway-oriented commercial corridor, linking I-270 to the southern portion of the planning area. Tuttle is characterized by numerous travel lanes and turning lanes, and auto-oriented access to individual sites. Serving the mall, high-volume restaurants, and hotels, Tuttle Crossing Boulevard gets narrower as it proceeds east to Frantz Road.

### West Bridge Street

The portion of West Bridge Street adjacent to the planning area is a major highway corridor, providing linkage to I-270. The current study for West Bridge Street seeks ways to reduce the impediments for pedestrians along that corridor, including a potential pedestrian bridge that would link to the Dublin Corporate Area.

### Blazer Parkway

Blazer Parkway provides a needed internal connection in the planning area. Linking to Tuttle Crossing Boulevard at the south, Blazer Parkway provides a route to many of the hotels, restaurants and offices in the southern portion of the planning area. In addition, Blazer Parkway extends past many of the yet-undeveloped sites near Rings Road.

### Rings Road

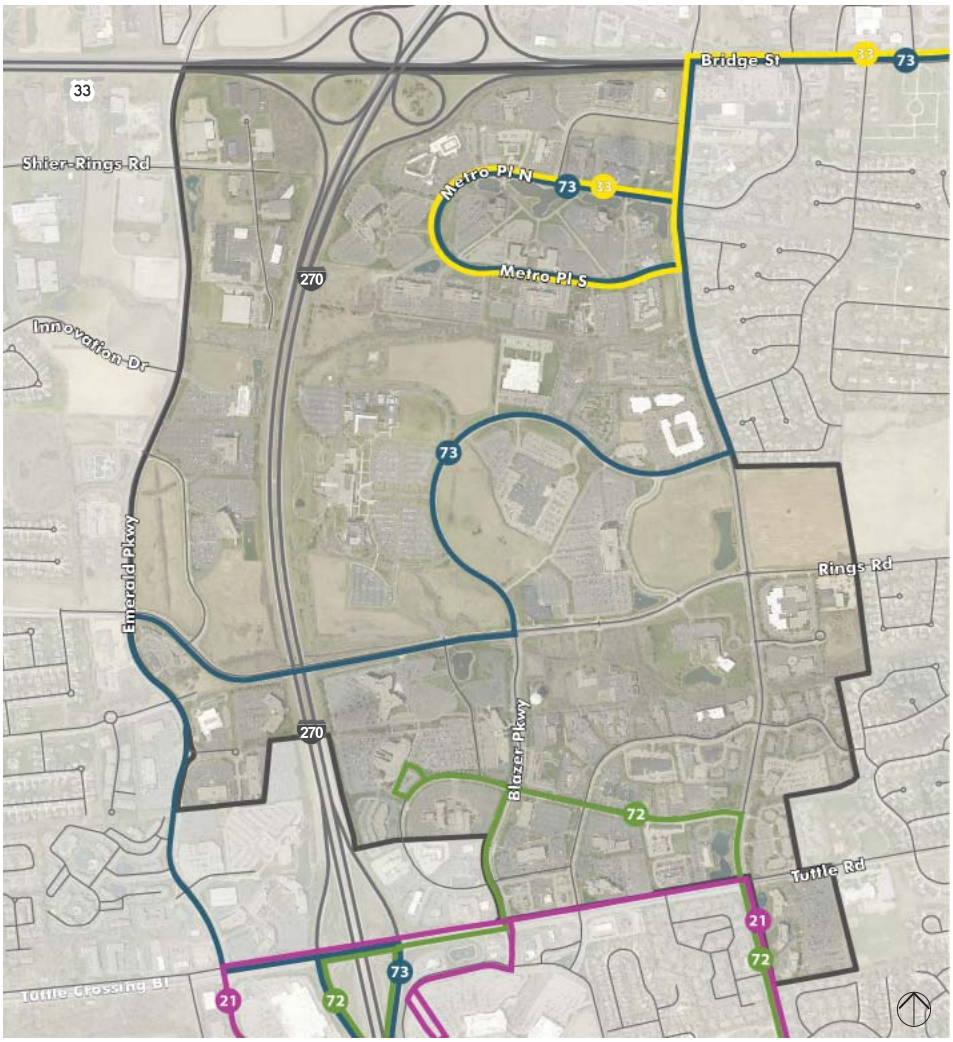
Rings Road is an important east/west connector for the planning area. It is the only route that is not a highway entrance linking both sides of the planning area, with a connection over I-270. Rings Road includes a sidewalk and a trail connection as part of the streetscape, providing important pedestrian and bike connections for the overall network.

## TRANSIT, BICYCLE AND PEDESTRIAN INFRASTRUCTURE

### COTA

The Central Ohio Transit Authority (COTA) provides limited transit service within the corridor with 4 routes.

- COTA Route 33: Provides access from the north via Bridge Street and loops through Metro Center.
- COTA Route 73: Provides the largest geographic reach of the routes, linking Bridge Street on the north with Tuttle Crossing Boulevard and I-270 on the south. The route travels along a portion of Frantz Road, linking through the Blazer Parkway/ Rings Road area to access Emerald Parkway on the west.
- COTA Route 72: Provides service to the southern portion of the planning area, with service accessing I-270, and arcing along Blazer Parkway and Park Center Avenue, as well as access to the south along Frantz Road.
- COTA Route 21: Provides service at the southern border of Dublin along Tuttle Crossing Boulevard, and accessing the Mall at Tuttle Crossing and south along Frantz Road.




*Existing Transit*

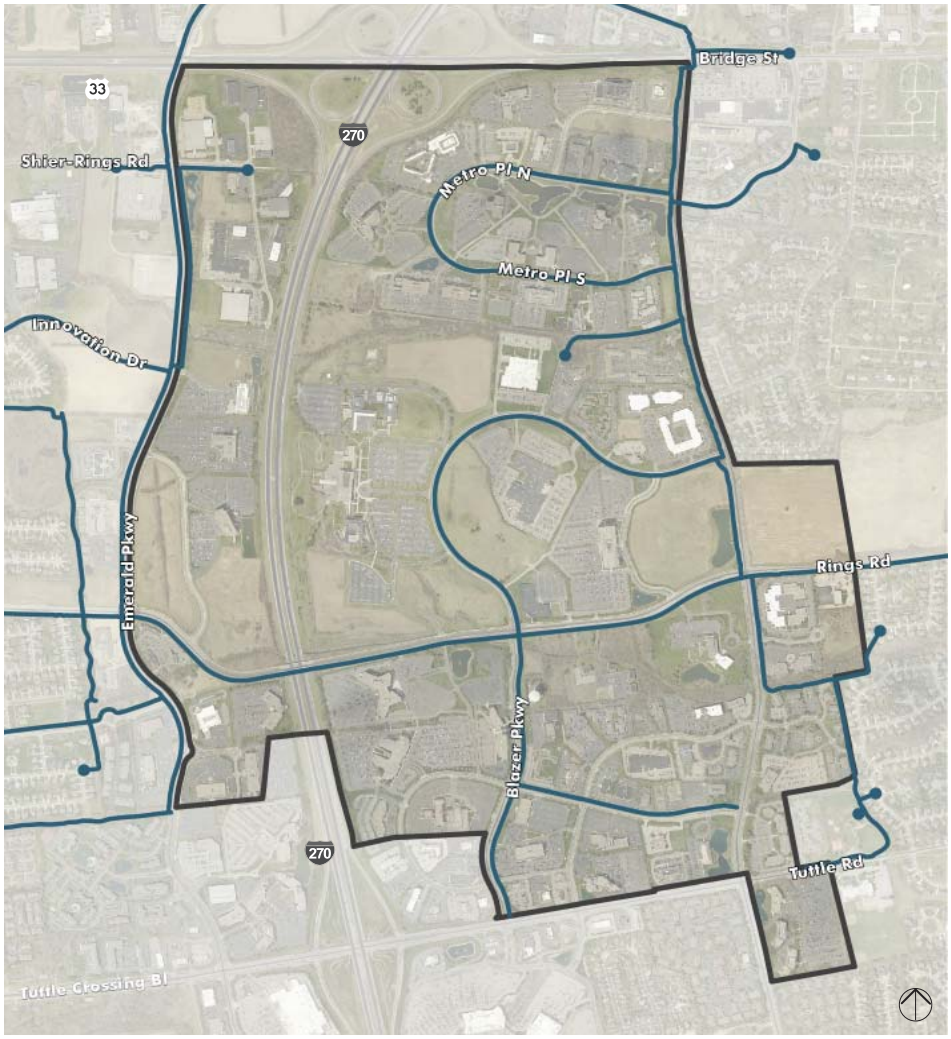
21 COTA Route 21
33 COTA Route 33
72 COTA Route 72
73 COTA Route 73

## BICYCLE AND PEDESTRIAN FACILITIES

Existing bike facilities in the corridor are shared use paths adjacent to roadways. There is a robust system of these trails running along the major roadways, particularly Frantz Road, Emerald Parkway, Blazer Parkway and Rings Road. Further connections are needed within the planning area. Individual sites have limited bicycle facilities, such as internal site access to buildings and bicycle parking.

Pedestrian connectivity is a mixture of the shared use paths and sidewalks. Paths or sidewalks serve most locations, but the walkability is generally poor in many of the interior office campus areas. This is due to the prevalence of large parking areas and the lack of nearby amenities. Along major corridors such as Frantz Road, the mature landscaping tends to be overgrown on the adjacent private office sites, further diminishing overall walkability.

In 2017 and 2018, the City is undertaking a citywide Mobility Study to enhance modal options throughout Dublin. The Dublin Corporate Area must serve as an important linkage to many portions of the City.  Options that include local circulators or other means of enhancing transportation modes should certainly be extended into this district.



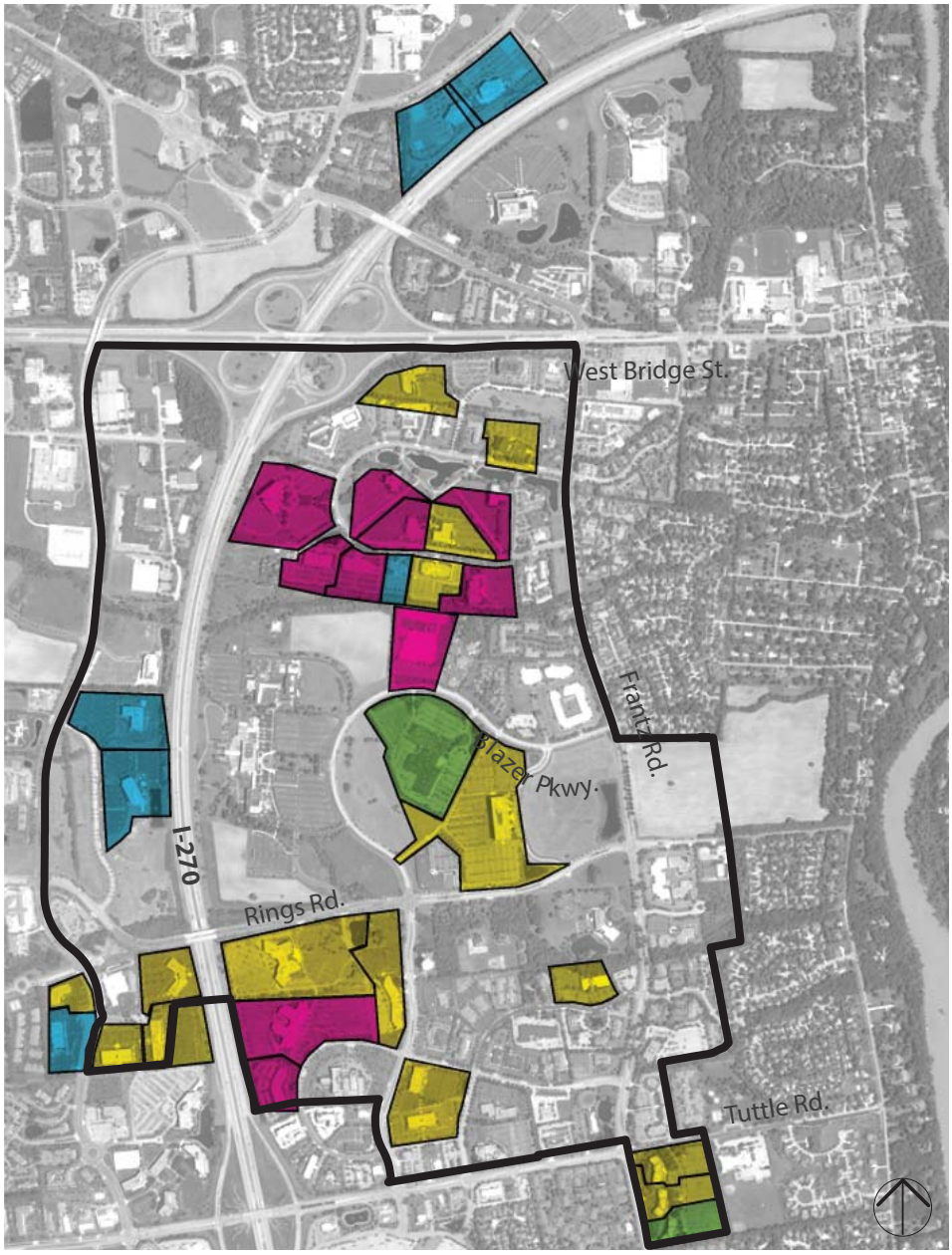

Existing Bike Path

*Existing Bike Paths*

## EXISTING PARKING RATIOS

Typical parking ratios for suburban office uses range from 4 to 5 spaces per 1,000 square feet. This is typical of many zoning codes and has proven to be the market standard for many years in places with limited transportation options beyond automobiles. The typical Dublin zoning code standard is 4 spaces per 1,000 square feet *(code section 153.212)*.

In recent years, there has been a trend for higher parking ratios due to more employees per 1,000 square feet of building space. This is particularly pronounced in large single-user buildings where one corporation takes an entire building originally planned to house numerous businesses. By removing redundant common areas such as lobbies for multiple users, the single-user maximizes the number of employees, thereby creating additional parking demand. Another recent development has been the proliferation of call centers that use less office space per employee, generate additional parking demand per office square footage. These call center uses also have challenges during shift changes when there is an overlap.




*Number of parking spaces per 1,000 sq. ft.*

- *High (6 and Higher)*
- *Average* (4.1 to 4.9)*
- *Above Average (5.0 to 5.9)*
- *Below Average (4.0 or less)*

**Average represents the regional parking ratio average among Dublin and select northern suburbs along I-270 as well as other newer office developments in Columbus*

## TARGETED SITE ANALYSIS

In order to understand the current conditions regarding parking usage, an informal visual survey was conducted at all the designated focus sites, observing the parking lots at different times throughout the day and on different days of the week. Identifying used and unused portions of the parking areas, data was generated as to both the usage rates and locations of parkers.

While certain users are experiencing parking shortages, many had consistent vacancies in their parking lots. Those experiencing difficulty were typically very large single-user buildings and call centers with shift changes. The problem for those other users who perceived a problem was that the parking existed but not within a convenient distance or location on the site.

Unsurprisingly, parkers tended to locate closest to building entrances. Observations showed that people largely parked within a distance of 400 feet to the nearest door in a typical parking layout with unobstructed views. The typical maximum was 600 feet on highly utilized sites. This sometimes meant that users would even park on adjacent lots and walk through the wide landscape barriers in order to have closer spaces than unimpeded spaces in their own lots. Several issues were identified on sites with perceived parking shortages:

- Parking areas located at a great distance from doors, sometimes on the freeway side of a building with no facing entrance.
- Overgrown landscape areas that obscured the view of the entrance from certain nearby parking areas.
- Large areas of landscape buffering between adjacent lots in strategic locations for near-door parking.
- Adjacent lots with no efficiencies for sharing due to compounded inefficient site design.

*In the few lots closest to capacity, parkers would locate as far as 600' from the door, but typically no more than 400'.*

*While certain users are experiencing parking shortages, many had consistent vacancy in a workable percentage of their parking lots.*

*Overgrown landscaping obscuring a view of the front entrance, leading to very low usage of parking spaces.*

*Individual entryways for different buildings, while often attractive, typically create great inefficiencies in the parking layout without mitigating issues within each site.*

*Screening of parking at the right-of-way is generally consistent and effective.*

*Large grassy "buffer areas" between parking areas of large office buildings lacked impact in improving the sites or parking lots. These areas could be used to mitigate stormwater or preserve natural features or reduced to increase parking while locating more impactful greenspace elsewhere on the sites.*

*Vegetative screening and wall features often create positive aesthetic screening. These areas could be more effective if site development approaches located the buildings closer to rights-of-way.*

# PUBLIC INPUT

By design, the plan was a collaborative process involving city staff and professional consultants and most importantly targeted outreach to Dublin residents and the business community. The approach was iterative beginning with broad questions, then focusing on the specific issues.

Several new engagement tools were utilized, as described below.

## WORKSHOPS AND SURVEYS PHASE I:

### Business Community Outreach Workshop

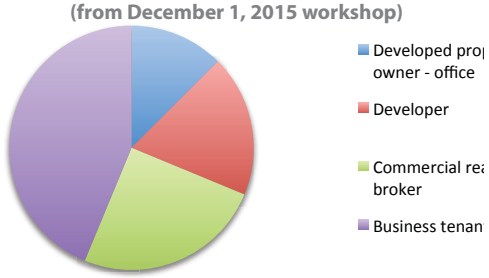
December 1, 2015
Interactive polling

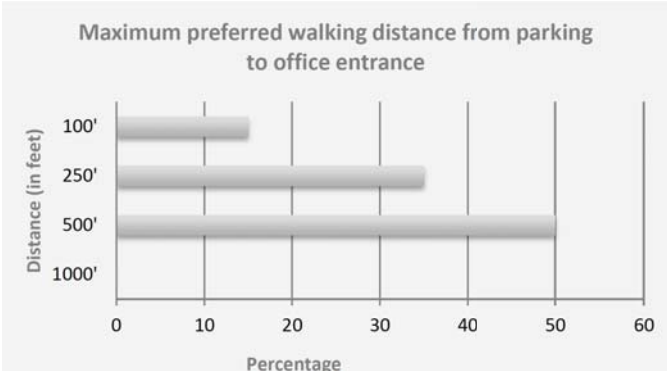
The first phase culminated in a workshop focused on property owners and brokers representing the planning area as well as those working in local offices. Through interactive polling, input was received to guide the subsequent phase. An open house format allowed participants to discuss comments directly with the planning team. In general, feedback focused on:

- The need for more amenities for office workers.
- Updates to the appearance of the sites and adjacent roadway corridors.
- More efficient parking.
- Strategies for more aggressive redevelopment within the planning area.

**Focus Group Participants**

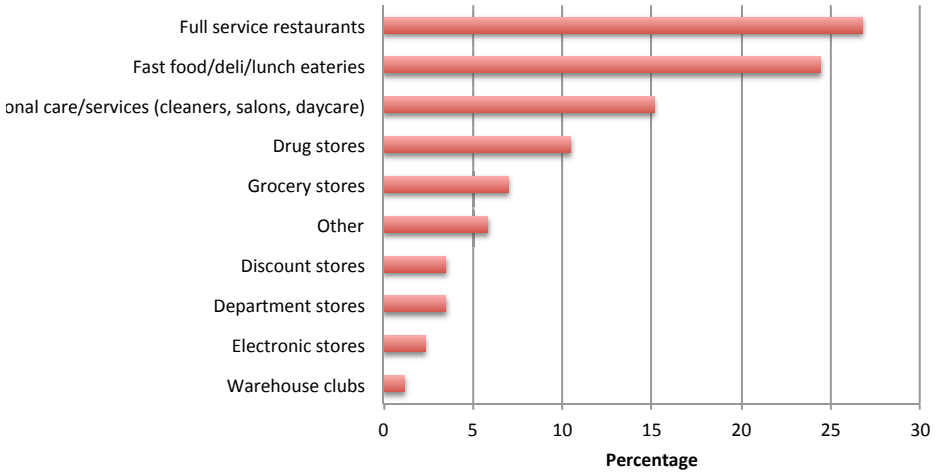
**(from December 1, 2015 workshop)**




**Amenities most needed**

along Frantz Road



**PHASE II:**

## Public Workshop #1: Amenities and Services

August 31, 2016
Interactive polling
Web-based survey

Phase two began with a public workshop aimed at gathering input from residents, workers and others with an interest in the planning area. Interactive polling was used during the meeting and then translated into a web survey to gain further insights. Key feedback included:

- Strong desire for restaurants and retail amenities.
- Interest in open space and walkability.

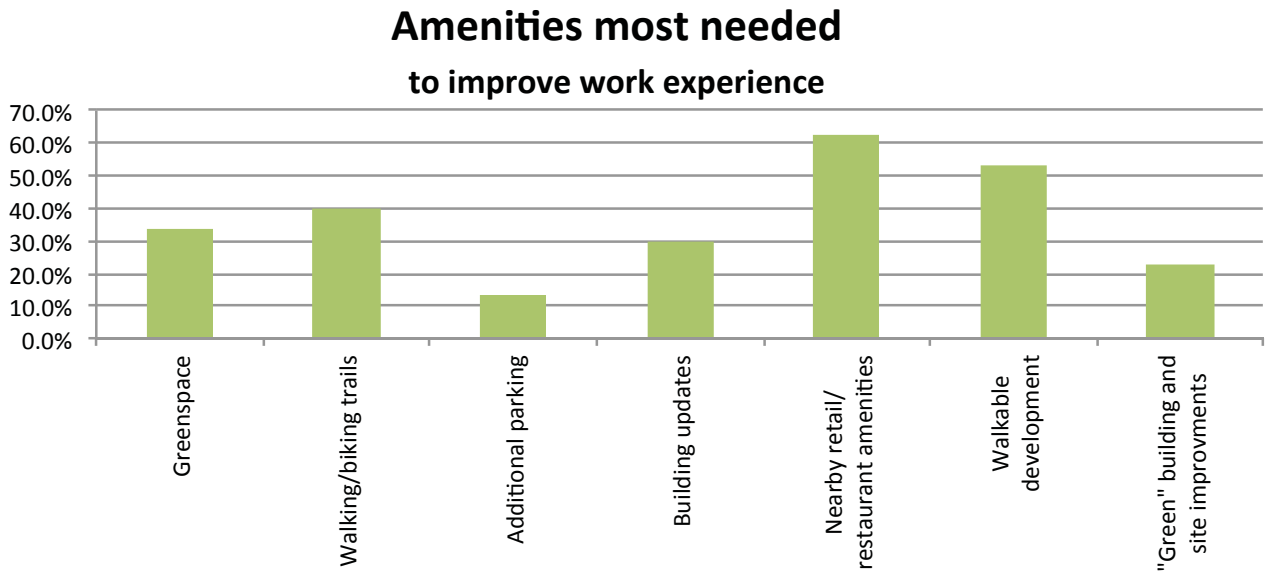
Feedback was received from polling conducted both in-person and online. A total of 116 individuals participated in the poll. Over 84% of respondents were Dublin residents and over 75% worked in Dublin. Key questions and results were:

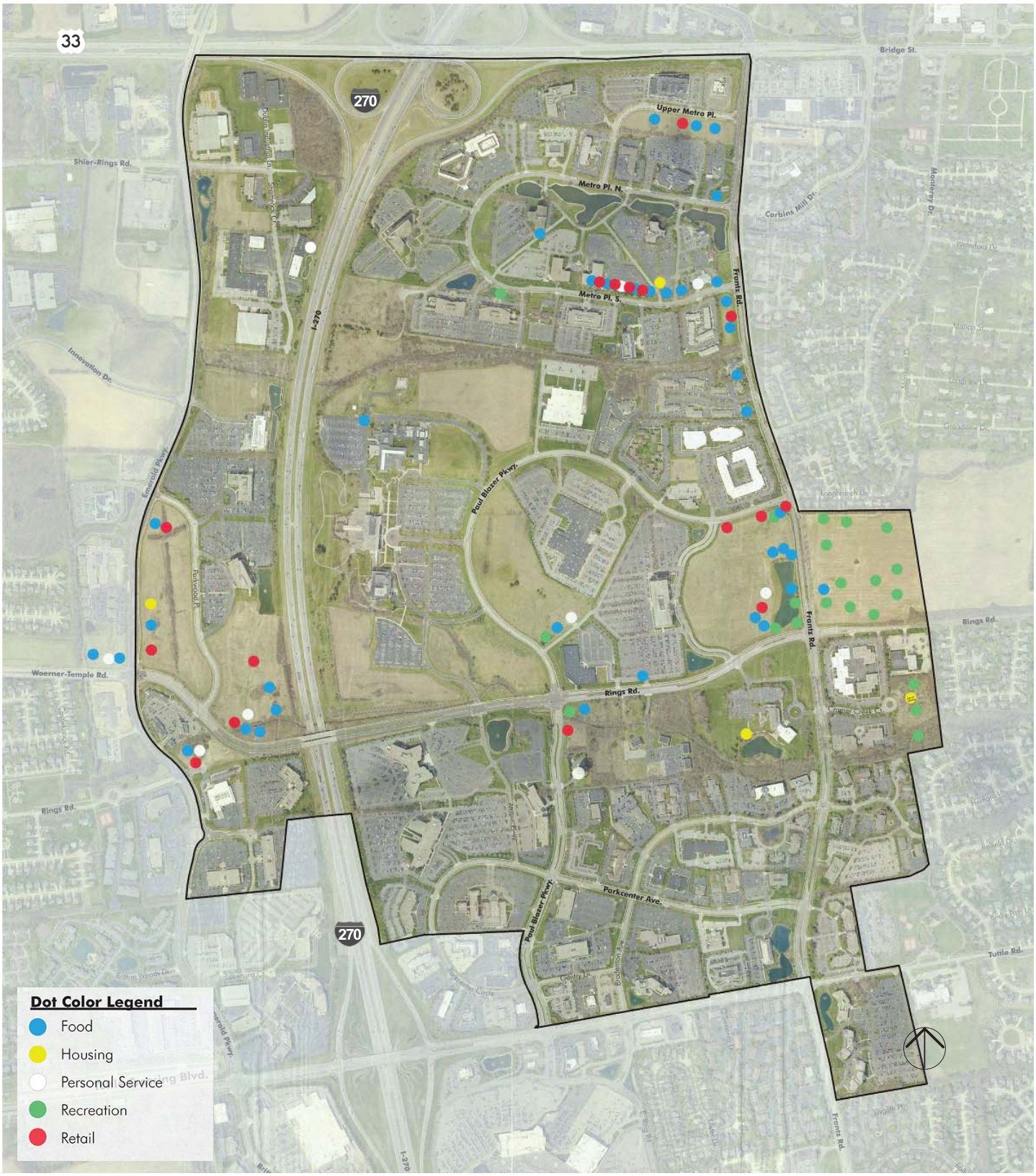
Which of the following would you visit regularly if added to the planning area?

| | |
|---|---|
| **Food:** | **81.7%** |
| **Recreation:** | **65.6%** |
| **Retail:** | **50.5%** |
| **Personal Service:** | **32.3%** |
| **Housing** | **10.8%** |

What is the reason you don't eat outside your building at least once a week?

| | |
|---|---|
| **Lack of nearby choices:** | **31.0%** |
| **Lunch break is too short:** | **24.1%** |
| **Too costly:** | **13.1%** |






*Results from Future Land Use Preference Exercise*

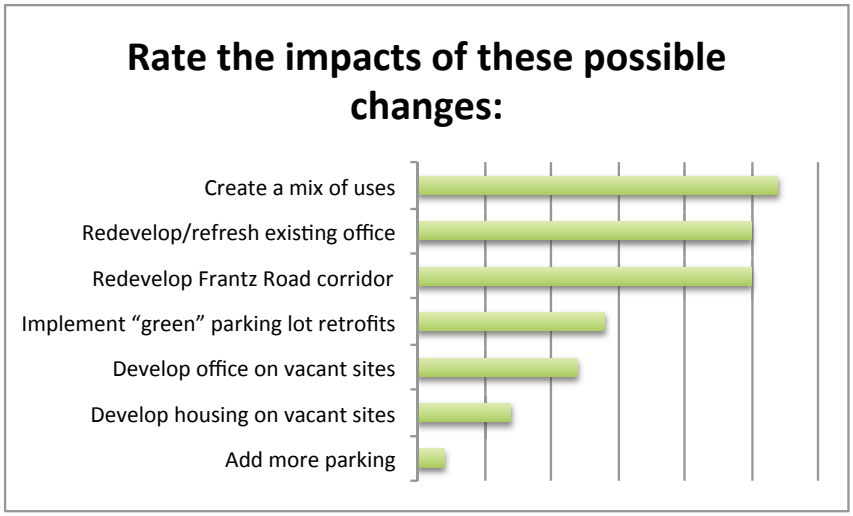
## Public Workshop #2: Development Concepts

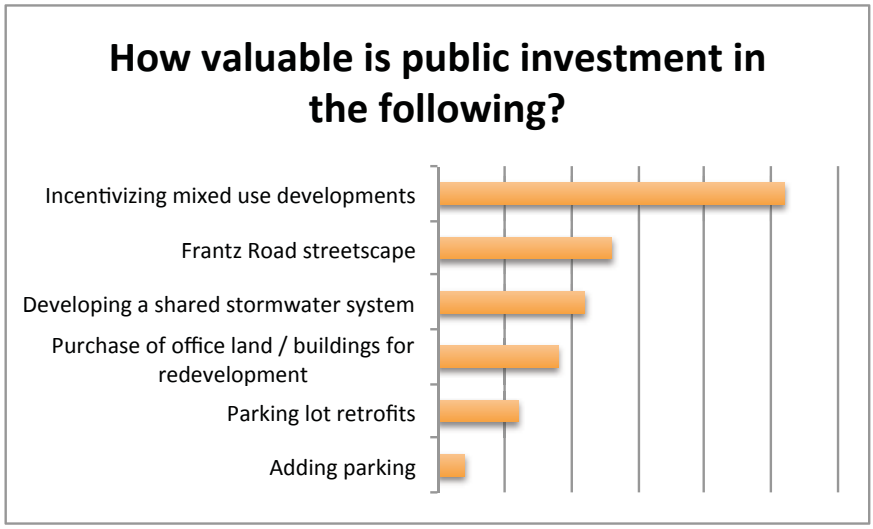
November 1, 2016
Interactive polling
Web-based survey

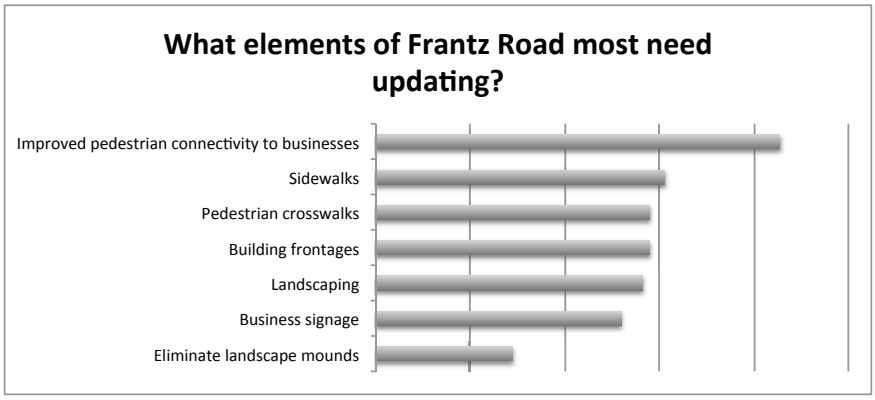
A second public workshop gathered input on specific development concepts. Interactive polling was again used during the meeting and then translated into a web survey to gain further insights. Key feedback included:

- Strong support for mix of uses.
- Strong support for redevelopment of Frantz Road corridor.
- Need to redevelop/refresh existing office.
- High interest in pedestrian access improvements.

Feedback was received from polling conducted both in-person and online. A total of 82 individuals participated in the poll. Over 60% of respondents were Dublin residents and over 87% worked in Dublin.

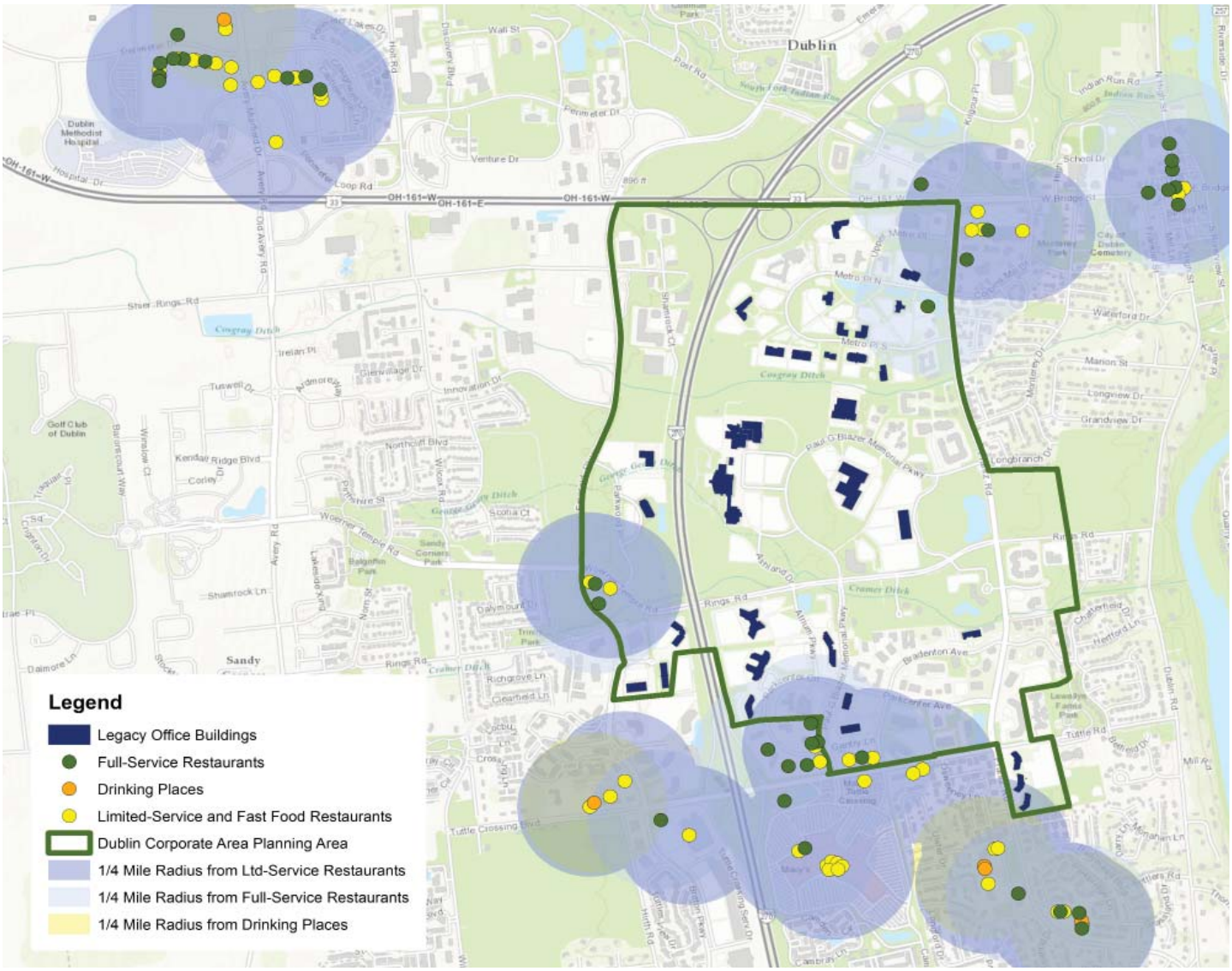


Restaurant
Restaurant

# MARKET ANALYSIS



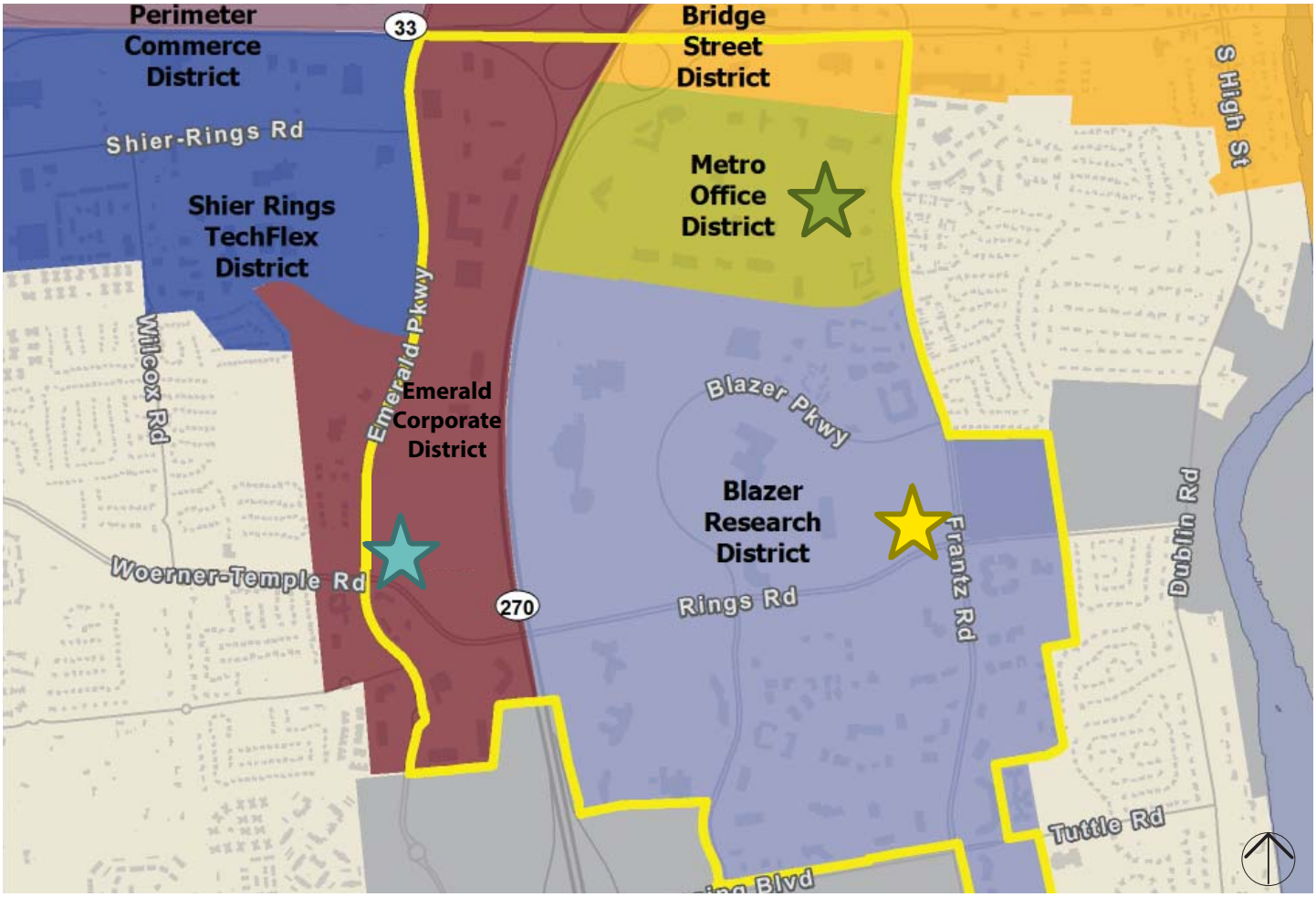

*Restaurant Locations Map*

## Factors

***"Office tenants today prefer to be located in amenity-rich, mixed-use, highly-accessible suburban vibrant centers (also known as "live, work, play" locations) rather than single-use suburban office locations by a margin of 83 percent to 17 percent."****

Within the Dublin Corporate Plan Area, much of the office development is single-use in nature, under-served by proximate food and beverage establishments (those within ¼ mile).

Nearly 2 out of 3 workers in the planning area indicated that nearby retail and restaurants were needed to improve their work experience.




*Target Sites Map*

## VIABLE SITE CHARACTERISTICS

While the preference by suburban office workers is overwhelmingly to work in mixed-use environments, not every site next to or in an office park can support other commercial uses. Viable retail/restaurant sites require the following characteristics:

- Ample market exposure.
- Good visibility to passersby along road frontage.
- High traffic volume. (>15,000 Average Daily Traffic)
- Ease of access.
- Proximity to existing retail clusters preferred.

## FOCUS SITES

A site location within each of the three districts was identified as having these viable retail/restaurant site characteristics.

- Frantz/Metro Place
- Frantz/Rings Road
- Emerald Parkway/Parkwood Place

## MARKET DEMAND

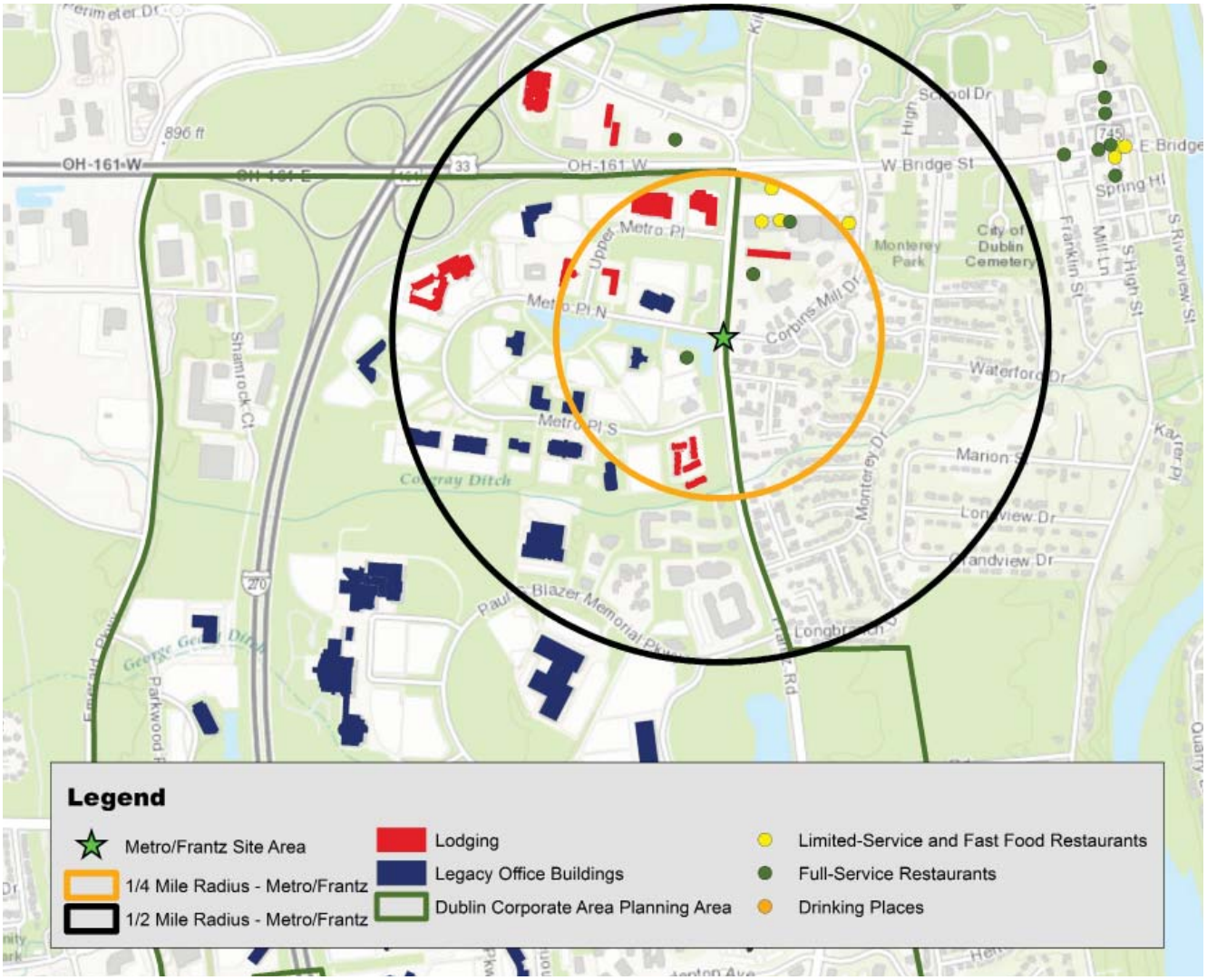
Retail/restaurant spending potential was identified for each site area from three consumer types:

- Office Workers
- Hotel Patrons
- Local Residents

The primary demand analysis focused on consumer types who were within walkable distances of each site (quarter- and half-mile radii) analysis.

Highlights of nearby consumer types and spending potential for each site area follows.

*Malizia, E. (2014, October). *Preferred Office Locations; Comparing Location Preferences and Performance of Office Space in CBDs, Suburban Vibrant Centers and Suburban Areas* (Rep.). Retrieved http://www.naiop.org/preferredofficelocations




*Metro Center Site*

## METRO PLACE/FRANTZ ROAD

### Consumer Types

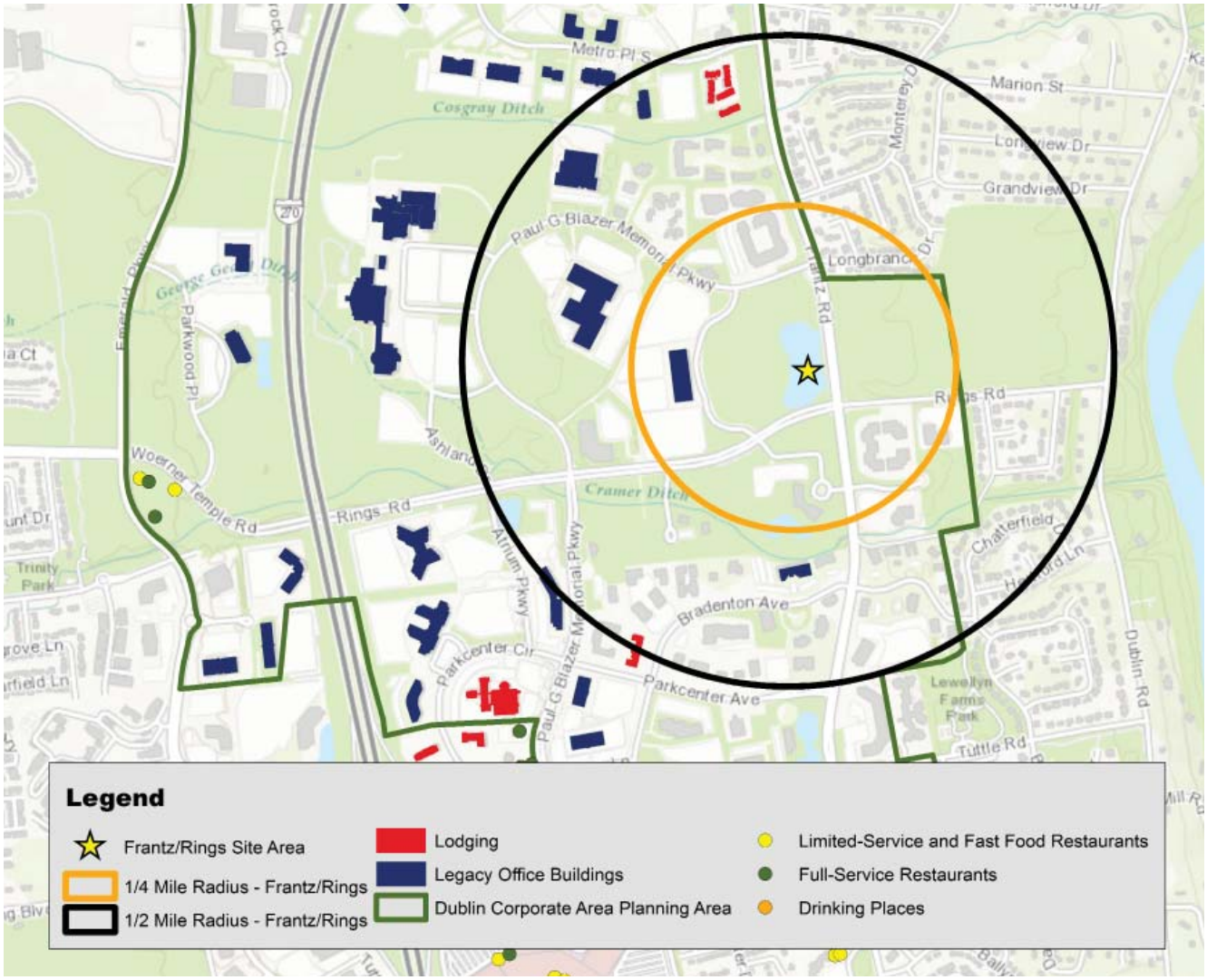
- 1,300+ hotel rooms outnumber resident population (1,234 persons, 2016 estimate)
- Estimated 300,000+ hotel room nights annually within ½ mile of site area
- More than 1.5 million square feet of office space, estimated 7,500+ employee capacity

### Spending Potential

- $40 million total retail/restaurant spending potential

### Core Demand

- Restaurants and other food and beverage establishments




*Rings and Frantz Road Site*

## FRANTZ/RINGS ROAD

### Consumer Types

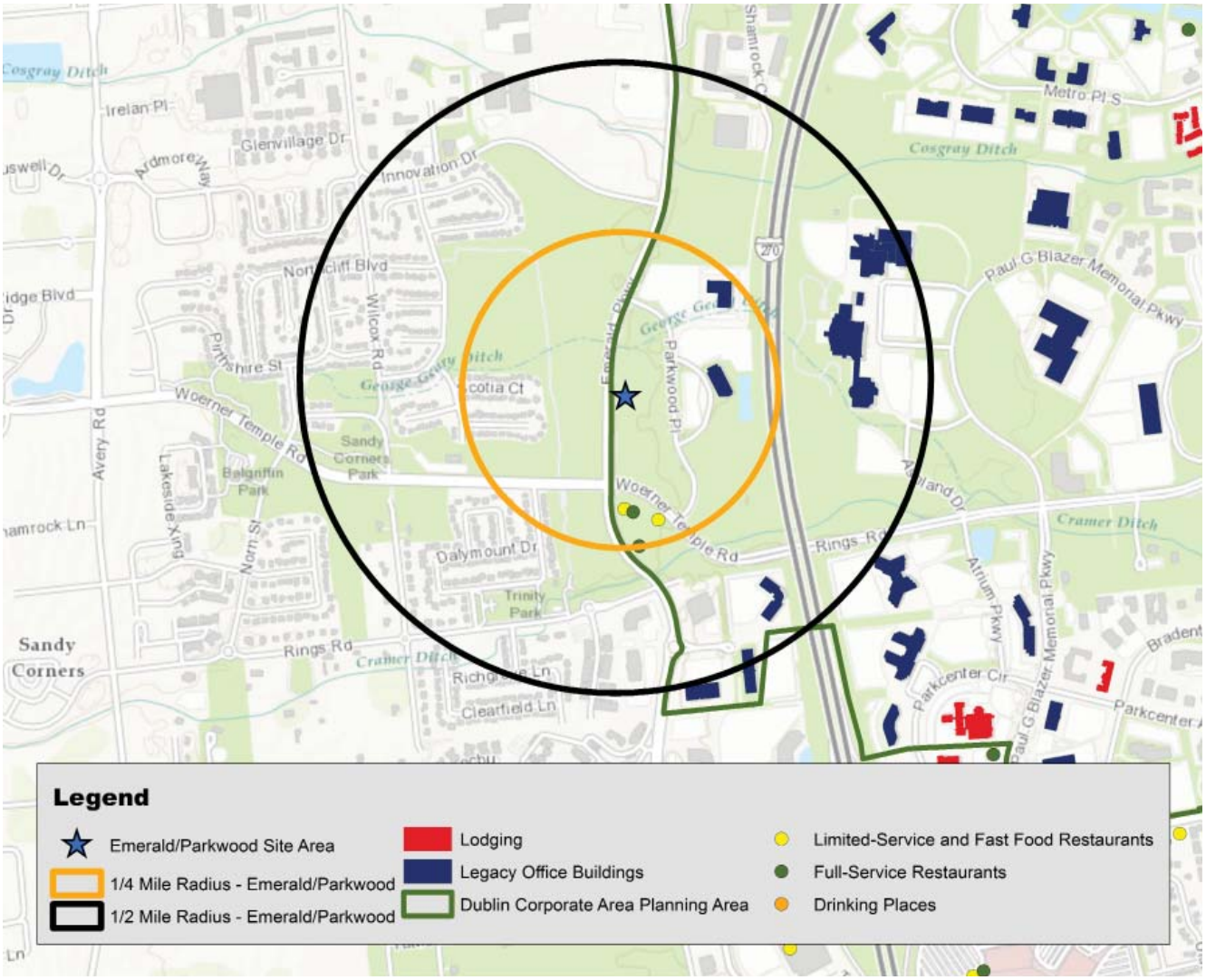
- 2.2 million square feet of office space, estimated 11,000+ employee capacity
- Low proximate population counts; however highest population count of three sites within 5-minute drive (nearly 10,000 persons)
- No hotel rooms within ¼ mile

### Spending Potential

- $24 million total retail/restaurant spending potential
- $36 million spending related to small-format grocery (prepared food), including residents within 5 miles

### Core Demand

- Mixed-use, focused on office worker and resident-oriented convenience retail




*Emerald Parkway Site*

## EMERALD PARKWAY/PARKWOOD PLACE

### Consumer Types

- 2.1 million square feet of office space, estimated 10,800 employee capacity
- Highest proximate population count of all three sites at 1,408 persons within ½ mile
- No hotel rooms within 1/2 mile

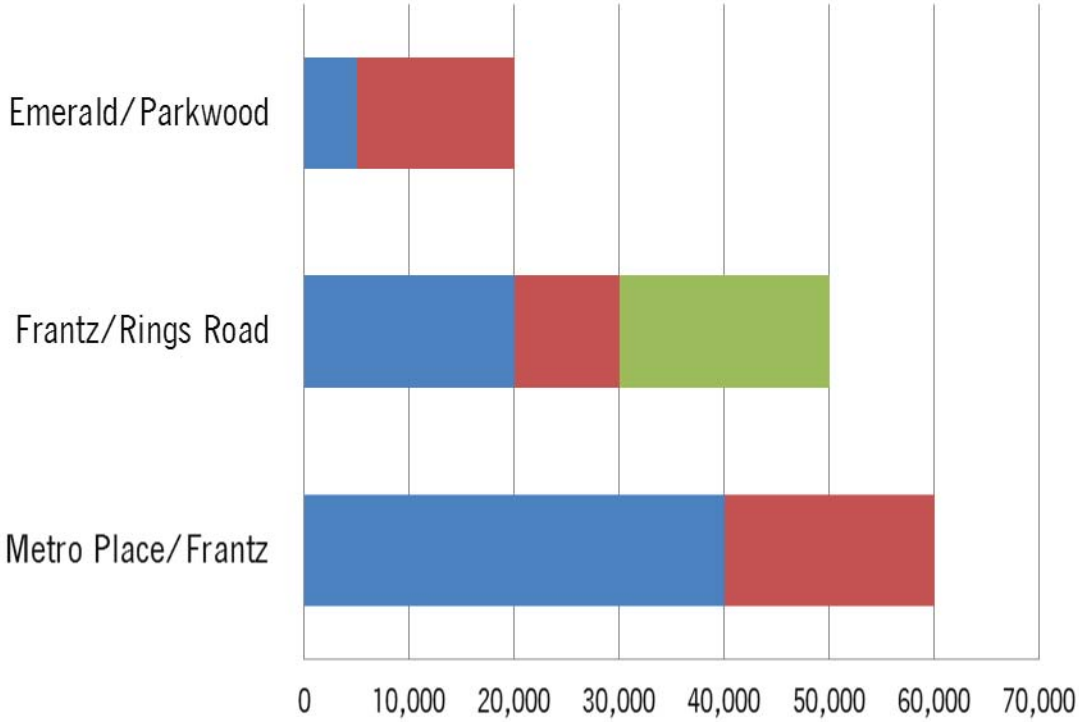
### Spending Potential

- $22 million total retail/restaurant spending potential

### Core Demand

- Fast casual restaurant(s); limited near-term opportunities due to existing restaurants at Emerald Towne Center

## Market-Supported Development By Site, Square Footage and Retailer Type




| | Metro Place/Frantz | Frantz/Rings Road | Emerald/Parkwood |
|---|---|---|---|
| Restaurants | 40,000 | 20,000 | 5,000 |
| Personal Care & Services | 20,000 | 10,000 | 15,000 |
| Specialty Prepared Food/Grocery | 0 | 20,000 | 0 |
| Total | 60,000 | 50,000 | 20,000 |

### RESULTS

Market-supported development specific to each site was calculated based on the following factors:

- Application of capture rates to spending potential
- Average sales per square foot by business type
- Demand is net of existing development to avoid cannibalizing existing businesses

It is common practice nationwide to integrate housing in the redevelopment of suburban office parks. Consideration should be given to the inclusion of housing in one or more of the Frantz Road redevelopment sites. Housing bolsters support for commercial (retail and restaurant) uses and improves the overall financial feasibility of redevelopment.

# RECOMMENDATIONS
# LAND USE

The intent of the Dublin Corporate Area Plan is to help the district to 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.

- Encourage a variety of land uses, focusing on needed amenities to serve workers, nearby hotel visitors, and residents.
- Utilize open space as an organizational element, focal point, and usable amenity in the district.
- Support integrated infill residential development at key locations in support of office development.
- Mitigate negative impacts of new development on adjacent neighborhoods.

As a transition from the true urban character of the emerging Bridge Street District to typical suburban style development, the Dublin Corporate Area can merge both developmental principles (walkability and place-making principles of Bridge Street District and low intensity development style of suburban office districts) with great success. However, this will require a targeted shift in future land use strategies to complement a renewed approach to site design and redevelopment.

The land use philosophy for this district is based 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 shift during next few years. It is not anticipated that a large-scale transformation will be immediate, so this plan sets a framework for changes as individual sites are adapted to facilitate the uses for today's office-focused sub-districts.

The recommended future land use designation for the planning area is Mixed Use Regional Center. This overall designation creates flexible use categories while establishing opportunities for regional destination users, neighborhood commercial components, and limited residential uses.

The Dublin Corporate Area is divided in various sub-districts based on the existing development patterns. Each sub-district has a specific set of opportunities and preferred development outcomes. This will be reflected in the proposed land use categories for each sub-district.

Designating these areas for a mix of uses will encourage the potential for change and remove barriers to a more integrated development approach. A land use designation as Mixed Use Regional Center could accommodate repositioning, while allowing for the continuation of the most successful aspects of the planning area.

While the land use recommendations for each sub-district provide general guidelines for new development and redevelopment, site specific land use policies are provided on Page 33 for all undeveloped sites within the planning area.

## FUTURE LAND USE CLASSIFICATIONS

The Plan continues to support existing Flex Office/Research and Development (TechFlex) west of Emerald Parkway and Mixed Use Urban Core (Bridge Street District) along SR 161 and includes four new Mixed Use Regional Sub-Districts.

### FLEX OFFICE/RESEARCH AND DEVELOPMENT (TECH FLEX)

The Flex Office/Research and Development Sub-District within this planning area is part of the larger district that extends west to Avery Road as designated in the Community Plan (2013). Within this sub-district, there are additional infill opportunities because of proximity to the I-270/US-33 interchange. Additional office or light industrial uses are appropriate.

#### General Uses

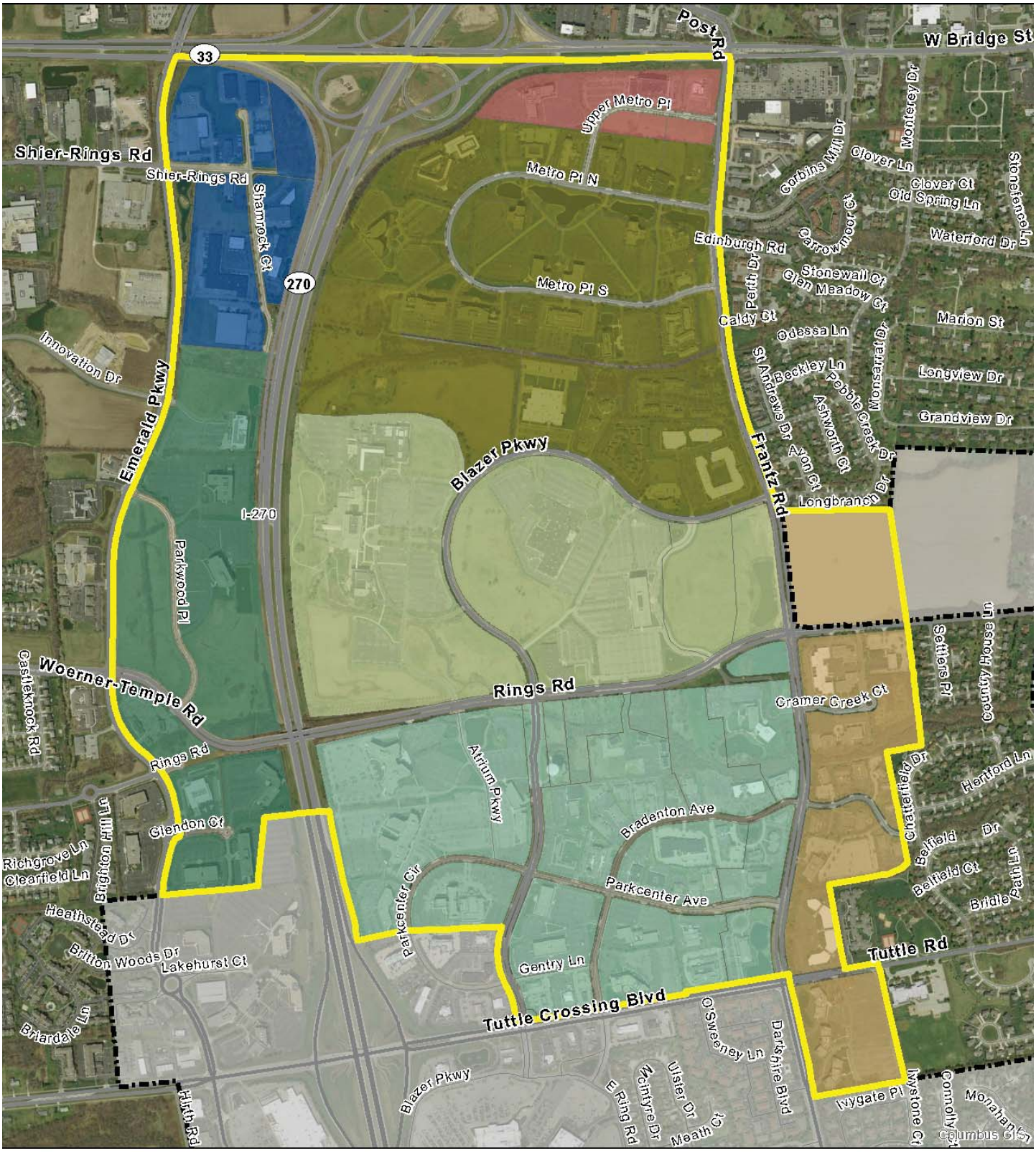
There are no additional uses proposed.

### MIXED USE URBAN CORE (BSD)

The Mixed Use Urban Core Sub-District within this planning area is part of the larger Bridge Street District that extends east on SR 161 to Sawmill Road. Within this Sub-District, there are additional infill opportunities because of proximity to the I-270/US-33 interchange. Additional office and hospitality uses are appropriate. Consideration should be given to structured parking. The frontage along Frantz Road should continue to support neighborhood commercial uses at key locations.

#### General Uses

There are no additional uses proposed.




*Future Land Use Sub-Districts Map*

Planning_Area

City of Dublin Corp Limit

**Proposed Land Use**

- Flex Office/Research & Development
- Mixed Use Urban Core
- MUR-1 Metro/Blazer
- MUR-2 Tuttle/Rings (North)
- MUR-2 Tuttle/Rings (South)
- MUR-3 Emerald
- MUR-4 Llewellyn Farms Office

## MIXED USE REGIONAL SUB-DISTRICTS (MUR)

Mixed Use Regional Districts are intended to provide concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses as well as supporting residential and recreational uses. These sub-districts provide opportunities to introduce amenities and walkable environment for office workers, visitors, and nearby residents.

## MUR-1: 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.

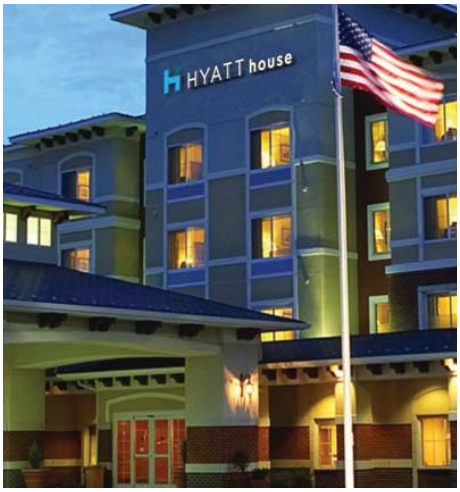
This sub-district does have great promise due to the excellent location and significant amount of Frantz Road frontage. The introduction of a mix of uses, additional roadway connections, and strategic phased redevelopment will reposition this sub-district to succeed for future generations. Appropriate uses include office, residential infill on key sites (density not to exceed 30 du/ac) as a secondary use to office, and neighborhood commercial along Frantz Road (density not to exceed 20,000 sf/ ac). Road extensions should be explored, linking Metro Place South and Blazer Parkway, as well as Metro Place North with Shier Rings Road.

### General Uses

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:
- Office
- Personal services
- Retail
- Restaurant/ Bar
- Entertainment
- Hotel
- Multi-family residential

*Metro/Blazer: Central open space and office*




*Metro/Blazer and Tuttle/Rings: Hotel uses*

*Metro/Blazer and Tuttle/Rings: Restaurant uses*

## MUR-2: TUTTLE/RINGS (NORTH AND SOUTH) SUB-DISTRICT

The Tuttle/Rings Sub-District has specific 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. The large undeveloped site along Frantz Road has been identified as a key near-term development site that could accommodate a mix of uses as a neighborhood center.

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.

### General Uses

The Tuttle/Rings Sub-District serves as a transition from the Tuttle Crossing area into the greater office campus area.

*Tuttle/Rings: Central open space walkway*

*Metro/Blazer and Tuttle/Rings: Mixed use*

*Emerald: Office use*

Uses to include:
Tuttle/Rings North
- Office
- Office campus
- Retail
- Restaurant/bar
- Entertainment
- Multifamily

Tuttle/Rings South
- Office
- Office campus
- Retail
- Restaurant/bar
- Entertainment

## MUR-3: EMERALD SUB-DISTRICT

The Emerald Sub-District is west of I-270 and benefits from relatively recent development. The new office buildings do follow the typical development pattern with large individual buildings surrounded by surface parking lots. 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 recommended for Site 2 on Page 33. Residential uses are not appropriate in this sub-district. The Plan continues to support existing office development toward southern end of the District.

### General Uses

The primary focus of Emerald Sub-District is Office.

Uses to include:
- Office
- Office campus
- Supporting retail services
- Restaurant

## MUR-4: 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.

### General Uses

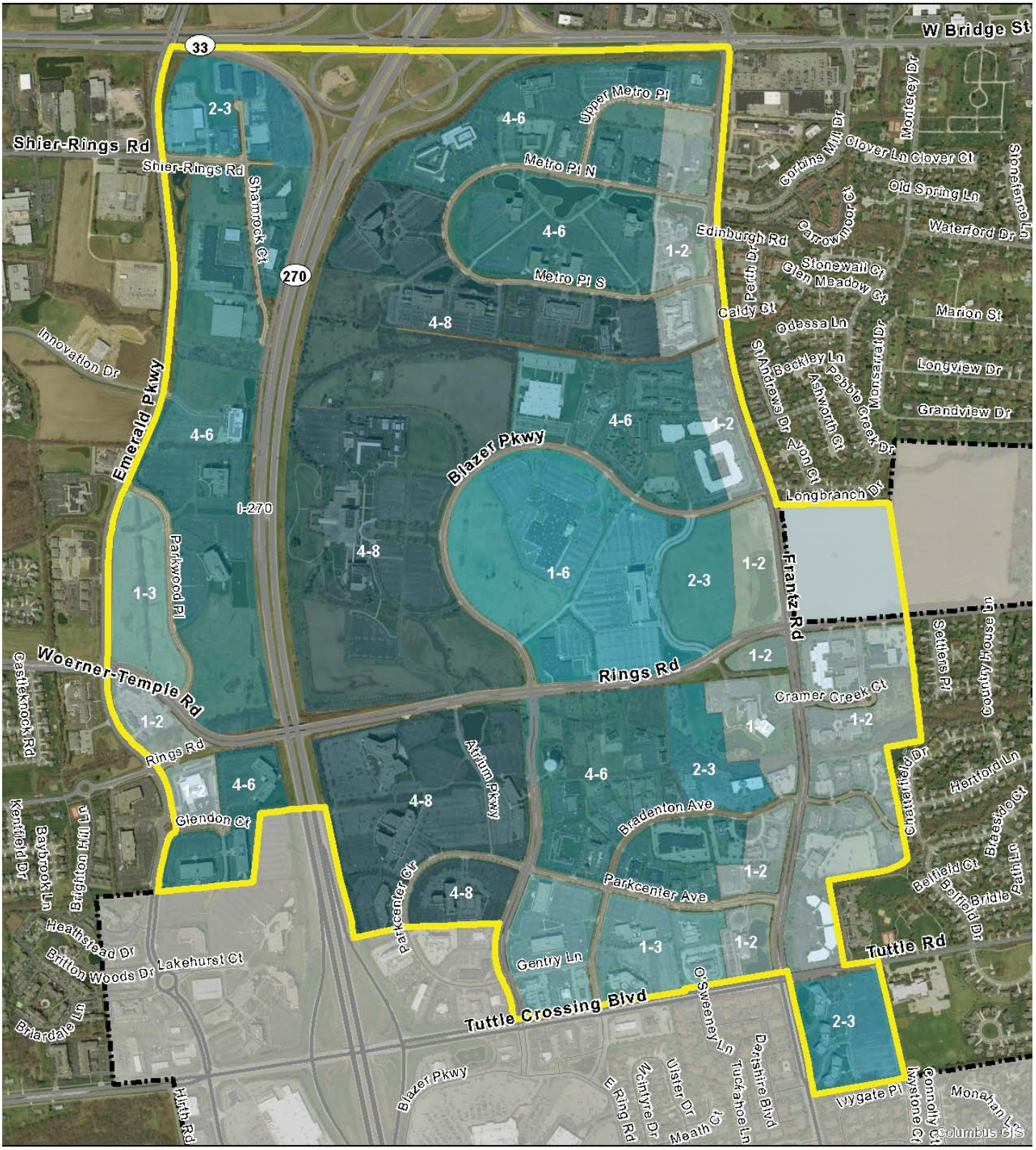
The Llewellyn Farms Office Sub-District provides lower density, office space for smaller and growing companies. Uses other than office are not appropriate in this sub-district south of Rings Road.

Uses to include:
- Office
- This sub-district includes a portion of undeveloped land currently outside of the City's jurisdiction. Site specific policies include Neighborhood Commercial and single family residential uses recommended on Page 35.

## BUILDING HEIGHTS

Based on the existing development and future vision for the planning area, the plan recommends compatible building heights for all districts

- 1 to 2 stories along Frantz Road frontage transitioning west to 4 to 8 stories along I-270 frontage for more extensive office development.
- 1 to 3 stories along Emerald Parkway frontage transitioning east to 4 to 8 stories along I-270 frontage.




*Building Height Guidelines Map*

Planning Area

City of Dublin Corp Limit

**Building Height Guidelines**

**No of Floors**

1-2

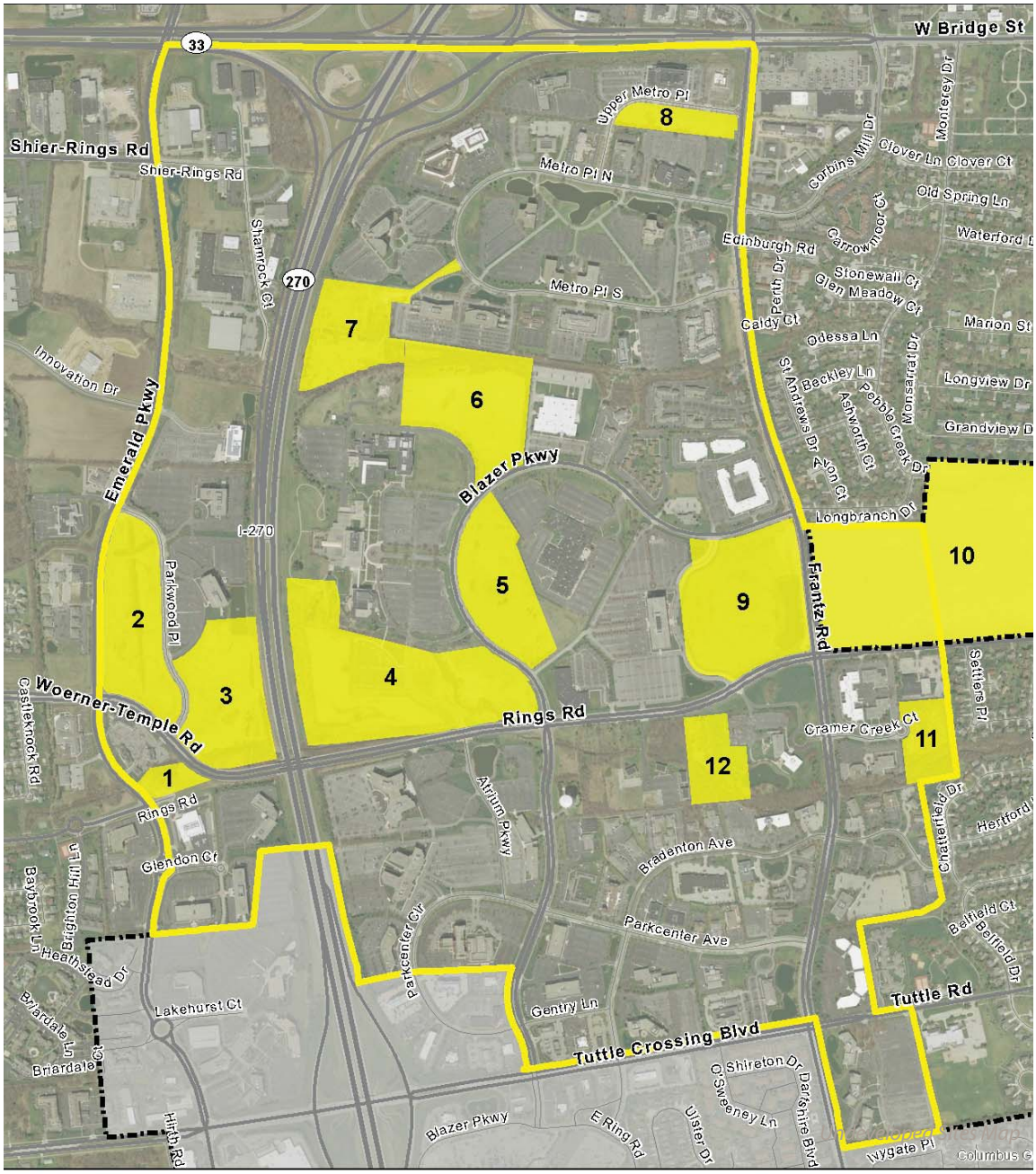
1-3

1-6

2-3

4-6

4-8




*Undeveloped Sites Map*

## RECOMMENDATIONS FOR UNDEVELOPED SITES

The site specific policies provide an additional layer of detail relative to permitted land use types and preferred development standards, taking into consideration existing development of adjacent sites, freeway visibility, access, and nearby residential neighborhoods. The policies are organized by each site as denoted on the accompanying Undeveloped Sites Map.

### SITE 1

This site is appropriate as an extension of the restaurant and retail node immediately to the north. Uses can also include office and neighborhood institutional uses such

as a daycare center. The Site 1 should continue the site design approach of locating parking internally and fronting building edges to the roadways. Heights should range from 1 to 2 stories.

### SITE 2

The land uses for Site 2 should concentrate on office development, to be compatible with the other developed uses along Parkwood Place. Supporting retail/personal services (limited to a maximum of 10,000 square feet) can be introduced as a secondary use and should be located at the south end of the property in order to create a retail cluster at the Emerald/ Woerner-Temple intersection. Supporting hospitality uses are also appropriate but only as a secondary use to office. The site design should be such that buildings are fronting roadways with large 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 1 story along Emerald Parkway to a maximum of 3 stories along Parkwood Place.

### SITE 3

The primary uses for Site 3 should be office, focused more toward freeway office development. Heights should range from a minimum of 4 to a maximum of 6 stories. Site development should incorporate storm water and landscaping features in large clustered areas throughout, in addition to perimeter landscaping per code.

### SITE 4

This area is also ideal for typical office freeway frontage, with heights ranging from a minimum of 4 stories to a maximum of 8 stories. While focused on office, development of this site may also incorporate other uses focused on research and development or technological advancements.

The portion of the site fronting along Blazer Parkway has an opportunity to provide for a variety of uses. It should include additional office uses or hotels and/or multi-family as a secondary use. Supporting retail/ service uses can be introduced to serve office employees.

Site development should incorporate storm water and landscaping features in large clustered areas throughout, in addition to perimeter landscaping per code. The treatment of setbacks on the perimeter and on Rings Road are most significant, where buildings should front toward major roadways with shared parking located to the rear.

The area should incorporate site design that enables more sustainable development practices in parking areas, while accommodating pedestrian and alternative transportation connections through the site to Blazer Parkway for better circulation throughout the district.

### SITE 5

Office/tech, research and development, and higher density multi-family as a secondary use have the opportunity to create an anchor development within Site 5. The site design should incorporate parking toward the east since primary frontages are on the west and north edges. Building heights should be a minimum of 1 story and a maximum of 6 stories.

### SITE 6

Site 6 currently supports office or technology uses as this site is within the office use district. Residential use subordinate to office is appropriate as well.

This site will have additional use opportunities, if a proposed north-south connector road links Metro Center to Blazer Parkway. This would create additional connectivity and provide some relief to the traffic on Frantz Road. This interior site should have a minimum height of 4 stories and a maximum height of 6 stories and should include the sustainable development practices mentioned for other office development sites. This site is also constrained by a Stream Corridor Protection Zone.

### SITE 7

Site 7 should continue to support office development given its freeway frontage. Minimum building heights should be 4 stories with a maximum height of 8 stories. Higher density, infill multi-family, and hospitality uses with limited commercial services are appropriate to support the adjacent office uses. Landscape setbacks from the perimeter should be a key site development element.

### SITE 8

Site 8 is an immediate development opportunity that can be a link between the Bridge Street District and the proposed changes at Metro Center. Development of this site should include a variety of uses (during the planning process, a development project was proposed to include a hotel, with the future potential of an adjacent office building). Along the Frantz Road frontage, retail and restaurant-destination uses are particularly appropriate. These would draw on the vitality of the Bridge Street District. Building heights should be a minimum of 4 stories and a maximum of 6 stories for the balance of the site with a maximum of 2 stories along Frantz Road. Standalone restaurant or retail uses along Frantz should reflect a two-story building height.

### SITE 9

Site 9 is a short term development priority currently owned by the City. This plan contemplates possible development approaches for

*Small Format Grocery Example*

this site on page 37. In particular, neighborhood oriented retail and restaurant uses are appropriate for the Frantz Road frontage. Second story office is a possible use as well. The overall site design allows for a direct pedestrian linkage to those uses to the west.

Alternate development scenarios for the internal portions of the site include offices and multifamily residential. Along Frantz Road, building heights should not exceed two stories. For the balance of the site, building heights should be a minimum of 2 stories and a maximum of 3 stories. Also, this site is ideal for a small format grocery with a footprint of about 15,000 square feet.

### SITE 10

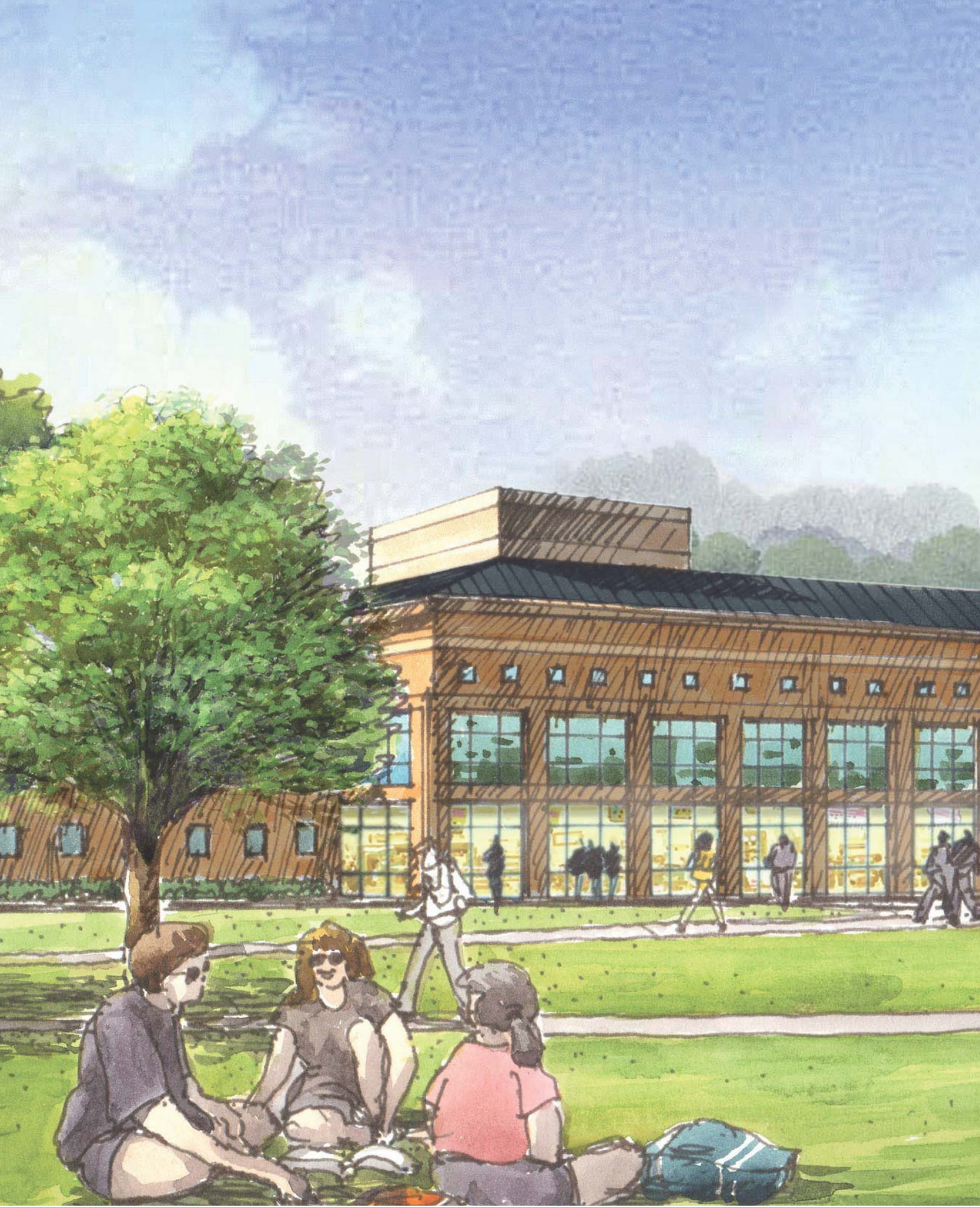
Site 10 will need central utilities (water and sewer) to accommodate any new development. The plan supports neighborhood oriented retail, restaurant and office uses along the Frantz Road frontage limited to a total of 10,000 square feet and two stories in height. The remainder of the site should be developed as single family residential uses. The new development should provide pedestrian connections to adjacent neighborhoods. The neighborhood should be designed around connected and integrated public open space.

### SITE 11

Site 11 is a single lot located within a lower density 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 the proposed new development, this and other sites adjacent to residential uses should include additional buffering requirements to minimize potential impacts of new development.

### SITE 12

Site 12 has the potential for a number of possible uses. However, it is constrained by significant woodlands and a Stream Corridor Protection Zone. All proposed uses are supported on this site, including hotel and office/tech. Heights should range from 2 to 3 stories provided natural areas are preserved and the parking requirements are met.



# DEVELOPMENT CONCEPTS

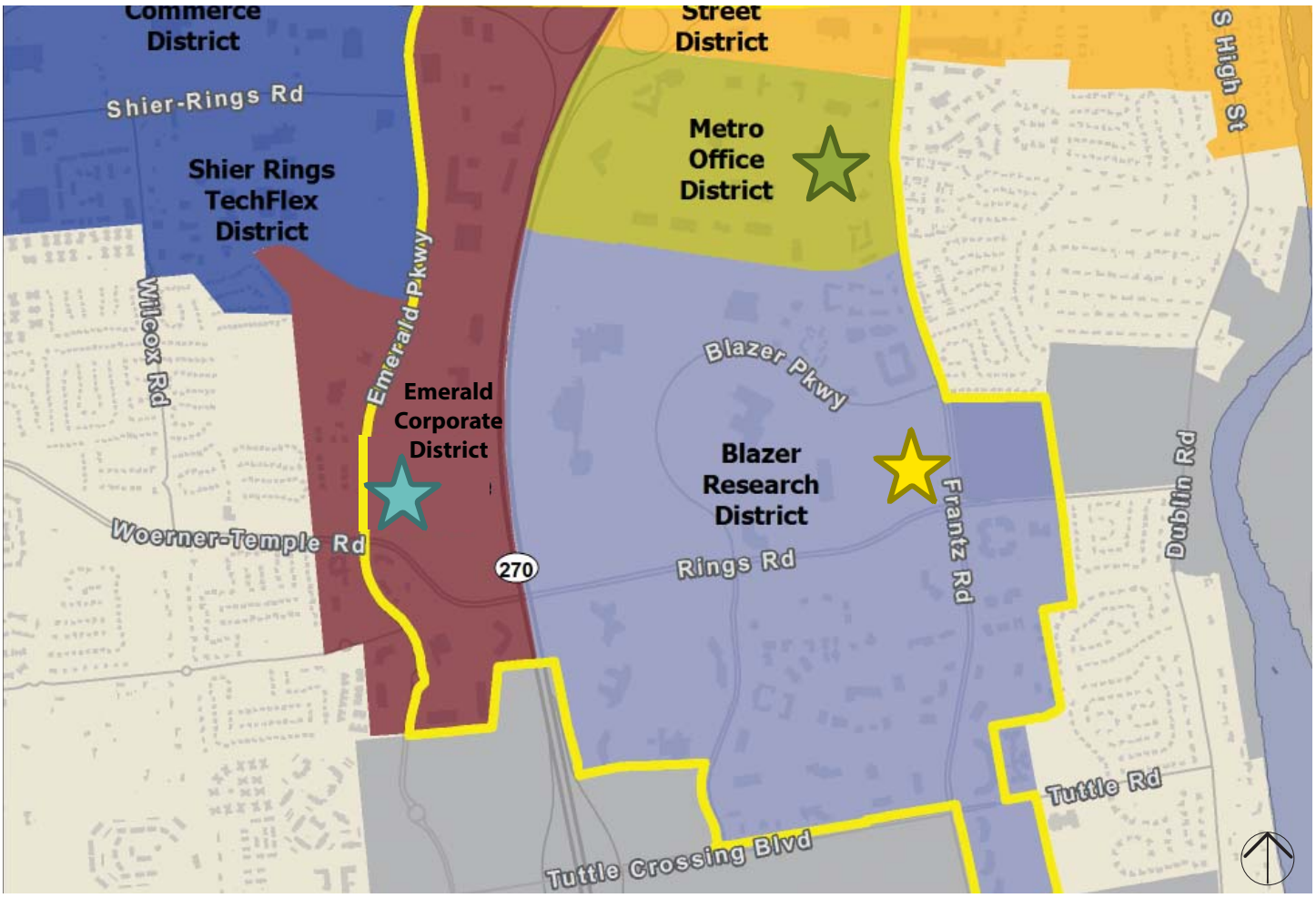
## SITE REDEVELOPMENT

Targeted areas of redevelopment will introduce needed amenities and set the framework for the transition of the district. There are two key areas detailed as near-term opportunities along Frantz Road – the Rings Road Area, and Metro Center.

Based on the results of the market analysis and public input, the concepts reflect real-world scenarios for strategic development. These reflect the market demand and aspirations of local workers and residents for the area. In particular, a mix of uses including neighborhood amenities has been the focus.

The targeted areas that are illustrated in this section are meant to provide a framework for near term development that is needed for this area. There are any number of other sites that are also candidates for redevelopment in the planning area going forward. These two areas were selected as part of the process due to:

- High likelihood of immediate development potential.
- High level of immediate positive impact on the success of the district.




*Site redevelopment target areas*

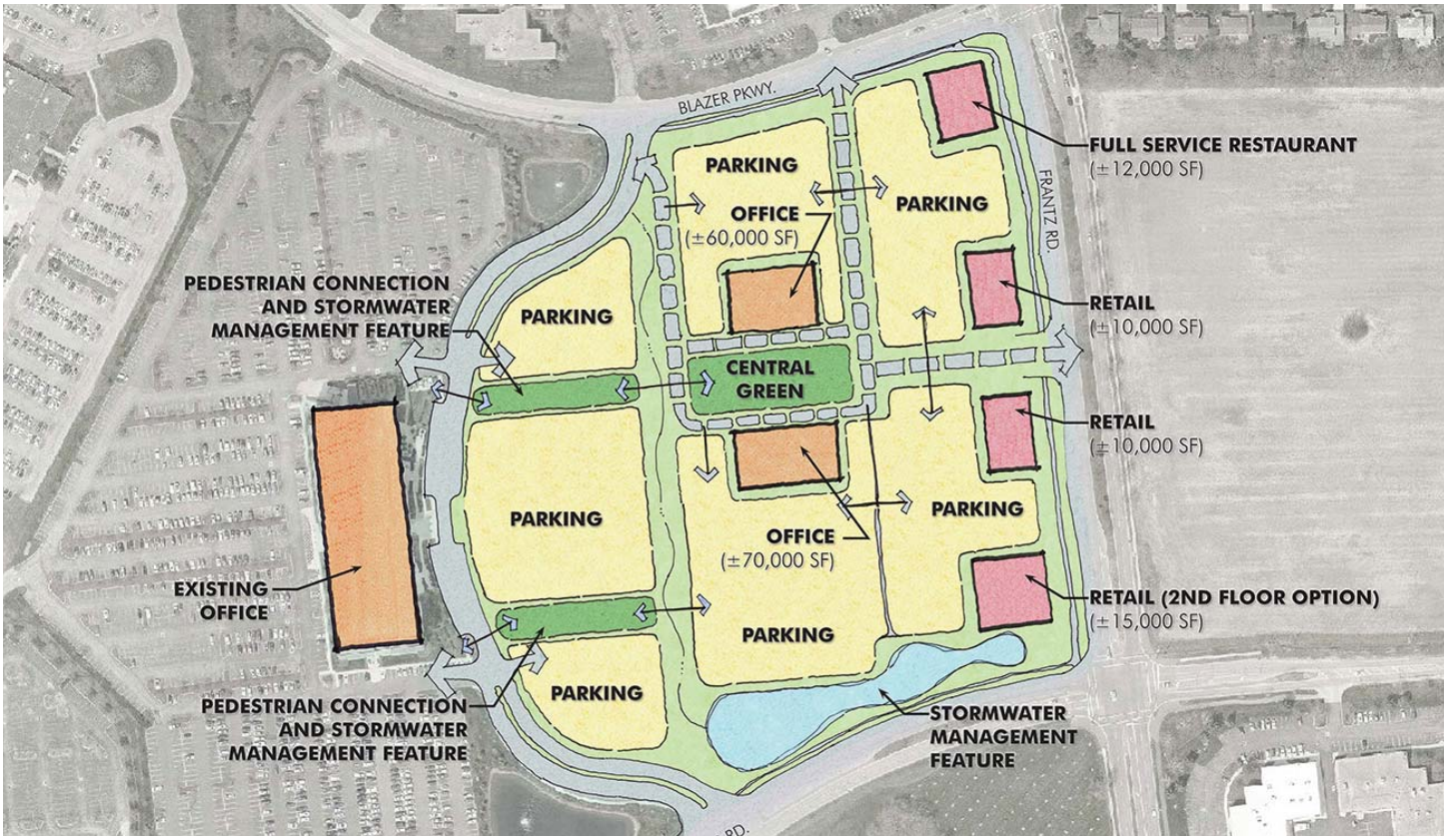
## RINGS ROAD AREA

The large, undeveloped site at Rings and Frantz Road presents an immediate opportunity for development. In 2018, the large adjacent building will have a new single-user tenant with thousands of workers. That site and adjacent areas are largely under-served for restaurant or retail and could also generate some additional demand for specialty uses such as a small-scale grocer. This site also has the advantage of fairly high traffic volumes on Frantz Road, attracting visitors from other areas of the City to augment the market demand of those adjacent to the site. In late 2017, a large parking area in the western portion of this site is being built to accommodate the new single-user tenant, and is being undertaken as a separate project by the City of Dublin.

### Option A

Key aspects of the first option include:

- A full service "destination" restaurant along Frantz Road. This could be a large-volume brewpub-style restaurant or some other format that attracts large lunch and after-work office trips. It would also be a destination for local residents later in the day and on weekends.
- Service retail uses along Frantz Road. These would be smaller uses within stand-alone buildings, primarily providing convenience services to the nearly office workers and residents.
- A linear walkable "spine" is established to create an east-west walking route to link the large office building with amenities along Frantz Road.
- Small-format grocery at Rings and Frantz Roads. Market demand indicates that a small-format grocery could succeed here. This would be similar to the limited footprint, two-story models currently being built elsewhere in Central Ohio. That model relies heavily on prepared foods and in-store dining in addition to grocery sales.
- Office uses around a central green public space. The location of these office buildings begins to establish a pedestrian-scale connection between the retail uses on this large site.




*Rings Road Development Option A*

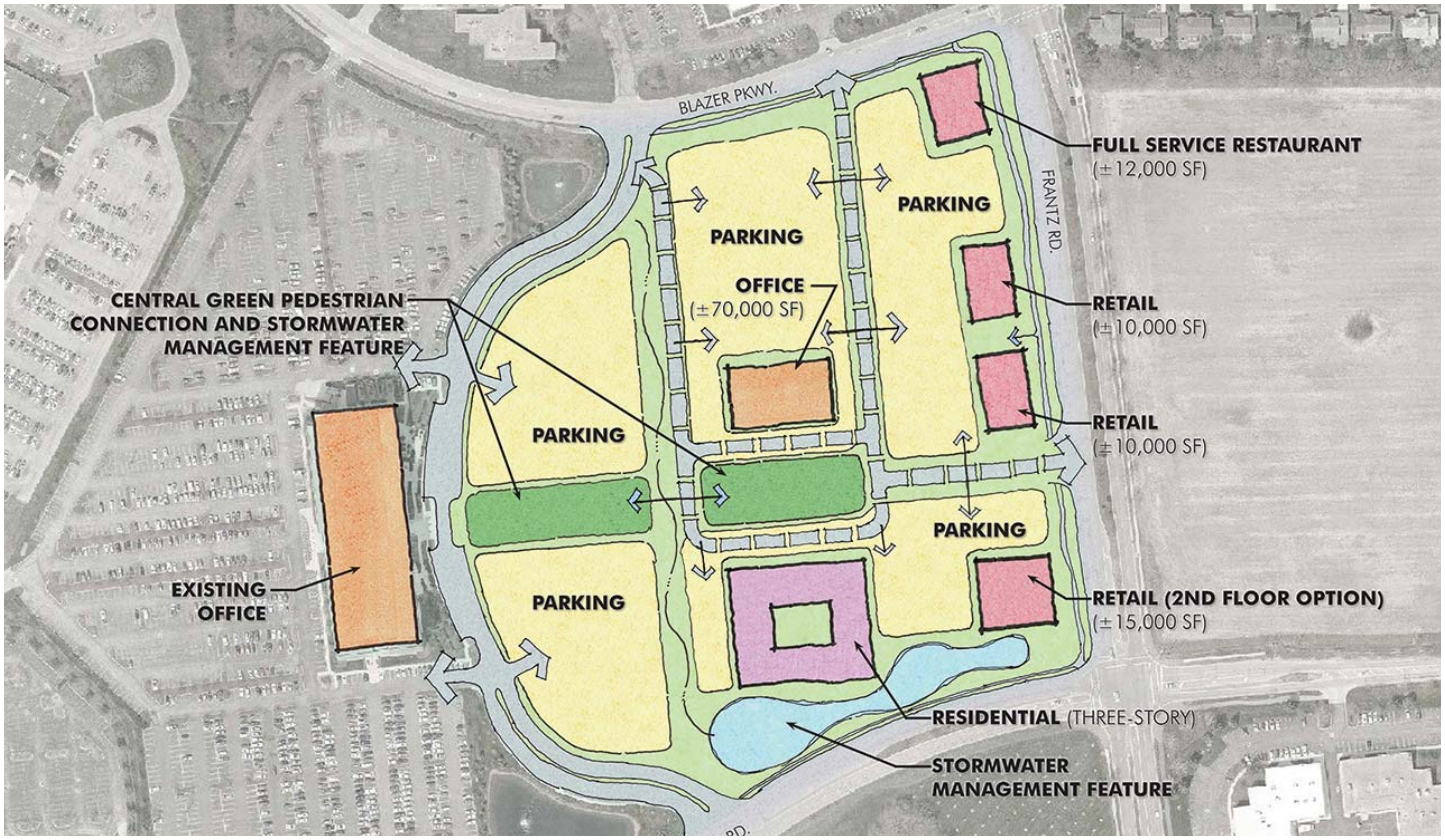
*Potential development example: Green space as organizing element for office development*

*Potential development example: Mid-priced restaurant use with outdoor seating*

## Option B

Key aspects of the first option include:

- A full service "destination" restaurant along Frantz Road. This could be a large-volume brewpub-style restaurant or some other format that attracts large lunch and after-work office trips. It would also be a destination for local residents later in the day and on weekends.
- Service retail uses along Frantz Road. These would be smaller uses within stand-alone buildings, primarily providing convenience services to the nearly office workers and residents.
- A linear walkable "spine" is established to create an east-west walking route to link the large office building with amenities along Frantz Road.
- Small-format grocery at Rings and Frantz Roads. Market demand indicates that a small-format grocery could succeed here. This would be similar to the limited footprint, two-story models currently being built elsewhere in Central Ohio. That model relies heavily on prepared foods and in-store dining in addition to grocery sales.
- Office users around a central green. The location of these office buildings begins to establish a pedestrian-scale connection between the retail uses on this large site.
- Residential uses anchor the southern edge of the site and introduces additional customers to support the proposed restaurant/retail amenities.




*Rings Road Development Option B*

*Potential development example: Multifamily residential*

*Potential development example: Small-format two-story grocery*

## METRO CENTER

The Metro Center area represents a huge opportunity for redevelopment. There are several options, each one creating further enhancements to the current development pattern. Key to the site will be evolving the design and the uses to better respond to current demand while also integrated uses for a sustained future. With Frantz Road frontage so close to Bridge Street, this currently underutilized asset will be the key to near-term changes.

### Option A

Key aspects include:

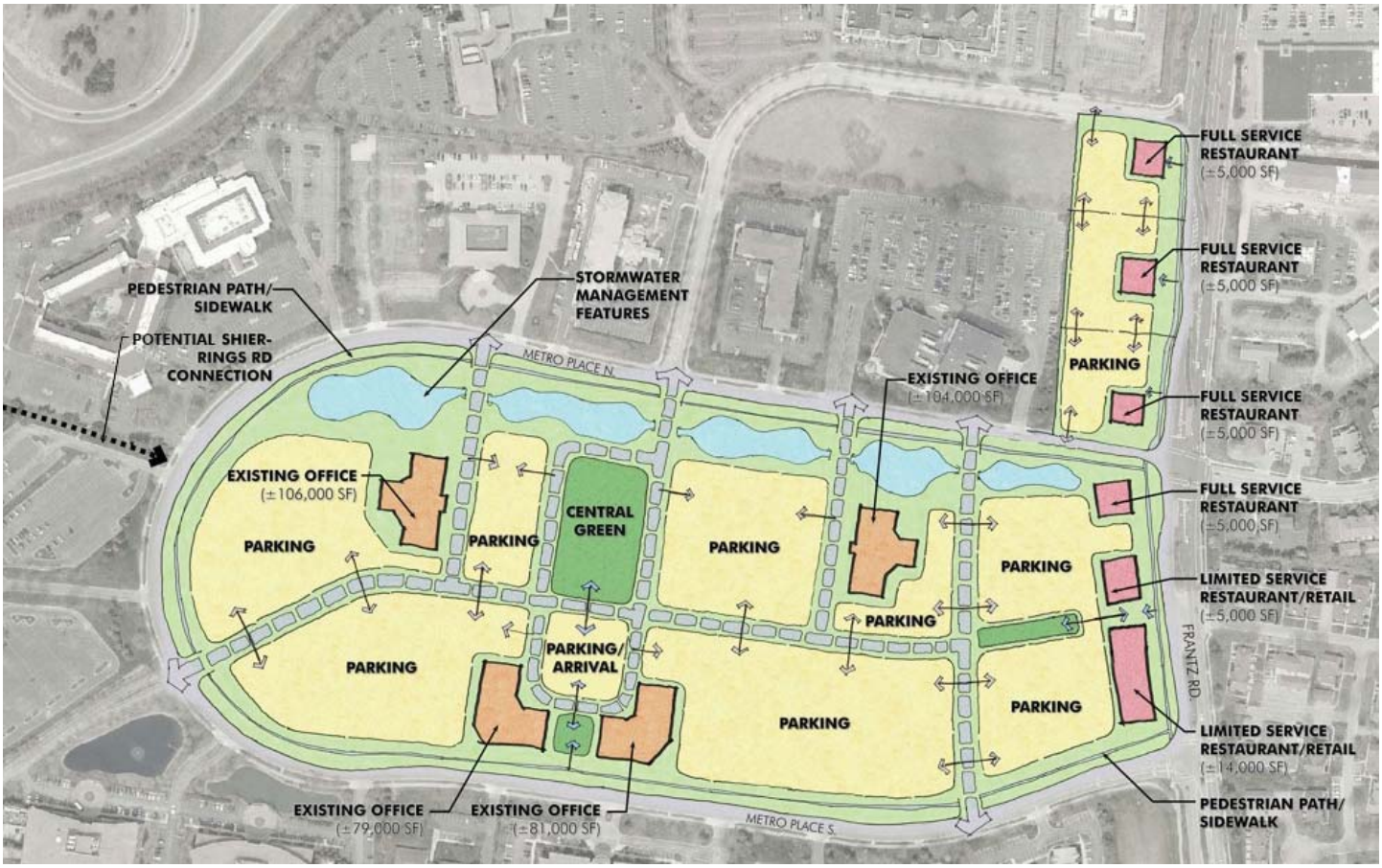
- Several full-service restaurants along Frantz Road. This could be a combination of various restaurant styles, attracting large lunch and after-work office trips. They would also be key destinations for hotel visitors and local residents.
- Existing office buildings remain with site revisions. Parking and access would be reconfigured to greatly increase functionality and efficiency. In the near-term, this would accommodate significantly more parking spaces while still allowing for the creation of centralized green space.
- Central green is created as a site amenity and central organizing feature.
- Existing stormwater ponds remain and are improved as a park amenity.

*Potential development example: Destination restaurant at street frontage*

*Potential development example: Food truck court at office campus*

*Potential development example: Integrated office development*

*Potential development example: Recreational open space in office campus*




*Metro Center Option A*

## METRO CENTER

The second option introduces a greater mix of uses while still working with the existing office building footprints.

### Option B

Key aspects of this option include:

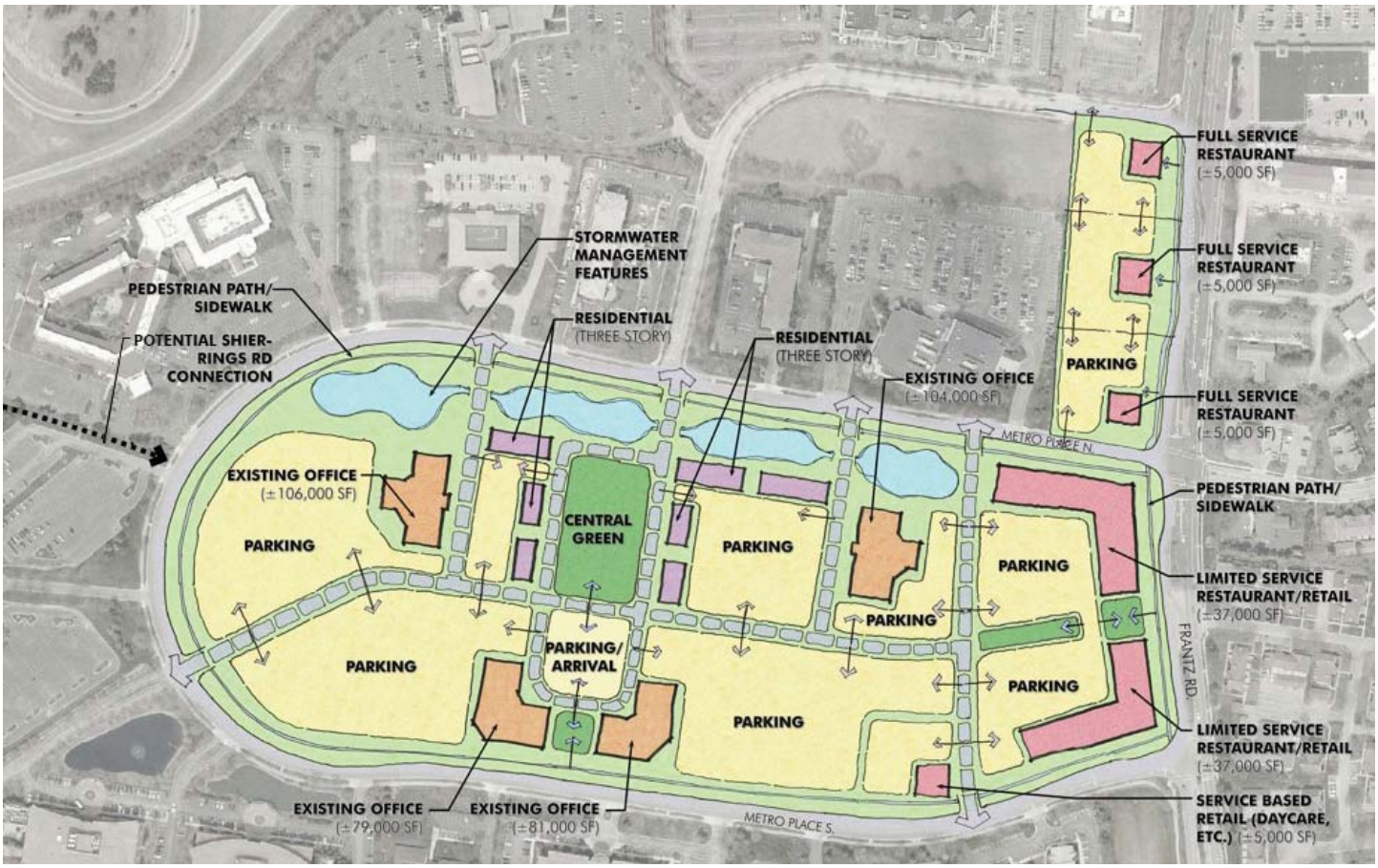
- Mixed-use commercial buildings along Frantz Road. By introducing a building with several floors and pulled close to Frantz Road, this concept begins to establish a stronger character for the corridor while allowing a mix of restaurants, retail and office.
- Residential around the green. Residential uses are introduced around the central green, further expanding the site into a neighborhood. This use can be accommodated within overall parking demands due to the efficiencies gained by revising the overall site access and parking layouts.
- Existing stormwater ponds along Metro Place North remain and are improved as a park amenity.

*Potential development example: Mixed use with restaurant/ retail first floor; office/residential upper floors*

*Potential development example: Multifamily residential*

*Potential development example: Restaurant retail integrated with public space*

*Potential development example: Passive open space in office campus, integrating stormwater facilities as an amenity*




*Metro Center Option B*

## METRO CENTER

This option envisions a wholesale redevelopment of the site. It is likely that market demands and parking requirements could be different by the time this type of approach would be implemented, so other opportunities for uses and site development should also be revisited at that time.

### Option C

Key aspects include:

- Creation of a large central green. The primary organizing element is a very long central green. This provides a true campus-like quality and a strong open space amenity for all users.
- Residential at eastern end of green. Residential uses are located adjacent to the commercial mixed-use along Frantz Road and create a transition into the central green area.

*Potential development example: Mixed use with restaurant/ retail first floor; office/residential upper floors*

*Potential development example: Office campus with central organizing green*

*Potential development example: Office campus with central organizing green*

*Potential development example: Passive open space in office campus, integrating stormwater facilities as an amenity*

*Metro Center Option C*

# 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, and will enable updates as development occurs and sites evolve.

## VEHICULAR

### Roadway connections

Current access to the planning area is predominantly vehicular. This access relies on a roadway network that has a limited number of connections to the citywide roadway network, as well as very limited interconnectivity between sub-districts.

Input from community meetings indicates a perception of traffic congestion in the district today, especially at peak travel times for the predominately office-oriented commercial district. In addition to related studies for key intersections (including Frantz Road and Bridge Street), the City should study possible secondary connections into and within the planning area.

The connectivity diagram indicates two linkages where vital roadway connections could improve the overall network and ease the traffic burden on roads intersecting with Frantz Road. This may also provide better access options to proposed retail/restaurant amenities considered a primary need in this district.

### Alternative vehicular transportation

The transportation mode to and within the planning area is overwhelmingly the personal automobiles. As the citywide mobility study investigates additional options throughout Dublin, this district should be considered for primary service of any alternative transportation approaches. This might include a circulator system within the office areas, whether driven in the near-term, or autonomous in the future.

*Active transportation integrated into site - Burke Gilman trail (image source www.washington.edu)*

### Transit connections

The planning area has very limited connectivity to the regional transit system. As the mobility study investigates opportunities to improve this linkage, the district should be considered for primary service options. This district also provides excellent opportunities for improved regional transit facilities such as improved amenity stops. This is due to the high concentration of office jobs as well as existing and emerging service sector jobs in the proposed retail/restaurant/lodging uses. This district also is accessed by what will be two of Dublin's most densely developed primary corridors - Frantz Road and Bridge Street.

### Autonomous Vehicles (AV)

Any roadway and vehicular connectivity improvements must take into account the significant changes that will result from imminent autonomous vehicle technology. While the particular requirements and opportunities of this technology are not yet defined, care to avoid overbuilding incompatible infrastructure should be a consideration based on future AV adoptions rates.

## ACTIVE TRANSPORTATION

### Pedestrian site access

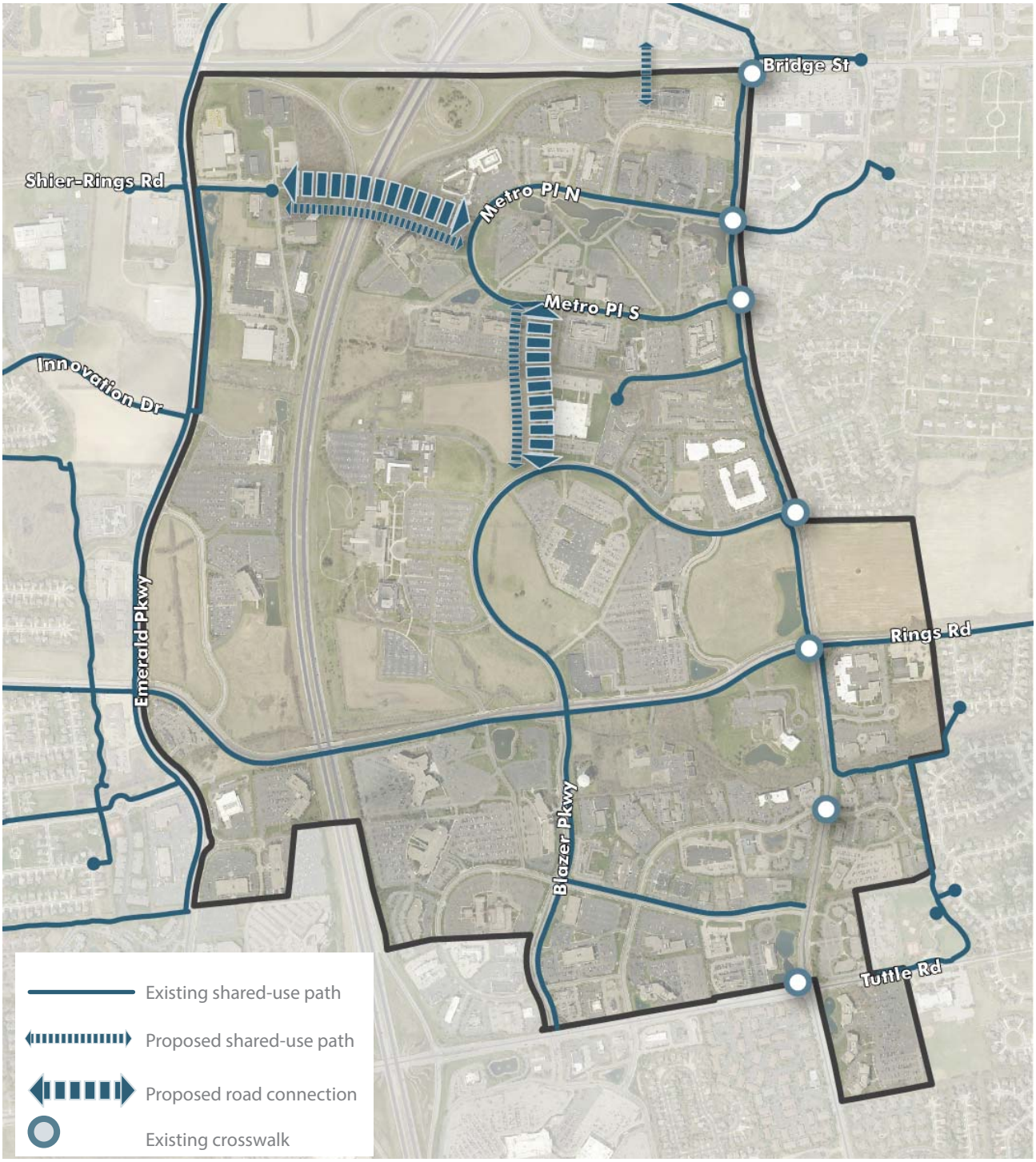
As the development pattern transitions from single-use and auto-dominant site design, this will be the opportunity to introduce needed pedestrian access to sites and within the sub-districts.

In addition to sidewalks along roadways, site design should be oriented to create vibrant street edges where possible. When retrofitting large parking areas, pedestrian connections within the lots and to adjacent uses will be vital.

These pedestrian connections will become key linkages into the area from nearby hotel users, links between office workers and restaurants, and from the nearby residential areas to the variety of coming mixed-use options.

### Shared-use path network

Dublin has a well-developed trail network throughout the City, serving both pedestrians and bicyclists. The connectivity diagram indicates additional areas where key linkages are needed to the larger trail network. The trail system will be developed in conjunction with other roadway improvements and redevelopment




*Proposed Connectivity Diagram*

sites, and should be augmented by the proposed improvements to the Frantz Road corridor streetscape.

### Bicycle facilities

Bicycle facilities in coordination and addition to the trail network can be considered as part of the overall mobility study. The connectivity diagram indicates key locations to interface the larger bicycle facility network in this district.

In addition, bicycle parking can be added throughout the planning area as sites redevelop and additional amenities are added, creating a larger set of nearby destinations.

# SUSTAINABILITY

## SITE DESIGN

With a mix of previously developed and greenfield sites in the planning area, there are a variety of options for incorporating intelligent practices that can enhance the local environment. These include:

- Storm water.
  - harvesting
  - low impact techniques,
  - bioswales
  - pervious surfacing, etc.
- Smart irrigation systems.
- Smart lighting systems.
- Planting arrangements and techniques.
  - reduction of supplemental irrigation
  - soil volume for long term tree growth
- Support for solar energy collection.

### Greenfield development

In the new development areas of the district, a full suite of site sustainability practices can be implemented. In particular, multi-side stormwater controls that function in a more "regional" manner as well as being publicly accessible greenspace amenities are preferred.

### Existing parking retrofit

Exiting parking facilities can be made more efficient both from a parking perspective and from the aspects of stormwater controls. During efforts to make existing adjacent lots more efficient, creating larger grouped areas of landscaping instead of a series of small, inefficient islands will be one significant improvement among others that can be considered. Removal of landscape island curbing to encourage sheet flow can also be incorporated into stormwater management controls

### Infill / site redevelopment

In new infill or site redevelopment projects, all of the techniques for implementing sustainability in both greenfield sites and in retrofit sites may be applicable. In particular, it will be vital to link new developments to existing greenspace and coordinated infrastructure

## BUILDING DESIGN

Both new and existing buildings can contribute to the sustainable movement:

- Energy efficient design for new and retrofitted mechanical systems,
- Use of local materials in new construction and renovation
- Recycled materials for renovation projects
- Incorporation of materials that assist with wind and solar energy collection
- Water conservation through selection of appropriate fixtures for new and renovated facilities

## TRANSPORTATION

### Active Transportation

Incorporating active transportation facilities and site access should be a focus of all planning area redevelopment.

Site elements of development should include:

- Provide ample and secure bike parking and amenities.
  - air hose
  - repair tools
  - changing stations
  - bike lockers
- Ensure multi-use path systems provide safe and easy access to building entrances.

## TECHNOLOGICAL ADVANCEMENTS

National trends in personal preferences are leading to changes in mobility choices. Landowners can contribute by providing preferred spaces and facilities for low or no-emission cars or carpoolers

*Parking lot stormwater approach: Large island bioswale*

*Parking lot stormwater approach: Bioswale and large central island*

*Parking lot stormwater approach: Curb breaks to accommodate inlet flow; large central islands*

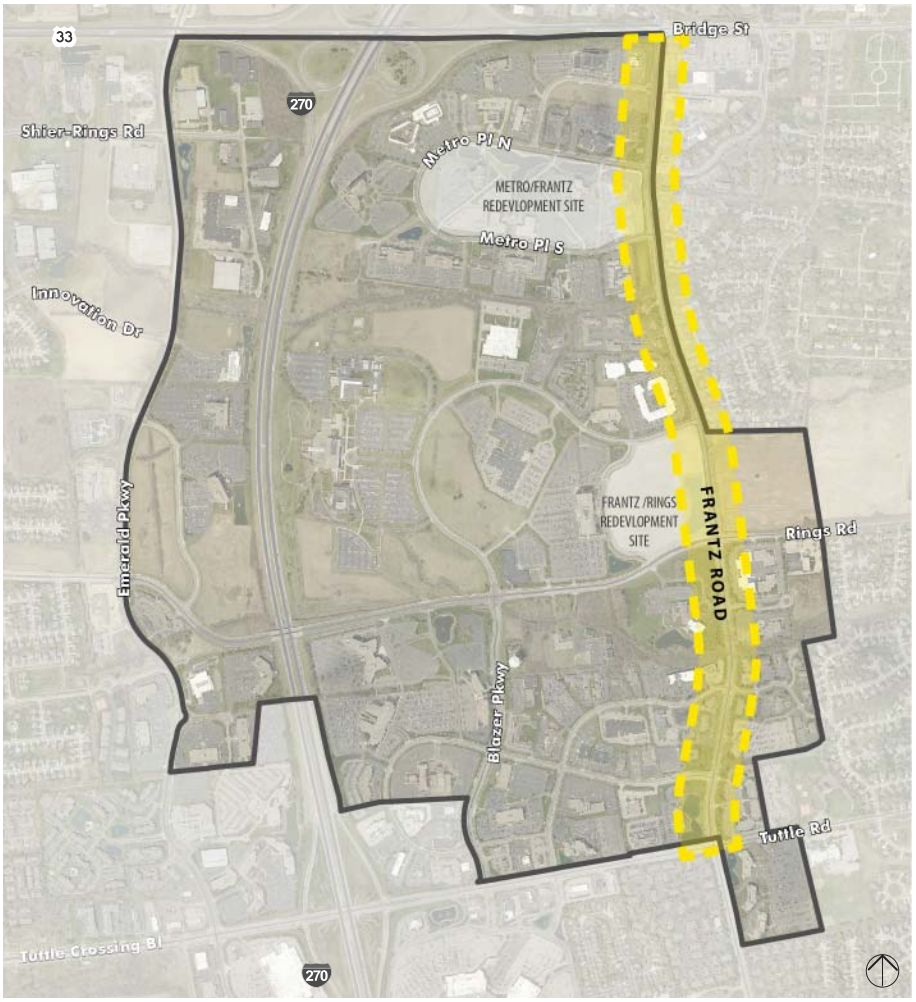
# CORRIDOR
# FRANTZ ROAD

The Frantz Road Corridor has been identified as in need of aesthetic and functional updates. In particular:

- Landscaping has become overgrown, lacks aesthetic appeal, and blocks the view of many uses.
- Signage is often physically separated from uses and ineffective.
- Active transportation amenities for walking and biking should be enhanced.
- Public and private landscape treatment is inconsistent in terms of design and quality.

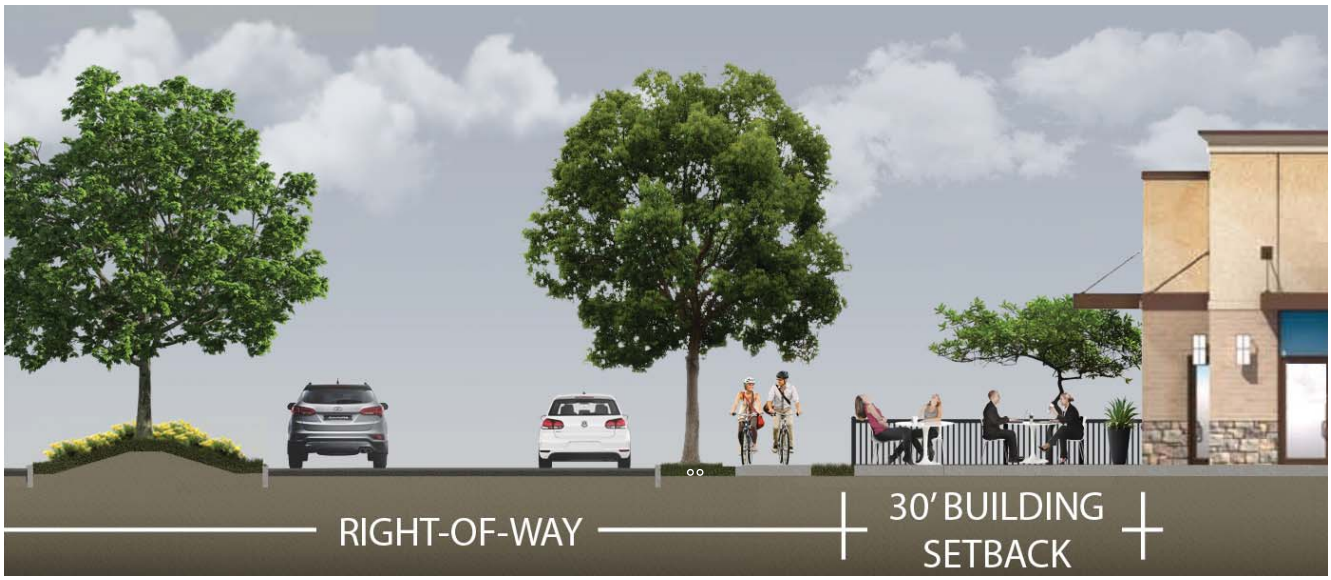
Streetscape improvements along Frantz Road should be part of a larger strategy that can occur in conjunction with corridor redevelopment and/or as a separate initiative by the City. Examples of those improvements include:

- Creation of gateways at the intersections with Bridge Street and Tuttle Road.
- Landscape enhancements to existing medians at targeted intersections.
- Additional landscape improvements to medians between intersections.
- Accent paving at both existing and proposed crosswalks.




*Frantz Road corridor within planning area*

*Frantz Road existing condition - typical section*




*Frantz Road proposed condition - typical section*

# FRANTZ ROAD TYPICAL IMPROVEMENTS

*Frantz Road and Metro Place South - EXISTING*

*Frantz Road and Metro Place South - WITH RECOMMENDED IMPROVEMENTS*

*Dense landscape screening along property frontages obscures view of businesses from Frantz Road.*

*Existing landscape is often overgrown creating a "tired" appearance.*

*Overgrown landscaping can detract from a property's appearance instead of enhance it.*

## LANDSCAPE SCREENING

One of the most recognizable landscape features in Dublin is the existence of intense screening along the public rights-of-way. Zoning Code requirements have established an aesthetic that appeals to residential and commercial citizens alike. As one of the earliest commercial development corridors in the City, Frantz Road is also home to the some of the most mature landscapes.

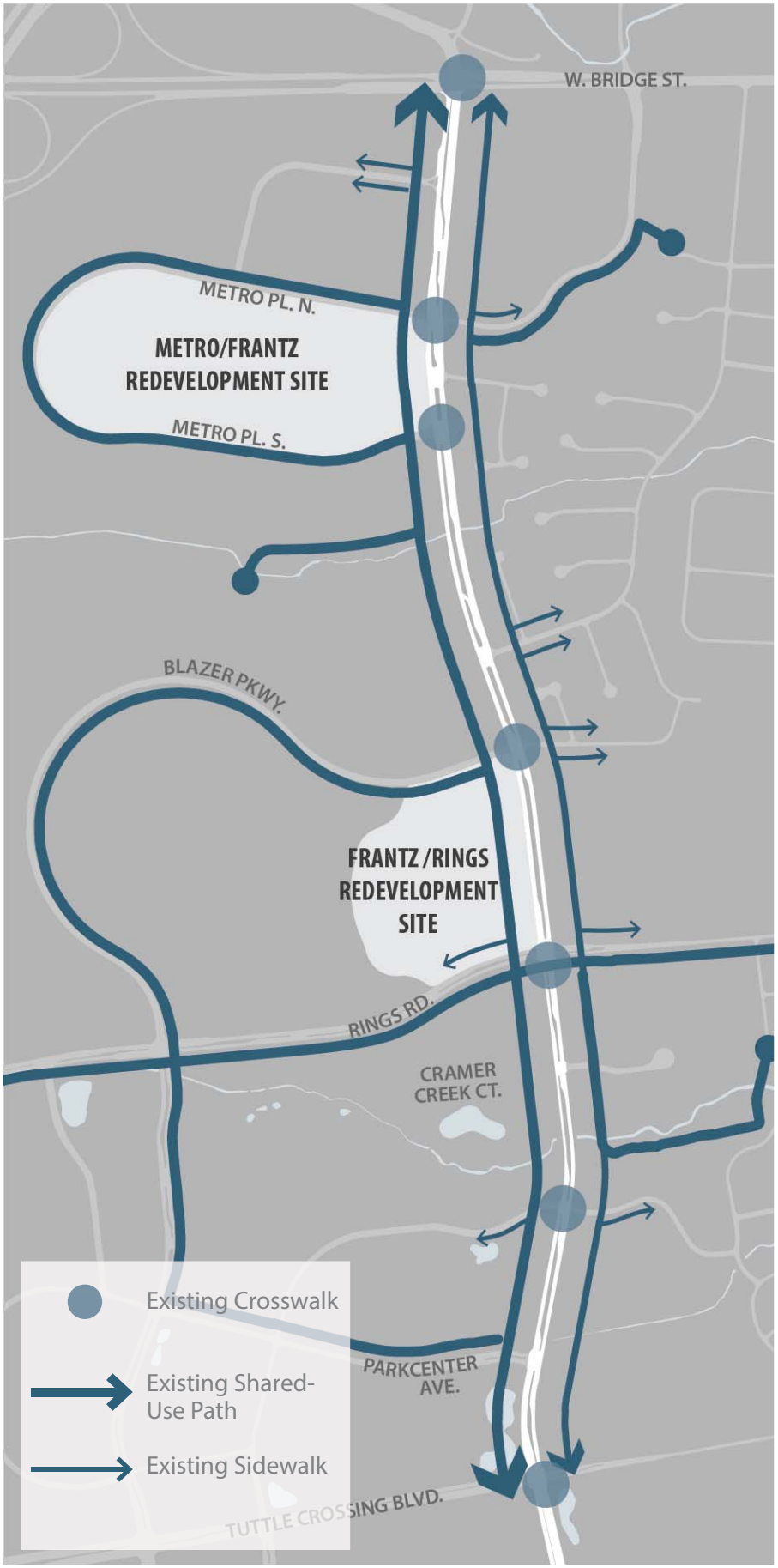
Many of the commercial properties along the corridor could benefit from the rejuvenation of the streetscape by pruning, replacing or otherwise enhancing dense overgrown buffer plantings. The City should consider programs to incentivize participation in planting enhancements along this corridor. Examples include:

- An expedited administrative review process.
- Matching low interest / no interest grants or loans.
- Educational outreach to property owners and building managers.

## PEDESTRIAN CONNECTIVITY

Stakeholder and community input indicated the desire to improve pedestrian connectivity along the corridor. Existing sidewalks and multi-use paths provide an excellent infrastructure to build upon. Possible additional enhancements should focus on ease of access from neighboring residential areas to existing and proposed businesses. Specific examples cited include: provide clear crossing points at intersections, painted crosswalks, and user activated or automated crossing signals, etc.

In addition to existing crosswalks at signalized intersections, potential crossings at Cramer Creek Court and Parkcenter Avenue should be evaluated as pedestrian activity in the district increases with new development. Additional consideration should be given to providing ease of access to main entrances of buildings from the public right-of-way.




*Existing and proposed pedestrian circulation along Frantz Road*

*Existing medians limit opportunities for pedestrian crossings*

*Future pedestrian crossings could be evaluated where Frantz Road intersects with Parkcenter Avenue and Cramer Creek Court*

*Automated pedestrian crossing signal*

## SIGNAGE

A relatively low percentage of businesses in the Frantz Road corridor portion of the planning area have direct frontage along Frantz Road. As part of the City's signs and wayfinding standards thought should be given to providing shared signs, sub-district branding and other opportunities for businesses to be identified along the primary access corridors, consistent with applicable codes.

*Existing wayfinding signage is limited and inconsistent.*

*Many signs are not positioned to clearly show a connection to the businesses they serve.*

*Examples of shared-use monument signs*

*Proposed streetscape improvements along Frantz Road*

## STREETSCAPE IMPROVEMENTS

Streetscape improvements along Frantz Road should be part of a larger strategy that can occur in conjunction with corridor redevelopment and/or as a separate initiative by the City. Examples of those improvements include:

- Creation of gateways at the intersections with Bridge Street and Tuttle Crossing Boulevard.
- Landscape enhancements to existing medians at targeted intersections.
- Additional landscape improvements to medians between intersections.
- Accent paving at both existing and potential crosswalks.

*The intersections of Frantz Road with Tuttle Crossing Boulevard and Bridge Street are opportunities for enhanced landscaping and distinct signage to create gateways into the Frantz Road corridor.*

*Proposed examples of enhanced landscaping in medians*

*Examples of crosswalks with ornamental paving*

# IMPLEMENTATION

The Implementation Chapter identifies actions necessary for implementing the vision reflected in the Dublin Corporate Area Plan. This plan outlines a framework to reposition this district for another period of success, realizing that long-term changes to the planning area will likely be more comprehensive in scope. In the near term, the planning area can be repositioned through strategic interventions, targeted development and regulatory updates.

## REGULATORY

### UPDATE ZONING

- Prepare and adopt a new zoning classification for the planning area, establishing standards that currently vary amongst the several PUD and standard zoning districts.
- Make the review and approval process consistent with other districts such as the West Innovation District.
- Incorporate new surface parking lot landscaping requirements consistent with the West Innovation District.
- Provide technical assistance to property owners/managers regarding on-site landscape maintenance, including revising landscape plans consistent with new standards.

### PREPARE AND ADOPT DEVELOPMENT AND DESIGN GUIDELINES

- Prepare and adopt guidelines that illustrate the design intent of this plan and the new zoning district.
- Support new development that is consistent with this plan and the context of individual sites.
- Encourage design creativity for sites and new construction, consistent with the adopted plan and guidelines.

### PROMOTE "GREEN" APPROACHES

- Require more sustainable approaches to parking lot and site design than currently utilized, such as pervious pavement and biocells, to improve the quality and decrease the quantity of stormwater runoff while potentially adding parking spaces.
- Encourage the use of solar and wind as power sources to support individual buildings.
- Identify incentives to extend such solutions beyond "minimal" applications, such as no interest "green" loans or grants for experimental solutions.

## MOBILITY

### REFRESH FRANTZ ROAD CORRIDOR

- Allocate funds to design and construct streetscape improvements.
- Work with property owners during design and construction.

### DEVELOP ACTIVE TRANSPORTATION INFRASTRUCTURE

- Complete walking and biking facilities; extend walking and biking trails into the sites in conjunction with open space amenities.
- Explore construction of mini multi-modal hubs.
- Seek extension of COTA transit service throughout the planning area.

### IMPROVE CONNECTIVITY

- Create additional roadway connections.
- Create additional roadway connections.
- Ensure pedestrian and bike connections in all redevelopment.

## DEVELOPMENT

### DEVELOP A COMPLEMENTARY MIX OF USES.

- Create amenities that will improve office competitiveness, reduce vehicle trips and increase productivity. As identified in the market analysis, there are existing underserved markets and gaps in certain uses.
  - Initial target sites and general development approaches have been identified based on existing market demand
  - Conduct proactive outreach to property owners to promote the concepts and seek potential partners for redevelopment
  - Design and implement a neighborhood center design solution for the Rings-Frantz site.

### REDEVELOP EXISTING SITES WITH QUALITY SITE DESIGN

- Encourage redevelopment of major sites consistent with this plan to provide more efficient building and parking layouts; factor building life cycles.

### SUPPORT TECHNOLOGY AND R+D BUSINESS INVESTMENT

- Continue expansion of Dublink throughout the planning area as opportunities arise and to retain and attract business.

## SITE IMPROVEMENTS

### REFRESH BUILDING ARCHITECTURE

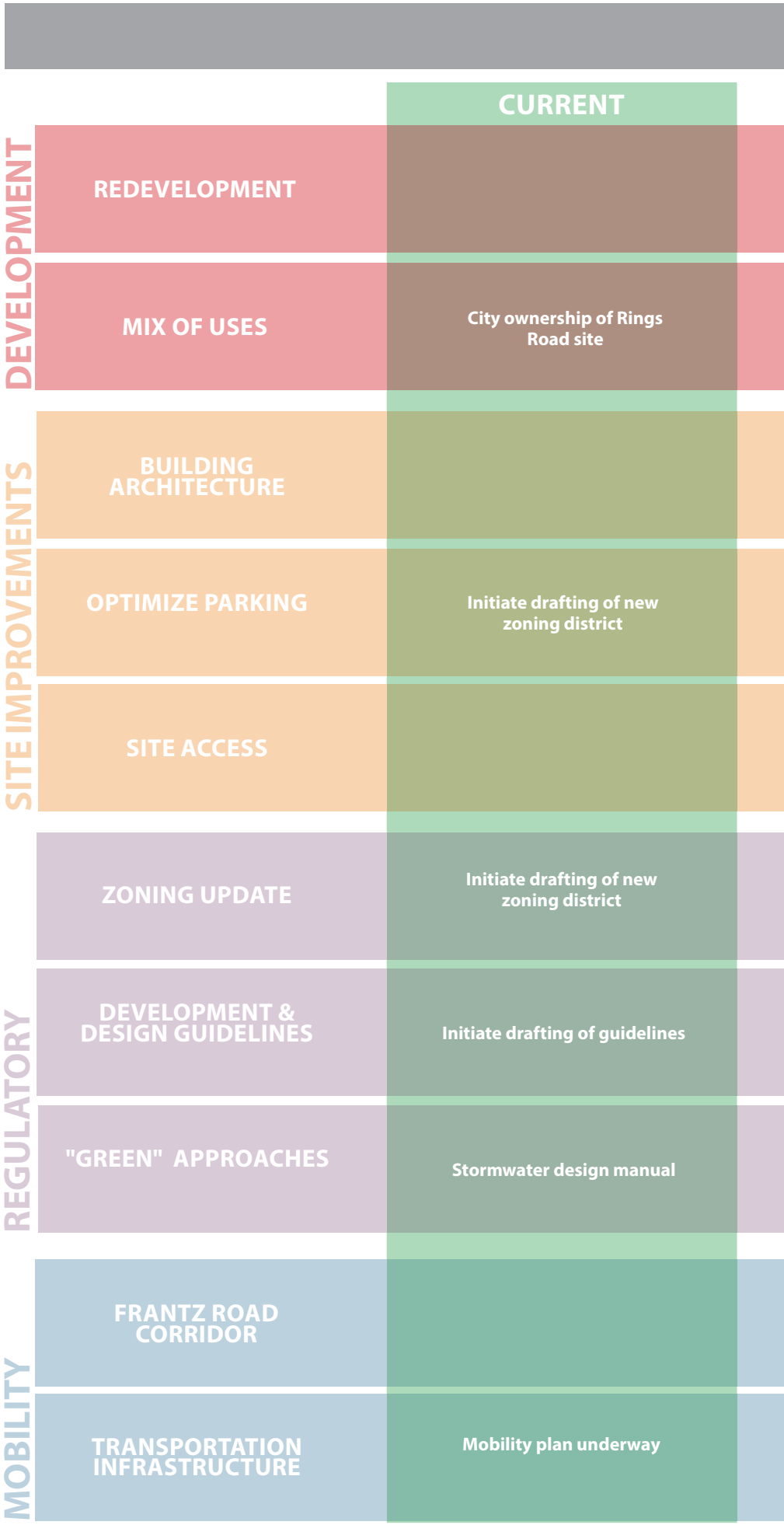
- Collaborate with building owners on potential architecture "facelifts;" investigate incentives.
- Encourage the reorientation of building entries to maximize the use of existing parking.

### CONSOLIDATE PARKING AND SITE ACCESS

- Encourage the combined/shared parking areas to maximize the efficiency of parking.
- Encourage combined/ shared drive access areas to maximize efficiency and allow complementary development.

### OPTIMIZE PARKING FOR EXISTING SITES

- Encourage property owners to identify opportunities to expand parking adjacent to or within sites, while following quality site design approaches and meeting the goals of the City for landscape screening.
- Anticipate the potential for reduced parking demands in the near future.



## TASKS

| 1 YEAR | 2-4 YEARS | 5+ YEARS |
|---|---|---|
| Encourage open sites for redevelopment<br>Adopt new zoning district | Coordinate retrofit development of combined office sites<br>Addition of amenity greenspace and uses | Coordinate wholesale redevelopment of obsolete sites |
| Market sites for redevelopment<br>Adopt new zoning district | Coordinate development for identified target sites | Coordinate wholesale redevelopment of obsolete sites |
| Create incentive program for exterior improvements | Coordinate retrofitting of new entries / door locations<br>Coordination with new outdoor greenspace amenities and restaurant access | Coordinate wholesale redevelopment of obsolete sites<br>Compatibility with a mix of uses |
| Utilize site efficiencies where near-term parking is needed | Coordinate reworking of office parking areas | Coordinate wholesale redevelopment of obsolete sites |
| | Coordinate reworking of office site access<br>Coordinated site access for new development | Coordinate wholesale redevelopment of obsolete sites |
| Adopt new zoning district | Provide technical assistance to property owners and developers | Ongoing implementation |
| Adopt new zoning district | Encourage new development consistent with this plan and context of individual sites | Ongoing implementation |
| Mandate green approaches in site design through the Zoning Code | Coordinate retrofitting of new entries / door locations<br>Coordination with new outdoor greenspace amenities and restaurant access | Identify incentives to extend green solutions beyond "minimal" application |
| Allocate funds for design<br>Create detailed improvements plan<br>Outreach to property owners | Allocate funds for construction<br>Implement improvements<br>Outreach to property owners | Ongoing maintenance |
| Study connectivity options | Implement local transit solution<br>Implement bicycle infrastructure<br>Expand COTA service | Construct roadway connections<br>Implement AV technology |

# DEVELOPMENT + DESIGN PRINCIPLES

In order to guide retrofitting of existing sites and future redevelopment, basic design guidelines are suggested. Updates to the Future Land Use Plan and elements of the Zoning Code will create specific site standards. Guidelines will supplement those standards in a more flexible format, being rapidly adjustable to site-specific issues and distinguished between sub-districts.

## SITE DEVELOPMENT

- Buildings should be located adjacent to the public rights-of-way, locating parking primarily to the rear where possible.
- Negative impacts of site lighting on adjacent areas should be reduced.
- Service functions should be strategically placed to minimize negative impacts on the public rights-of-way and other public spaces.
- Landscaping along roadway edges should be lined with shade trees and provide a rhythm and identifiable character for the road.
  - Median plantings should remain low and block opposing headlights where appropriate.
  - Use flowering trees to enhance roundabouts and intersecting roadways.
- Pedestrian routes should be designed through parking areas and separated by landscape elements where possible.
- Pedestrian access should be

*Building adjacent to the public right-of-way*

*Street trees and activated streetscape*

*Walkway through parking area, linking to front entrances*

accommodated from parking areas to building areas and between adjacent buildings and uses.

- Pathways and sidewalks should be located throughout, creating linkages within and to adjacent sites.
- Bicycle access should be accommodated and encouraged in site design.

## BUILDINGS

- Entrances shall be located along the public rights-of way and in areas most easily accessed by parking areas.
- Building lighting may be used to enhance architectural features and to indicate the location of entries.
- Multi-use buildings are encouraged.
- Architectural variety is encouraged in the Mixed Use Regional District. Project designers are encouraged to try to find elements to tie into the surrounding architecture but not imitate any other buildings that are in the district.

### Massing

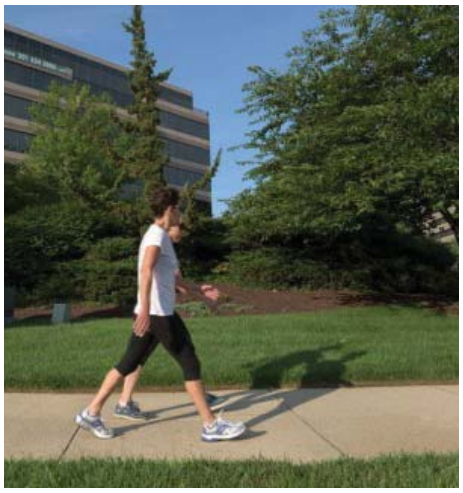
- The massing of the buildings should be dynamic. Flat and box-like massing is discouraged.
- Building entries should be clearly indicated by the architecture.

### Transparency

- A high degree of transparency is encouraged.

### Scale

- Buildings should be designed for human scale.
- Scale should be considered in the overall context of the district and based on site location.



*Pedestrian facilities integrated into sites*

*Bicycle facilities integrated into sites*

*Architectural variety complements the traditional portion of the building*

*High degree of transparency; building entry along public right-of-way*

## BUILDINGS: EXTERIOR MATERIALS

- Natural materials are encouraged; materials that emulate a different material are discouraged.

### Glass

- The use of glass as a main material is encouraged.
- Glass on first floor should be transparent to allow views into the building.
- Use of transparent (non-opaque) of glass is encouraged throughout.

### Metal

- Metal is ideal as an accent and as overall framing for glass elements and the building structure.
- Metal should be more "solid" in character with a minimum thickness of ¼" – break metal and other easily warped metal applications should be avoided.

### Stone

- Natural stone or natural stone veneer is appropriate based on scale and location.
- Stone is most appropriate on lower facades.
- Stone may be used in conjunction with other materials such as glass and brick.
- Stone sills and lintels are an effective external building component when incorporated into facades with other materials such as brick.

### Brick

- Natural brick is encouraged as an external material on all floors.
- Brick can used in conjunction with stone sills and lintels.
- Other clay products such as terracotta tiles may be used as appropriate.

*Dynamic building massing*

*Stone as exterior building material*

*Glass and metal as exterior building materials; high degree of transparency*

*Extensive use of glass as exterior material*

*High degree of transparency*

### Wood

- Wood is a possible exterior material, depending on its application and the scale of the structure.
- Wood can be used as an accent material or a framing around building features.
- Traditional wood siding profiles should be used only on smaller-scale and traditionally designed structures.

### Concrete

- Concrete may be used as an exterior material if finished in a stylized architectural manner.
- Concrete should be used as a component of an exterior materials strategy, incorporating other natural materials.
- Large-scale openings and window transparencies should be inherent in the design of a building relying on concrete as a primary exterior material.

## SITE ACCESS

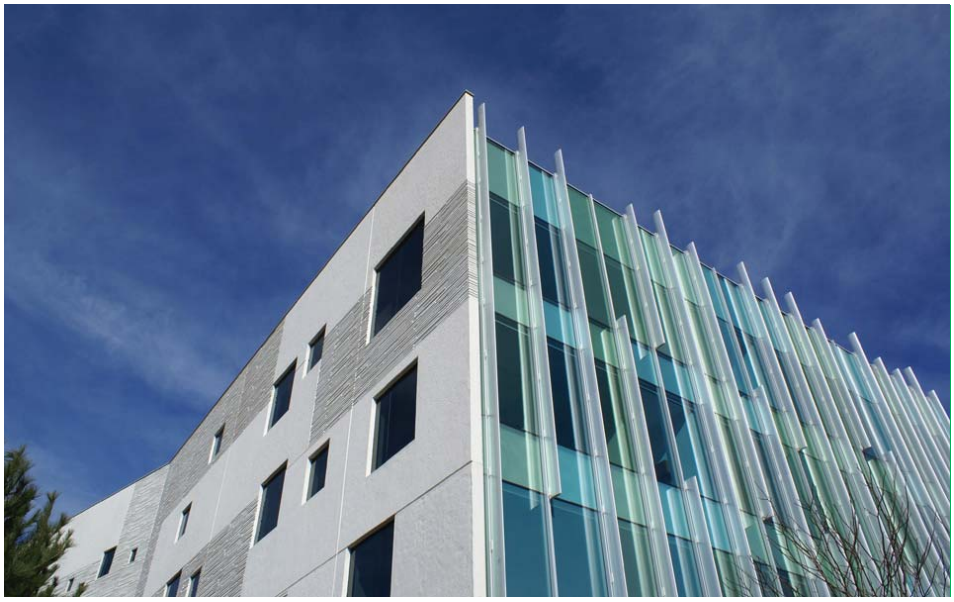
- Sites should be designed to share vehicular access with adjacent sites as part of a larger access strategy.
- Individual entry features/ entrances are discouraged in favor of collaborative site designs.
- Site access should be oriented in a grid-like street pattern, whether public streets or private on-site drives.

## PARKING

- Shared parking across joint sites is highly encouraged.
- Encourage the use of alternative transportation through site design (such as an office circulator shuttle) to lower parking demand.
- Emerging technologies such as autonomous vehicles could

*Brick and glass as exterior building materials*

*Wood and metal as exterior building materials*



*Concrete and glass as exterior building materials*

lower parking ratios and should be closely monitored.
- The use of permeable paving materials is encouraged.
- Small landscape islands within parking lots are discouraged.
- Incorporating sustainable practices within parking areas is encouraged.
  - Solar shades.
  - Pervious paving.
  - Bioswales, rain gardens and other stormwater controls.
- Parking areas should be well lit.

## ACTIVE TRANSPORTATION

- Bicycle racks should be installed near primary building entrances.
- Multi-use pathways should link sites and extend into each site to provide direct access to buildings.
- Indoor bike facilities such as showers and lockers should be considered.

## OPEN SPACE

- Usable open space should be incorporated 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.

## LANDSCAPING

- Site landscaping should be consolidated into areas large enough to support successful plant growth. Small landscape islands within parking lots are discouraged.
- Larger, linear landscape islands are encouraged, particularly those integrated into an overall stormwater

*Access points should serve multiple office buildings/sites*

*Shared "green" parking lot*

*Permeable pavers in parking area*

*Dedicated bicycle facilities*

*Bicycle parking*

quality and control system.

- Landscape areas may be curb-less as needed to contribute to stormwater quality and controls.
- Landscape screening adjacent to the right-of-way is encouraged.
- Landscape screening between adjacent parking lots should not be in excess of that throughout the parking areas and should allow pedestrian access.
- Landscape mounding is not encouraged and should involve a gradual slope toward the public right-of-way when utilized.
- Landscape elements should be used within parking lots to create pedestrian pathways to entrances.
- Regular maintenance of landscaping is encouraged. This includes limiting hedgerows to heights low enough to see above when walking, thinning trees near buildings that obscure signage and entries, and regular maintenance of screening along the rights-of-way.
- Natural features such as tree stands, tree rows and stream crossings should be preserved and incorporated into site design.

## SIGNS

- Overall district branding could improve the identity of the planning area and sub-districts.
- Coordinated wayfinding signs can be used to improve the function of the entire planning area .
- Overall wayfinding should be encouraged for each sub-district.

*Incorporated open space and stormwater features*

*Landscape median*

*Landscape clustered at entry*

*Monument sign - campus*

*Monument sign - multi- tenant*

**DUBLIN CORPORATE AREA PLAN**

CITY OF DUBLIN, OHIO
DIVISION OF PLANNING
DEPARTMENT OF DEVELOPMENT