

Office of the City Manager

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Memo

To: Members of Dublin City Council

From: Dana L. McDaniel, City Manager

Date: August 9, 2018

Initiated By: Vincent A. Papsidero, FAICP, Planning Director

Tammy Noble, Long Range Planning Manager

Devayani Puranik, Senior Planner

Re: Ordinance 46-18 - An ordinance to amend the City of Dublin Community Plan to

add a Special Area Plan (Dublin Corporate Area Plan) for the Legacy Office areas

including the Metro, Blazer and Emerald Districts - (Case 17-093ADM)

Summary

This is a request for review and approval of an ordinance to add the Dublin Corporate Special Area Plan as part of the City of Dublin Community Plan. The plan proposes future land use recommendations as well as recommendations for vacant sites, development and design guidelines, Frantz Road corridor streetscape improvement strategies, and implementation strategies for Dublin's Legacy Office areas including Metro, Blazer, and Emerald Districts. This area is a key portion of the City's Business Districts within the center of the City.

Background

The planning process began with Phase I in 2015 with the focus on parking expansion strategies for legacy office sites, followed by Phase II as the Dublin Corporate Area Plan.

The Dublin Corporate Area Plan builds upon Dublin's Legacy Office Competiveness Study (2016) that focused on the Metro Center development and the businesses along Frantz Road and Blazer Parkway. This first phase addressed specific physical issues, including parking ratios, perimeter and interior landscaping, and recommended short-term solutions.

Phase II of this multi-year initiative is the Dublin Corporate Area Plan. It responds to the office competitiveness issues by recommended updated land use and design policies, with proposals for a new zoning category and approval process in order to facilitate new private investment and redevelopment that benefits the entire community. This is a 30 to 50-year vision. Input was gathered from stakeholders (businesses, residents, employees) throughout the planning process at a series of open houses and neighborhood meetings as the plan was drafted. The Plan was also presented to City Council at a work session on October 16, 2017 and to the Planning and Zoning Commission for feedback on May 17, 2018. The Planning and Zoning Commission recommended approval to City Council on June 7, 2018.

The project has been a collaborative effort between the divisions of Planning and Economic Development, and the consultant team of POD design, Sidestreet Planning, and DDA advisors.

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Purpose of the Plan

The main purpose of the plan is for the City to continue to set favorable development conditions that result in jobs and investment. Talent attraction is driving change in commercial real estate development. Cushman & Wakefield reports that "corporate real estate is increasingly becoming a significant tool to attract high-quality talent. This alignment of real estate and business strategy is driving several critical trends, influenced by technology, that impact how space is designed and utilized." Savvy building owners (and communities) are increasingly thinking about "real estate as a service," or RAAS, to attract top talent. They realize that, especially among Millennials, "job satisfaction is driven less by large, personal offices in their workplace and more by flexibility, work/life benefits, and amenities." (For additional resources detailing the changing real estate markets please see the "Corporate Location Decision & Site Selection Trends" report included in the packet.)

Office space in the City has been considered some of the best in central Ohio for the past 40 years. However, as our office parks have aged, the development model has had an increasingly difficult time competing with office space in more vibrant, amenity-rich environments. As the Columbus Region continues to grow, notable real estate options continue to emerge that challenge Dublin's overall competiveness.

In addition, several major changes have occurred nationally over the past decade that present challenges to the standard suburban office model. This includes 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 need to have nearby retail convenience services, entertainment options, and other amenities that support the office workforce, as well as nearby resident neighborhoods. 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 options within office parks has become a growing real estate trend around the United States to help create true mixed use, walkable environments that attract the young (and growing) professional workforce and sustain businesses. The challenge for older office parks is retrofitting aging, single-use built environments and to incorporate new transportation options that support walking, biking and transit connectivity.

Goals of the Plan

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.

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- Recommend zoning tools to ensure successful implementation of the vision and plan recommendations, while providing new zoning protections for adjacent neighborhoods.
- Introduce consistent and compatible architectural and site design guidelines for the entire district.

Process and Input

The planning process asked broad questions that focused on the needs of local businesses and residential communities. The engagement process is summarized below.

Phase I: Legacy Office Competiveness Study

Business Community Outreach Workshop - December 1, 2015

Phase I culminated in a workshop focused on property owners and brokers representing the study area, as well as company representatives working within the study area. Key feedback included the need for more amenities for office workers, updates to the appearance of the sites and adjacent roadway corridors, more efficient parking and parking ratios, and strategies to encourage redevelopment.

Phase II: Dublin Corporate Area Plan

Public Workshop I and web-based survey — August 31, 2016

Phase II began with a public workshop for gathering input from all stakeholders including residents, employees and property owners. Key feedback included the desire for restaurants and retail amenities, and an interest in open space and walkability. The input informed the drafting of development concepts that were presented at the next workshop.

Public Workshop II and web-based survey - November 1, 2016

The second public workshop focused on gathering input on specific development concepts. It was publicized to a range of stakeholders, including nearby residents. The feedback from attendees included support for a mix of uses and the redevelopment of Frantz Road corridor. Input also included the desire to redevelop/refresh existing office areas and continued interest in pedestrian access improvements. The input served as a basis for finalizing the concepts and drafting the plan policies and development standards.

Open House - August 2, 2017

Stakeholders and members of the public were invited to review the draft plan in an open house setting to encourage discussions regarding the specific recommendations. Input was used to draft revisions to the plan, including height and density standards, design guidelines and implementation policies.

Llewelyn Farms and Waterford Village Meeting - August 11, 2017

Staff met with neighborhood representatives from Llewelyn Farms and Waterford Village at a resident's home to discuss their concerns regarding adjacency of the proposed Mixed Use Regional land use designation in relation to the existing residential neighborhoods. This meeting included a walking tour guided by the residents. Input was used to draft revisions to the plan.

City Council Work Session - October 16, 2017

Staff presented a complete draft of the plan at a City Council work session. The neighborhood representatives from Llewelyn Farms and Waterford Village provided additional input regarding

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their concerns for the proposed Mixed Use Regional land use designation and its impact on existing residential neighborhoods. Input was used to draft revisions to the plan.

Open House - January 17, 2018

The focus of this final open house was the provisions of the draft plan that were updated in response to the October 16th work session. Approximately 70 people attended. Neighborhood representatives from Llewelyn Farms and Waterford Village shared their concerns regarding proposed "restaurant" uses east of Frantz Road and clarification for proposed land uses for Site 10 and Site 11 in the draft plan (page 35). The draft has since been updated in response to the concerns. In particular, "bars" were excluded from recommended land use descriptions (which reflects the original intent of the recommendations, though not to this level of specificity).

Neighborhood Meeting - April 4, 2018

On April 4, 2018, Planning staff hosted a neighborhood meeting with representatives from Liewellyn Farms, Waterford Village, and Mid-Century Modern neighborhoods to discuss their concerns regarding the draft plan. Approximately 18 residents attended the meeting held at the Dublin Chamber of Commerce. The focus was two-fold: first, to address pending concerns identified in a February 17, 2018 letter addressed to the Planning and Zoning Commission by the Liewellyn Farms HOA and second, to reach a consensus on any other remaining issues.

The general discussion among attendees resulted in support for proceeding with the plan in its current draft form without changes. Residents expressed clear support of the proposed comprehensive rezoning of the planning area as proposed, as the first step of implementation upon adoption (this process would address a majority of the residents' concerns). It was noted that the rezoning project would be a long-term and intensive process of engaging all commercial property owners in the 990 acres, as well as adjacent neighborhoods.

The meeting concluded with a group consensus in support of moving forward with the final review and adoption of the Plan by City Council in its entirety (please refer to attached "Staff Memo Neighborhood Meeting Summary").

Planning and Zoning Commission Introduction - May 17, 2018

Commission members supported the Plan in concept and had additional questions and comments on particular detail items that will be addressed further in the zoning code and rezoning process.

One of the design items discussed was the recommendation of 30-foot setbacks along Frantz Road. The purpose of the Plan recommendation for setbacks is to activate the streetscape by placement of the buildings closer to the street; however, the recommended setbacks are measured from the edge of right-of-way and will provide usable green spaces along Frantz Road in addition to the existing tree lawn, trees, and shared use paths. The landscaping and open spaces are key design items recommended in the Plan. The idea is to reconfigure these areas for more usable, sustainable, and integrated green and open spaces throughout the District. The Commission members added that the open spaces should be integrated and exceptionally designed with public access as new projects are evaluated.

Commission members also suggested providing additional bike infrastructure (dedicated bike lane) on Frantz Road as new development occurs. Planning staff will follow up with Engineering to assess dedicated bike lane on Frantz Road, however, it will require further feasibility study.

Commission members supported introducing secondary residential uses within the District. However, the design and integration of residential development will be an important criteria for review if and when proposals come forward.

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Commission members had additional questions regarding the zoning code format (form-based or traditional zoning code) and approval process for the new District. The new District will be modeled after the West Innovation District with accompanying design guidelines.

A small number of residents spoke in support of the Plan and expressed their interest to stay involved in the zoning code process to address their specific concerns.

Planning and Zoning Commission Review - June 6, 2018

Planning and Zoning Commission unanimously voted to recommend approval to City Council. The Commission members reiterated that the standards to buffer existing residential neighborhoods should be closely examined during rezoning and zoning code process.

Plan Contents

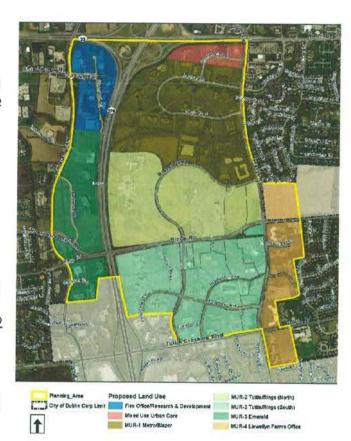
The plan includes the following elements: Project Overview, Existing Conditions, Public Input, Market Analysis, Land Use Recommendations, Development Concepts, Frantz Road Corridor, Implementation, and Development and Design Guidelines.

Future Land Use Recommendations

The future land use designation is Mixed Use Regional Center, which is a broad designation that provides for policy flexibility at the parcel level consistent with the regional nature of the planning area. 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 districts provide opportunities to introduce amenities into a walkable environment for office workers, visitors, and nearby residents.

The planning area is divided into sub-districts that provide increasingly detailed development policies for the sub-district as a whole. The sub-districts are: MUR-1 (Metro/Blazer), MUR-2 (Tuttle/Rings North and South), MUR-3 (Emerald), and MUR-4 (Llewellyn Farms Office District).

Also, the plan continues to support the existing Bridge Street District classifications for areas along Upper Metro Place and the Technology Flex District areas along Emerald Parkway.



Recommendations for undeveloped sites

Site specific land use recommendations are provided for undeveloped sites within the planning area (Page 33). In terms of revisions since the final open house, the following is noted:

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- The updated draft includes additional recommendations for Site 2, consolidated parcels to create a larger Site 4 (Ashland Chemical) and minor edits for remaining sites.
- Site 10 and Site 11 are within a new MUR-4 Sub-District.
- Recommendations for Site 10 (currently outside of City's jurisdiction) include neighborhoodscale commercial uses that front Frantz Road and preclude restaurants and bars. The remainder of the site is recommended for single-family residential uses.
- The land use recommendation for Site 11 is exclusively office uses, limited to maximum 2 stories. The Stream Corridor Protection Zone puts additional constraints for development for Site 11.

The plan provides additional guidance for augmenting buffers between existing residential neighborhoods and new or infill development. The plan also provides detailed design guidelines, in particular, a building height map in response to neighborhood concerns regarding the height of future development. This concern was especially an issue along the Frantz Road corridor (Page 32).

Development Concepts

Targeted areas of redevelopment are included to introduce needed amenities and set the framework for the transition of the district at a conceptual level. 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 market demand forecasts, as well as desired aspirations of local workers and local residents that were expressed at the various public meetings and open houses. In particular, the focus of all conceptual scenarios is a mixed use, walkable community with neighborhood amenities.

Other Recommendations

The plan provides additional recommendations to improve vehicular, pedestrian and bicycle connectivity and sustainability for site design, building design, and active transportation elements.

Frantz Road Corridor

The plan includes streetscape improvement guidelines for Frantz Road in response to Council direction. These improvements will promote revitalization in the corridor through refreshed landscape aesthetics and better pedestrian and bike connections. Detailed design of this project is included in the CIP.

Implementation

The plan provides implementation guidelines and outlines a framework to reposition this area for another period of success, realizing that long-term changes to the planning area will likely be more comprehensive in scope.

Development and Design Guidelines

In order to support redevelopment of existing sites, the plan provides basic design guidelines to ensure this happens in a cohesive and consolidated manner. Updates to the Future Land Use Plan and elements of the Zoning Code will create specific design standards, however, the plan provides supplemental design guidelines for elements such as site development, building materials, site access, parking, active transportation, open space, landscaping, and signs.

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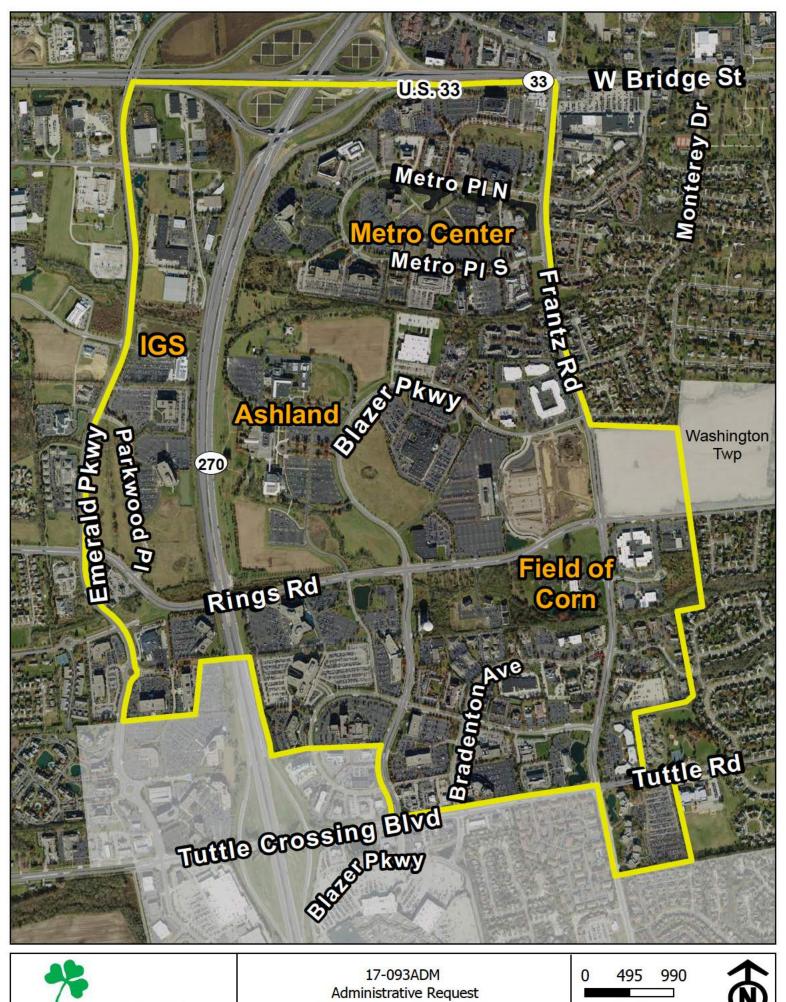
Recommendation

Staff recommends City Council approval of Ordinance 46-18 at the second reading/ public hearing on August 27, 2018.

RECORD OF ORDINANCES

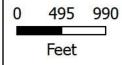
	Dayton Legal Blank, Inc.	Form No. 30043				
	Ordinance No46-18 Passed	, 20				
	AN ORDINANCE ADOPTING THE DUBLIN CORPORATE SPECIAL AREA PLAN (17-093ADM)					
7	WHEREAS, the Dublin Corporate Area Plan is critical to the future plegacy office areas including Metro, Blazer, and Emerald Districts; a					
	WHEREAS , the planning area comprised of approximately 99 developed, but also contains significant vacant sites. In add development pattern provides additional redevelopment and infill of	lition, the current				
	WHEREAS, this 30 to 50-year vision seeks to provide successful reduction Dublin Corporate Area, while pointing the way toward future sustainable development; and					
	WHEREAS, the Dublin Corporate Area Plan builds upon Duble Competiveness Study (2016) that focused on the Metro Center de businesses along Frantz Road and Blazer Parkway. Phase II of this is the Dublin Corporate Area Plan. It responds to the office competupdated land use and design policies, with proposals for a new zoning to facilitate new private investment and redevelopment that be community; and	velopment and the multi-year initiative titiveness issues by ng category in order				
-	WHEREAS , the Dublin Corporate Area Plan was based upon occurring in the suburban office campuses to maintain competitive the region while balancing the needs of current and future wo neighboring residents.	e advantage within				
	NOW, THEREFORE, BE IT ORDAINED by the Council of the City of its elected members concurring, that:	of Dublin,				
	Section 1. City Council hereby endorses and adopts the Dublin Area Plan.	Corporate Special				
	Section 2. This Ordinance shall take effect upon the earliest date	permitted by law.				
	Passed this day of, 2018.					
	Mayor - Presiding Officer					
	ATTEST:					

Clerk of Council





Administrative Request Dublin Corporate Area Plan





Dublin Corporate Area Plan

Special Area Plan (2018)



CITY OF DUBLIN, OHIO
DIVISION OF PLANNING
DEPARTMENT OF DEVELOPMENT

CITY OF DUBLIN PLANNING DIVISION 5800 SHIER RINGS ROAD DUBLIN, OH 43016

A special area plan is a long range vision that establishes official City policy to guide future public and private decisions regarding development and infrastructure. It provides schematic representations of potential development areas at a variety of scales and levels of detail, and include recommendations for compatible land uses and design guidelines as may be appropriate to the area. It is to be used as a general guide for land use planning concepts, and should not necessarily be interpreted or applied literally. It is a vision that seeks to inform development over next several decades. It is an addendum to the Dublin Community Plan, 2013.







COLUMBUS, OH 43215



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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 presents a long range vision that seeks to determine ways to improve these areas for businesses, employees and residents, as well as encourage additional private investment that benefits the entire community.

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 employeeper-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 30 to 50 year vision 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

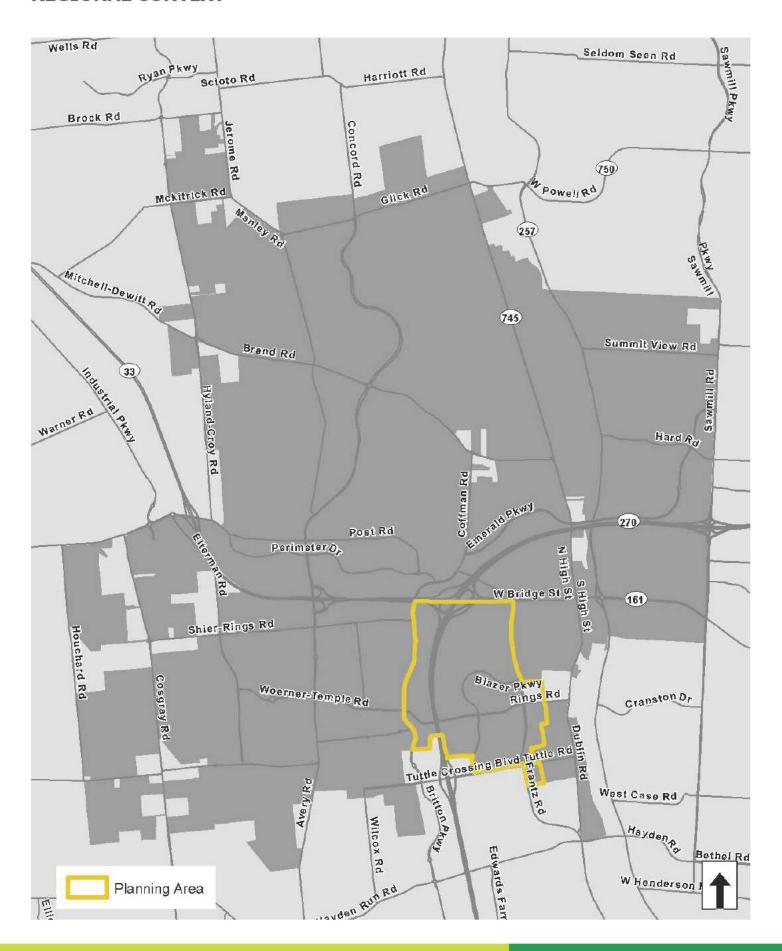
- ensure additional development along Frantz Road does not adversely impact neighborhoods to the east.
- Recommend zoning tools to ensure successful implementation of the vision and plan recommendations, while providing new zoning protections for adjacent neighborhoods.
- Introduce consistent and compatible architectural and site design guidelines for the entire district.

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 consensusbased 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%

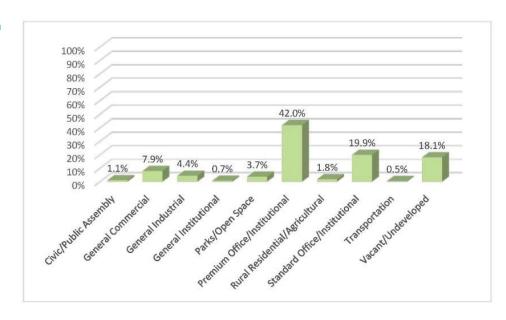
EXISTING LAND USE AND ZONING

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

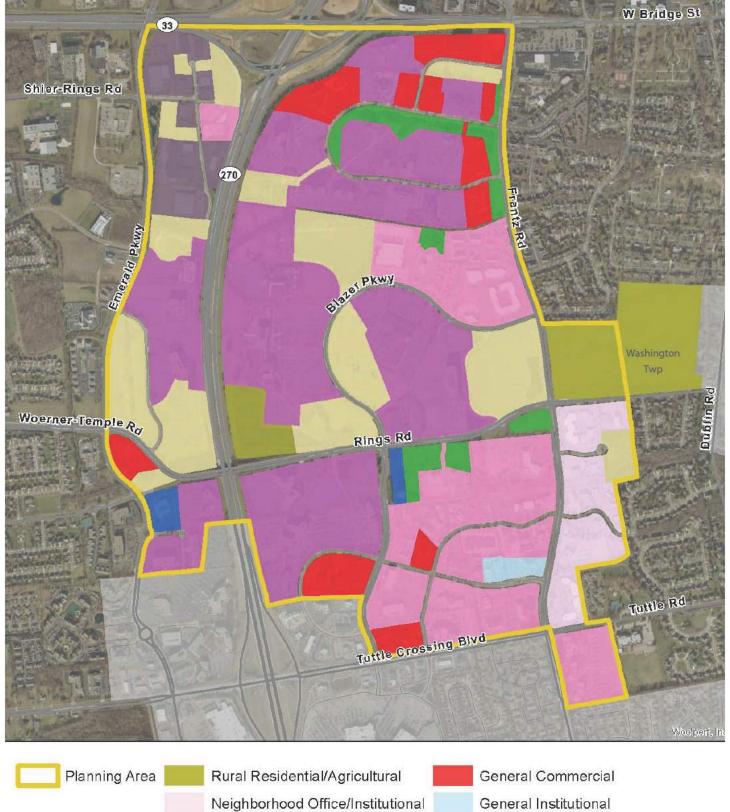


planning area. Some of the larger areas designated as Parks/Open Space are stormwater features for the Metro Center office campus with limited recreation opportunities.

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

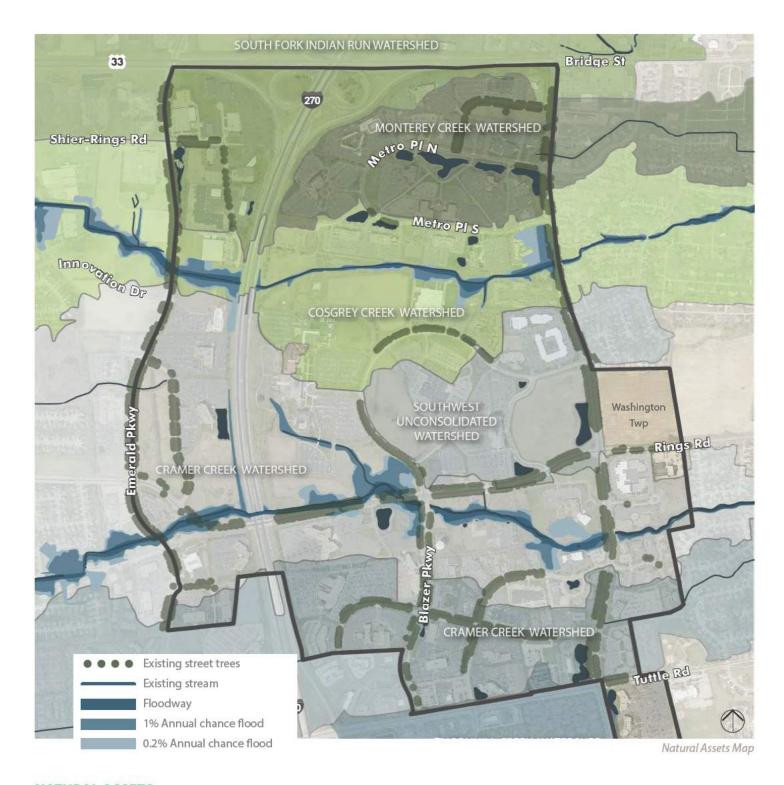
To the north is West Bridge Street, which provide opportunities for physical connection to the planning

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.









NATURAL ASSETS

There are a number of small creeks that create a series of subwatersheds 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

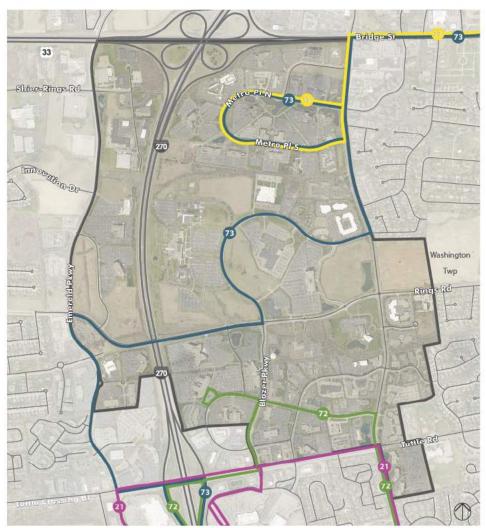
Rings Road is an important east/west connector for the planning area. It is the only route that is not a highway entrance linking both sides of the planning area, with a connection over I-270. Rings Road includes a sidewalk and a trail connection as part of the streetscape, providing important pedestrian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

COTA Route 21

COTA Route 33

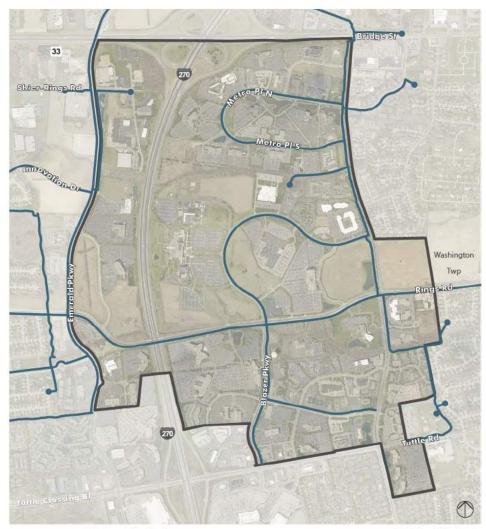
COTA Route 73

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.



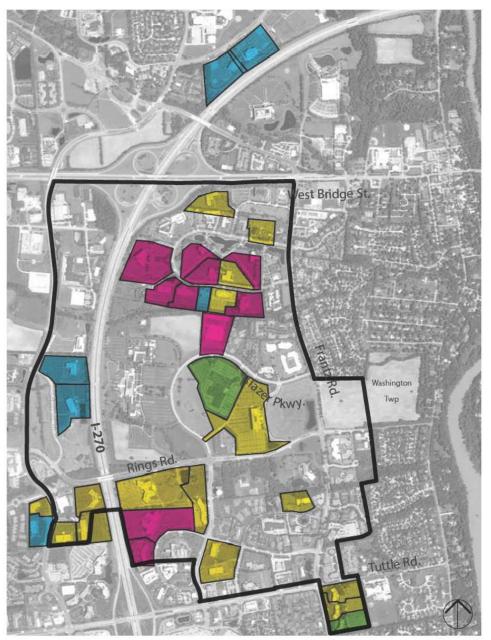
Existing Bike Path

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.



*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

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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.



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

- Large areas of landscape buffering between adjacent lots in strategic locations for neardoor parking.
- Adjacent lots with no efficiencies for sharing due to compounded inefficient site design.



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

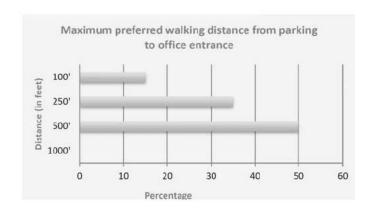
The first phase culminated in a workshop focused on property owners and brokers representing the planning area as well as those working in local offices. Through interactive polling, input was received to guide the subsequent

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.

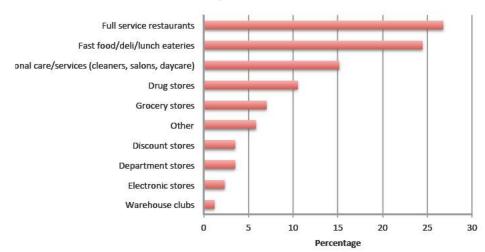
Focus Group Participants





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?

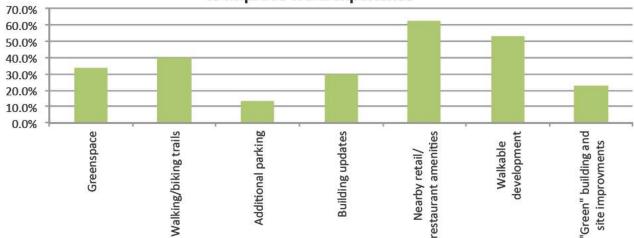
Food:	81.7%
Recreation:	65.6%
Retail:	50.5%
Personal Service:	32.3%
Housing	10.8%

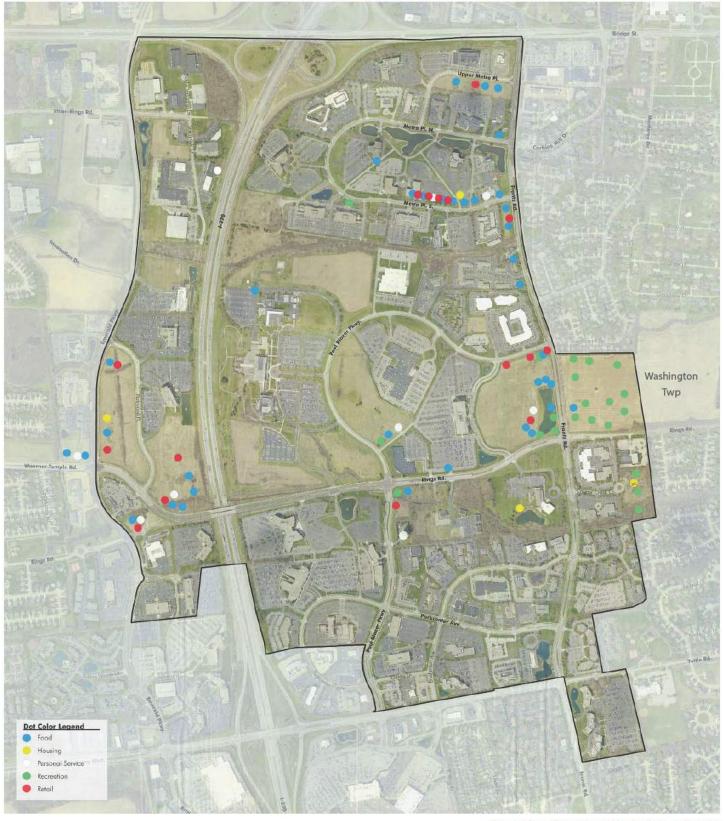
What is the reason you don't eat outside your building at least once a week?

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

Amenities most needed

to improve work experience





Results from Future Land Use Preference Exercise

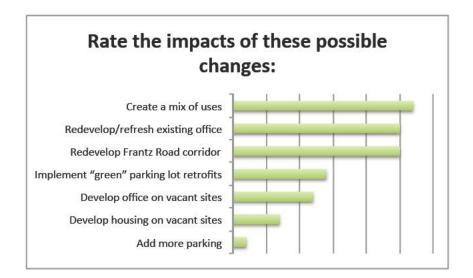
Public Workshop #2: Development Concepts

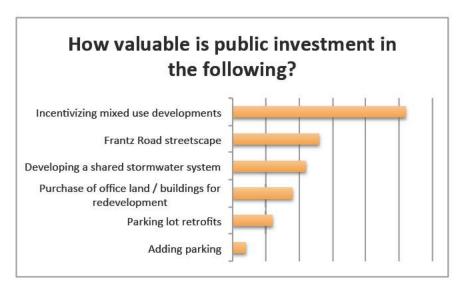
November 1, 2016 Interactive polling Web-based survey

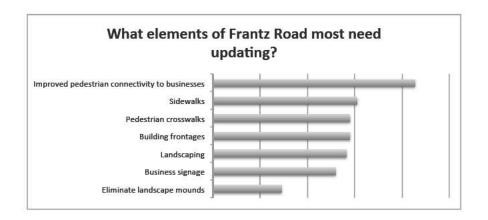
A second public workshop gathered input on specific development concepts. Interactive polling was again used during the meeting and then translated into a web survey to gain further insights. Key feedback included:

- 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.

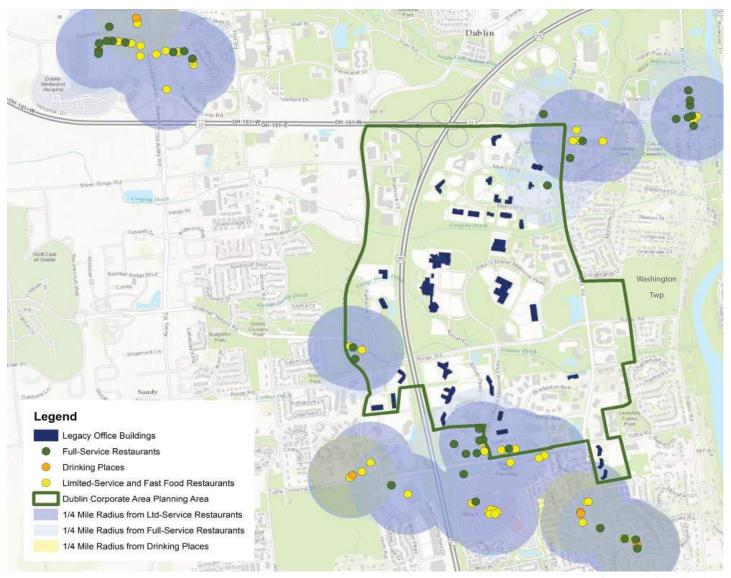








MARKET ANALYSIS

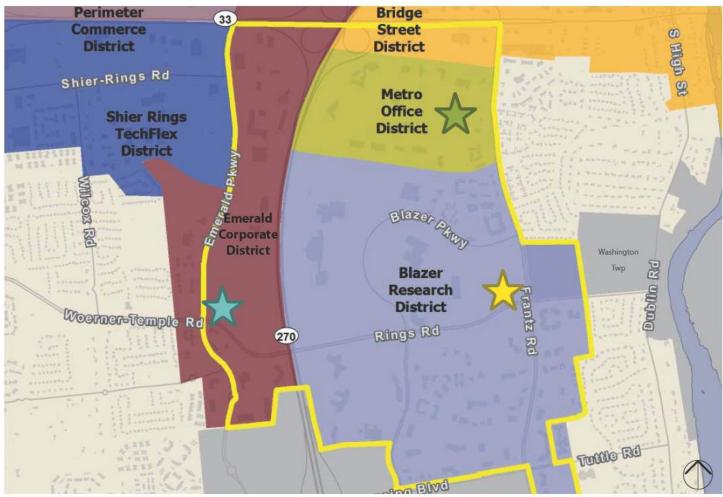


Restaurant Locations Map

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 singleuse 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.

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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

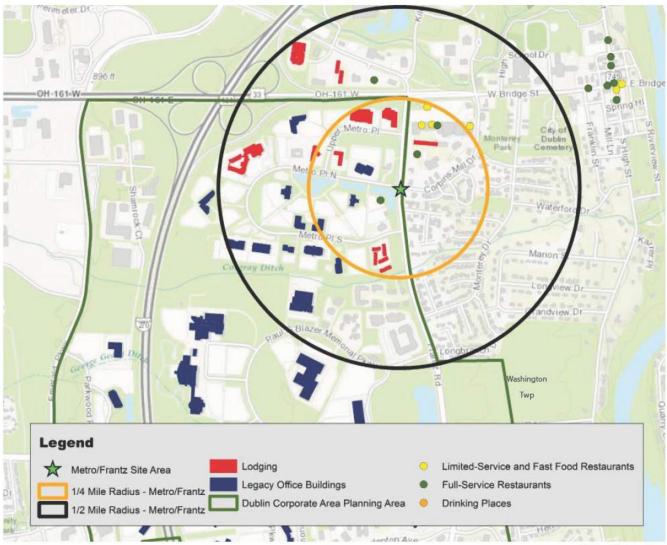
Retail/restaurant spending potential was identified for each site area from three consumer types:

- ▶ 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

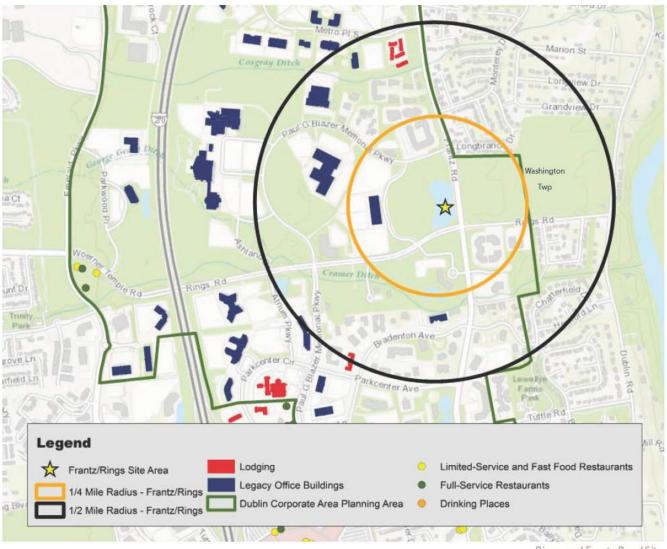
Spending Potential

\$40 million total retail/restaurant spending potential

Core Demand

Restaurants and other food and beverage establishments

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Rings and Frantz Road Site

FRANTZ/RINGS ROAD

Consumer Types

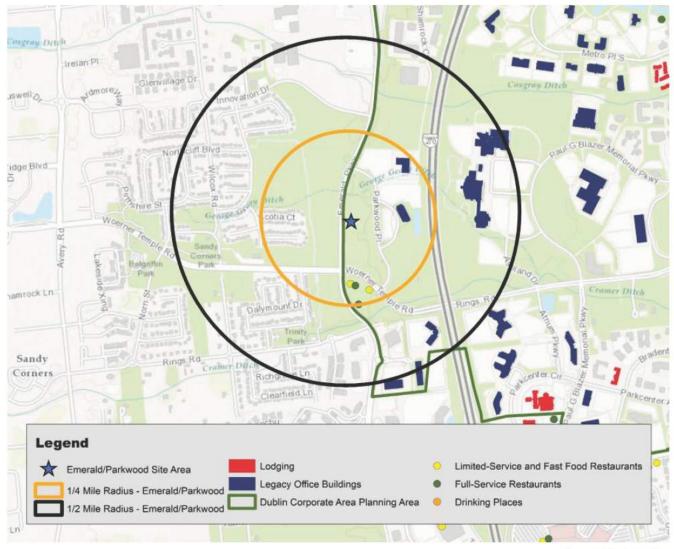
- 2.2 million square feet of office space, estimated 11,000+ employee capacity
- Low proximate population counts; however highest population count of three sites within 5-minute drive (nearly 10,000 persons)
- No hotel rooms within 1/4 mile

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

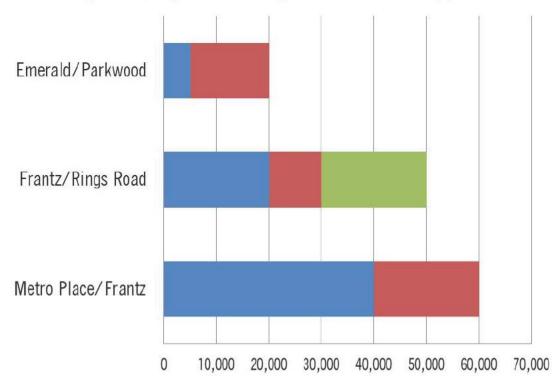
\$22 million total retail/restaurant spending potential

Core Demand

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

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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 LANDUSE

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.

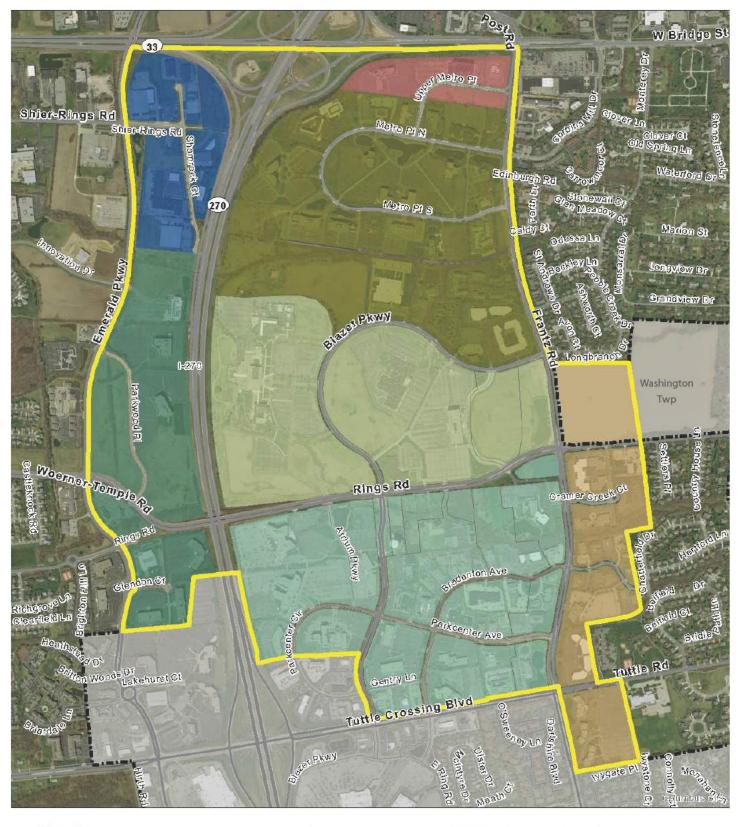
MIXED USE URBAN CORE (BSD)

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.

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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



Metro/Blazer: Central open space and office



Metro/Blazer and Tuttle/Rings: Hotel uses



Metro/Blazer and Tuttle/Rings: Restaurant uses

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

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 subdistrict.

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 freewayoriented 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 subdistrict. 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.

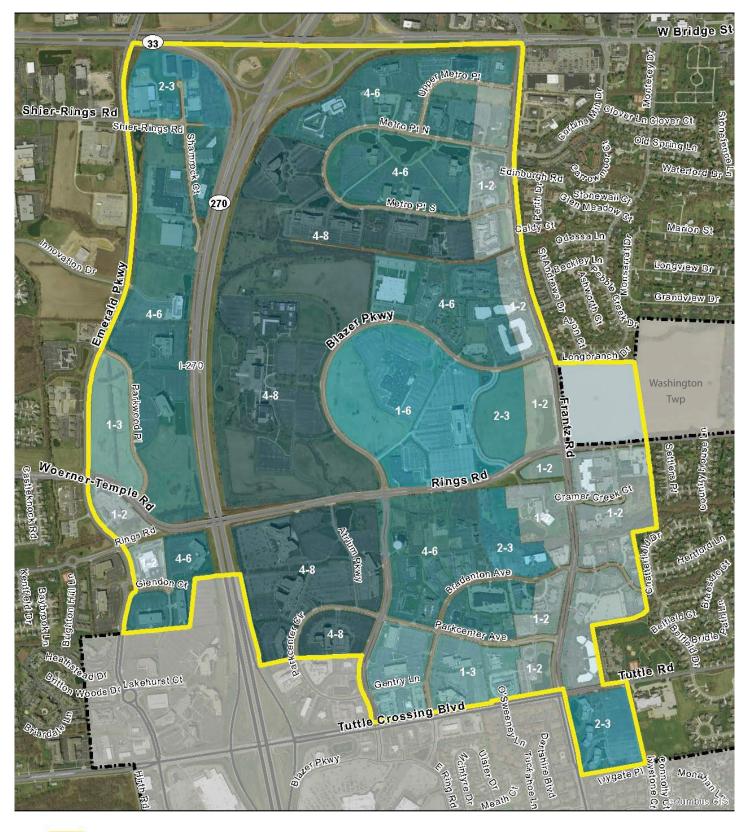
Uses to include:

- 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.

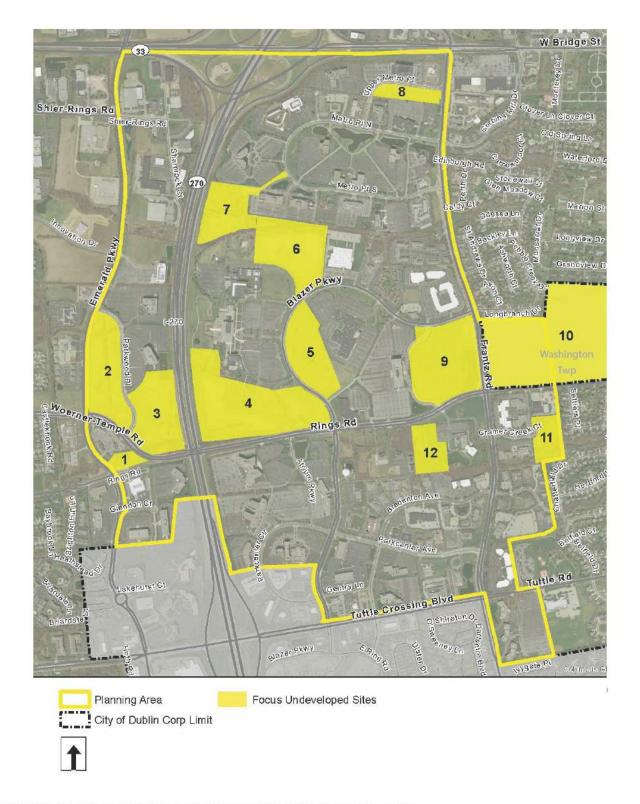
BUILDING HEIGHTS

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.







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 restaurantdestination 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 twostory building height.

SITE 9

Site 9 is a short term development priority currently owned by the City. This plan contemplates possible development approaches for this site on page 37. In particular, neighborhood-oriented retail and restaurant uses (no bars) 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 is currently located in Washington Township. It will need to annex to gain access to central utilities (water and sewer) to accommodate any new development. If Site 10 were to annex to City of Dublin, the plan supports neighborhood-oriented retail and office uses along the Frantz Road frontage limited to a total of 10,000 square feet and two stories in height as transition and buffer from Frantz Road. The remainder of the site should be developed as single family residential uses. The new development should provide



Small Format Grocery Example

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

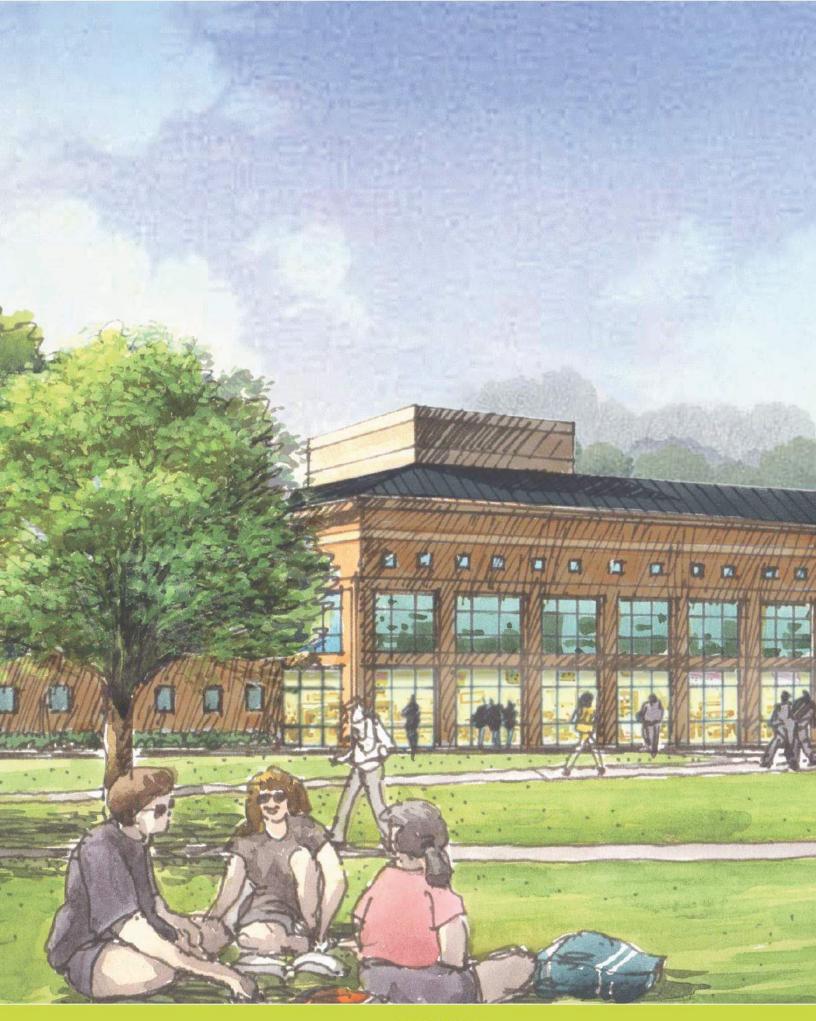
new development, this and other sites adjacent to residential uses should include additional buffering requirements to minimize potential impacts of new development.

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.



Neighborhood-oriented retail Example



DEVELOPMENT CONCEPTS

SITE REDEVELOPMENT

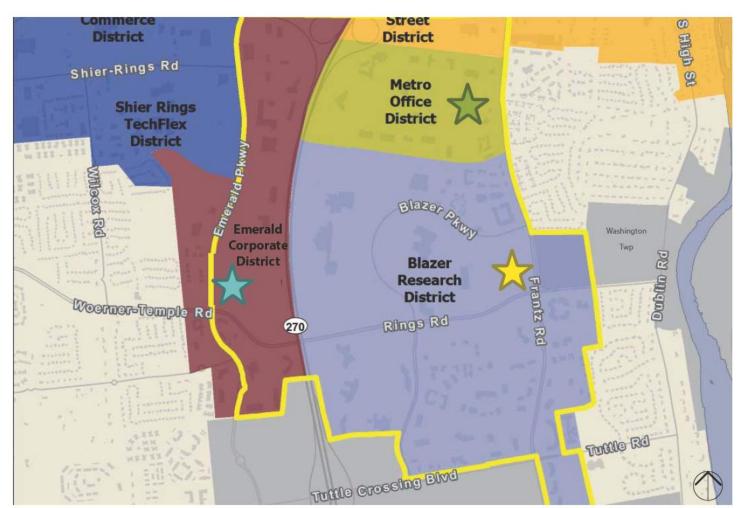
Targeted areas of redevelopment will introduce needed amenities and set the framework for the transition of the district. There are two key areas detailed as near-term opportunities along Frantz Road – the Rings Road Area, and Metro Center.

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 instore 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

RINGS ROAD AREA

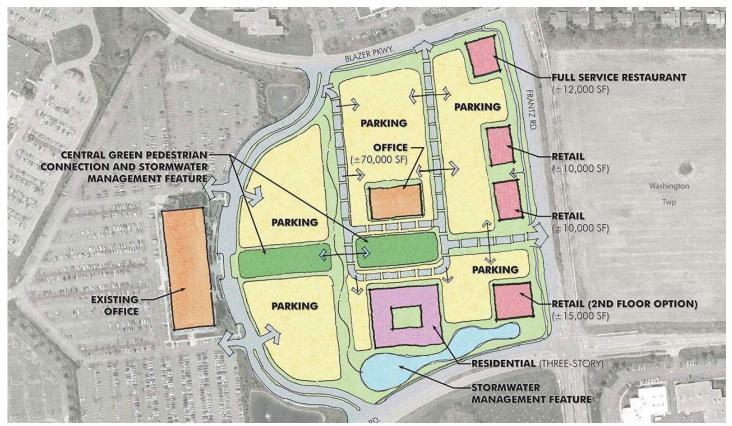
Option B

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 instore 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



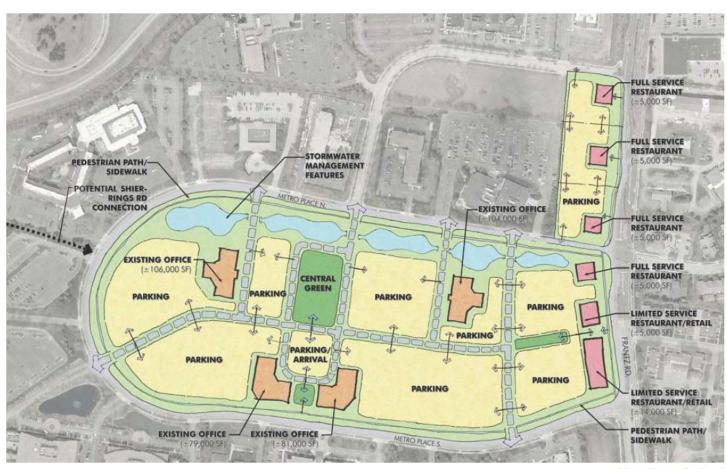
Potential development example: Food truck court at office campus



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



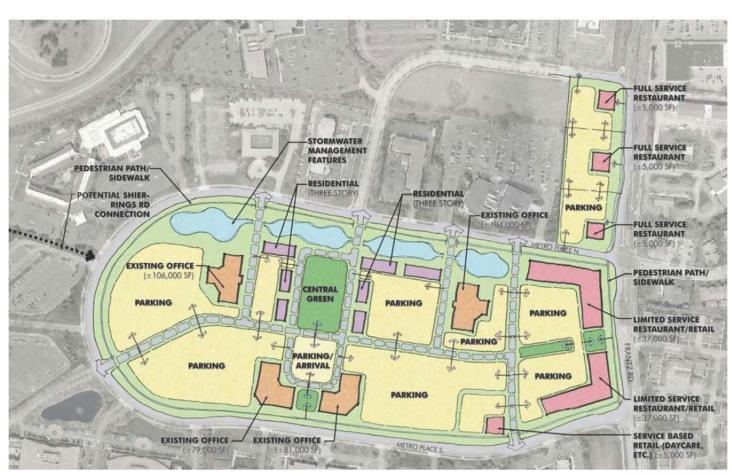
Potential development example: Multifamily residential



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



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

approaches. This might include a circulator system within the office areas, whether driven in the near-term, or autonomous in the future.

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

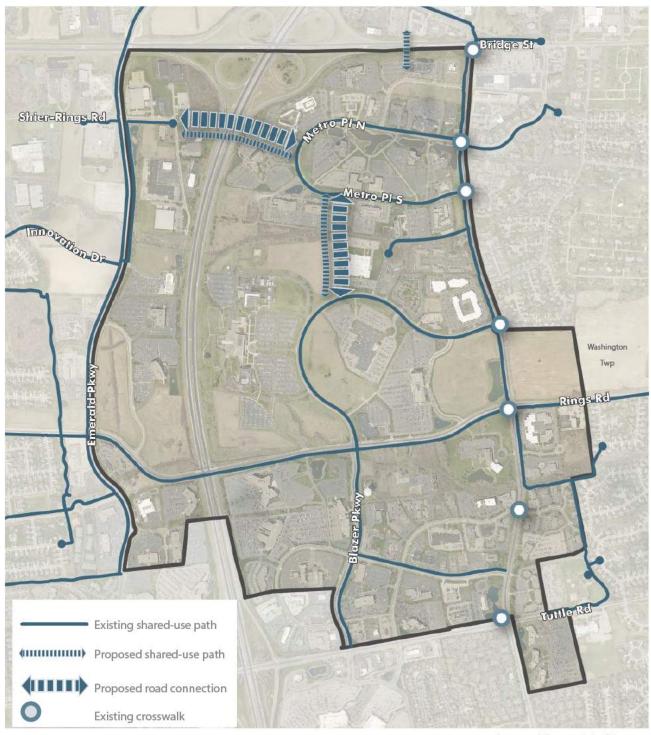
As the development pattern transitions from single-use and auto-dominant site design, this will be the opportunity to introduce needed pedestrian access to sites and within the sub-districts.

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,
- Úse 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 noemission 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:

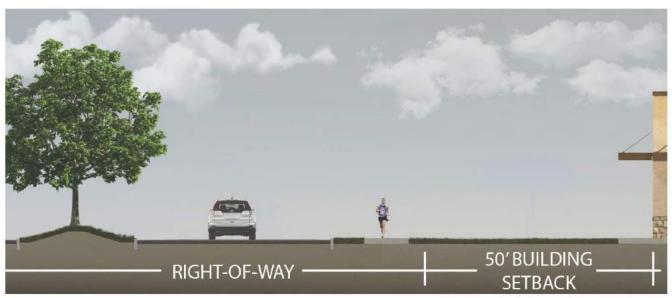
- Landscaping has become overgrown, lacks aesthetic appeal, and blocks the view of many uses.
- Signage is often physically separated from uses and ineffective.
- Active transportation amenities for walking and biking should be enhanced.
- Public and private landscape treatment is inconsistent in terms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

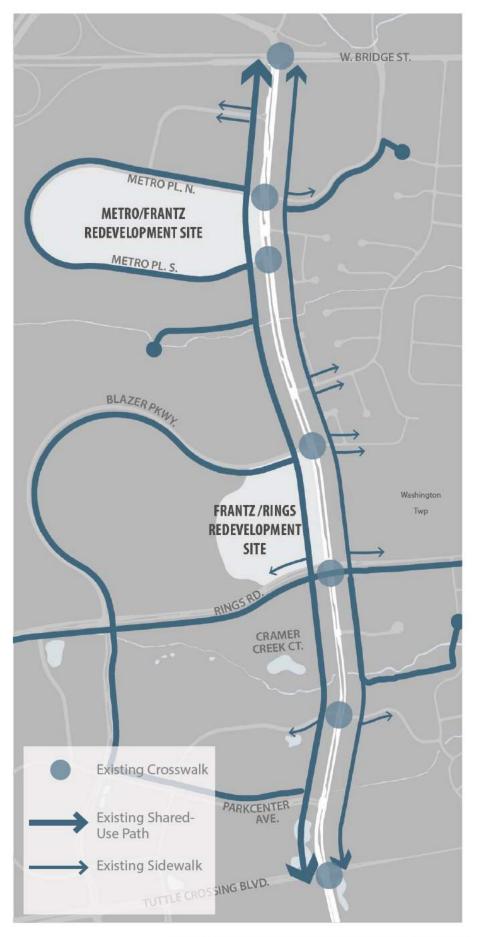
Many of the commercial properties along the corridor could benefit from the rejuvenation of the streetscape by pruning, replacing or otherwise enhancing dense overgrown buffer plantings. The City should consider programs to incentivize participation in planting enhancements along this corridor. Examples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

SIGNS

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.

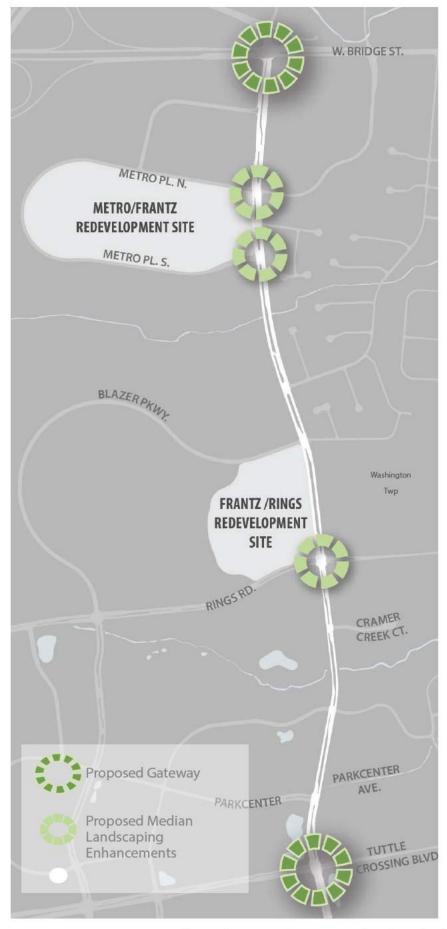


 ${\it Many signs are not positioned to clearly show a connection to the businesses they serve.}$





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 minimulti-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.

		CURRENT			
PMENT	REDEVELOPMENT				
DEVELOPMENT	MIX OF USES	City ownership of Rings Road site			
ENTS	BUILDING ARCHITECTURE				
SITEIMPROVEMENTS	OPTIMIZE PARKING	Initiate drafting of new zoning district			
SITEIMP					
	ZONING UPDATE	Initiate drafting of new zoning district			
TORY	DEVELOPMENT & DESIGN GUIDELINES	Initiate drafting of guidelines			
REGULATORY	"GREEN" APPROACHES	Stormwater design manual			
_	FRANTZ ROAD CORRIDOR				
MOBILITY	TRANSPORTATION INFRASTRUCTURE	Mobility plan underway			

62 DRAFT COPY

TASKS

1 YEAR	2-4 YEARS	5+ YEARS
Encourage open sites for redevelopment Adopt new zoning district	Coordinate retrofit development of combined office sites Addition of amenity greenspace and uses	Coordinate wholesale redevelopment of obsolete sites
Market sites for redevelopment 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 Coordination with new outdoor greenspace amenities and restaurant access	Coordinate wholesale redevelopment of obsolete sites 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 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 Coordination with new outdoor greenspace amenities and restaurant access	ldentify incentives to extend green solutions beyond "minimal" application
Allocate funds for design Create detailed improvements plan Outreach to property owners	Allocate funds for construction Implement improvements Outreach to property owners	Ongoing maintenance
Study connectivity options	Implement local transit solution Implement bicycle infrastructure Expand COTA service	Construct roadway connections 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 sitespecific 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



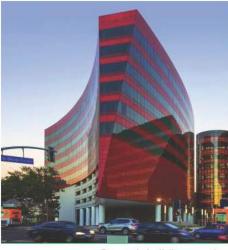
High degree of transparency; building entry along public right-of-way

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.



Dynamic building massing



Stone as exterior building material

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.



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

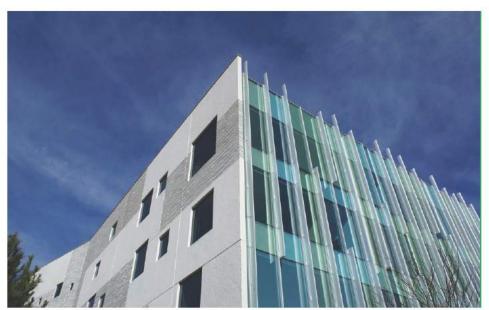
- Shared parking across joint sites is highly encouraged.
- Encourage the use of alternative transportation through site design (such as an office circulator shuttle) to lower parking demand.
- Emerging technologies such as autonomous vehicles could



Brick and glass as exterior building materials

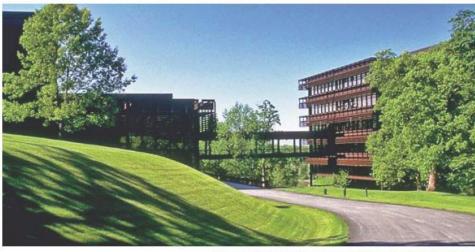


Wood and metal as exterior building materials



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.



Access points should serve multiple office buildings/sites

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



Shared "green" parking lot



Permeable pavers in parking area



Dedicated bicycle facilities



Bicycle parking

- quality and control system.
 Landscape areas may be curbless 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



RECORD OF ACTION

Planning & Zoning Commission

Thursday, June 7, 2018 | 6:30 pm

The Planning and Zoning Commission took the following action at this meeting:

4. Dublin Corporate Area Plan 17-093ADM Administrative Request Community Plan Amendment

Proposal: An amendment to the Community Plan to add a new Special Area Plan

for Dublin's legacy office areas including Metro, Blazer, and Emerald

Districts.

Location: Approximately 987 acres bordered by West Bridge Street to the north,

Emerald Parkway to the west, Frantz Road to the east, and Tuttle

Crossing Boulevard to the south.

Review and recommendation of approval to City Council for proposed

amendments to the Community Plan under the provisions of Zoning

Code Section 153.232.

Applicant: Dana L. McDaniel, City Manager, City of Dublin.

Planning Contact: Devayani Puranik, Senior Planner.
Contact Information: 614-410-4662, dpuranik@dublin.oh.us
www.dublinohiousa.gov/pzc/17-093

MOTION: Mr. Stidhem moved, Mr. Miller seconded, to recommend approval to City Council for the Administrative Request Community Plan Amendment.

VOTE: 7 - 0.

RESULT: This Administrative Request was recommended for approval to City Council.

RECORDED VOTES:

Victoria Newell Yes
Stephen Stidhem Yes
Jane Fox Yes
Robert Miller Yes
Warren Fishman Yes
Kristina Kennedy Yes
William Wilson Yes

STAFF CERTIFICATION

Devayani Puranik Senior Planner

PLANNING 5800 Shier Rings Road Dublin, Ohio 43016 phone 614.410.4600 fax 614.410.4747 dublinohiousa.gov



4. Dublin Corporate Area Plan 17-093ADM

Administrative Request Community Plan Amendment

The Chair, Victoria Newell, said the following application is a proposal for an amendment to the Community Plan to add a new Special Area Plan for Dublin's legacy office areas including Metro, Blazer, and Emerald Districts. She said the site is approximately 987 acres bordered by West Bridge Street to the north, Emerald Parkway to the west, Frantz Road to the east, and Tuttle Crossing Boulevard to the south. She said this is a request for review and recommendation of approval to City Council for proposed amendments to the Community Plan under the provisions of Zoning Code Section 153.232.

Devayani Puranik said the Dublin Corporate Area Plan was introduced at the last meeting that entailed a detailed presentation. She said they discussed the Community Plan, Special Area Plan, Zoning, the process for the plan, contents of the plan, different recommendations, and implementation strategies. She indicated tonight's presentation would be brief focusing on the comments from last PZC meeting.

Ms. Puranik presented an aerial view of the area this plan would cover. She said the project goals are as follows:

- 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, while providing new zoning protections for adjacent neighborhoods; and
- Introduce consistent and compatible architectural and site design guidelines for the entire district.

Ms. Puranik presented a graphic showing the planning process for the Dublin Corporate Area Plan that began in 2016 with analyzing of the existing conditions, engaging neighborhoods and stakeholders, developing conceptual recommendations, engaging neighborhoods and stakeholders again, finalizing recommendations that now have brought us to the adoption phase of the plan in 2018. She said the Dublin Corporate Area Plan will be included under the Special Area Plans upon adoption and she provided the following highlights of its progression:

- Phase I: Legacy Office Park Competitiveness Study 2015, which focused specifically on parking and how to manage existing parking more efficiently and in some cases, trying to add parking for economic development within these districts; and
- Phase II: Dublin Corporate Area Plan Public Workshops, Open Houses, neighborhood meetings, and Council Work Sessions from 2016-mid 2018, which focused on introducing new amenities and land uses within the district.

Ms. Puranik reported that one of the important points discussed during the PZC meeting on May 17 was that open space be an important amenity to the Plan and to consider a "central green" that can be a

focal point of the area. She said that the Plan provides specific recommendations that the open space to be utilized as an organizational element, focal point, and usable amenity in the district along with the reconfiguration of interior landscaping.

Ms. Puranik said the plan also discusses interior landscaping within the parking lots and making meaningful islands for interior landscaping, including sustainable stormwater practices. She said the plan has references throughout the document regarding screening/buffering landscaping for existing neighborhoods.

Ms. Puranik stated large setbacks were also discussed along Frantz Road and the idea within the plan is to activate the streetscape by providing a visual connection for pedestrians and users nearby. She said the plan has references to 30-foot setbacks from Frantz Road but, however as staff moves forward to zoning discussions staff can look at specific site design patterns for setbacks. She said it is possible differentiate districts based on existing patterns and determine setbacks accordingly.

Ms. Puranik said a dedicated bike lane was discussed for Frantz Road. In the plan, she said, there is already a reference to examining connectivity through the Mobility Study. She said Planning has followed up with Engineering and they are working on Frantz Road/SR 161 intersection traffic study, some improvements will be made. She said that to possibility of bike lane along Frantz Road will definitely require a Feasibility Study.

Ms. Puranik said the Zoning Code and process has been discussed and will be starting soon. She said staff is anticipating a start in the Fall of 2018 and that is when all the details will be reviewed, which is very extensive. She explained because it would be a public process, all commercial property owners within the district would be involved, as well as neighboring property owners.

Ms. Puranik said approval is recommended to City Council for the Dublin Corporate Area Plan. She said if the Commission agrees, the next step will be a review and adoption by City Council and staff is anticipating that process to occur in August/September 2018.

Warren Fishman said Ms. Puranik did a fabulous job explaining what is being proposed. He said the Bridge Street District is a dense, urban area but he does not want that urban area spread all over the City because then, Dublin could look just like any other city. He said the City's forefathers worked so hard on getting open areas and the expansive look that is on Frantz Road, for example. He added that when he attended the car show at the Metro Center, people complemented the office park for the available green space. He suggested using the existing buildings and adding restaurants to the first floor of those buildings instead of building new. He said that the restaurants would be used by the people in that center and the green area will not be sacrificed. He said he liked the BSD but it is different than the rest of the City and he would like to preserve all the green areas in the rest of the City. He indicated the compliments about Dublin are that it is all green. He said a huge difference is visible when crossing over into Columbus, OH, on Frantz Road.

Victoria Newell said it becomes a Building Code issue. She indicated that when an office building is designed from the beginning with a restaurant in it, the two uses have to be separated in terms of construction. Exhaust for one needs to be dealt with when constructing a restaurant. She added that it becomes more difficult when adding a restaurant to a pre-existing building because that use was not planned for and if the office building is seven stories high for example, the exhaust still has to go all the way up through the roof. She stated she is not saying it cannot be done but it becomes problematic. Mr. Fishman suggested adding the restaurants to the side or front of the office building and possibly attached to keep the footprint minimal. He emphasized he wanted to keep the setbacks on Frantz Road as that

kind of look is what Dublin is famous for and sets us apart from a lot of cities. He recalled pushing for 100-foot setbacks and they all look fabulous. He indicated if the setbacks are not actually 100 feet, they are certainly large.

Ms. Puranik clarified the recommended setbacks in this proposal are not the same as setbacks in the BSD. She said that the plan suggests that there would be a tree lawn, shared-use path, and then 30-foot setbacks here. She said the proposal would be more like a transition from BSD to a more suburban setting. She said the setbacks staff referenced in the proposed document are very different than the BSD; green space is anticipated along Frantz Road. Mr. Fishman said if grass and trees are being eliminated, that would change the appearance. Ms. Puranik said the intention is to not eliminate the green grass along Frantz Road, it is just putting the building slightly forward to interact with the streetscape.

Tammy Noble noted a lot of the questions the Commission is asking are what the plan is addressing. She said the idea is to repurpose the existing buildings and build around them. She said the key element of this plan is for the office park as it is failing without amenities close by. She reported originally the scope of work was for a parking analysis but Staff has found there are a number of issues adding to the vacancy rate. She noted Jason Sudy, Side Street Planning, had said this at the May 17th meeting – green space is not being eliminated but they plan to reduce it and reconfigure it to then get to the economic incentives that will revitalize this area. She said she thought several issues that the Commission discussed, are addresses in the plan. She added the fundamental part of this plan is to revitalize those areas.

Bob Miller said he appreciates past Commissions and their input in creating aesthetics for Dublin. He said the reason we are having this discussion for redevelopment is because it is not economically feasible and needs to be protected for the next generation. He said it is sad it is about to change but on the other hand, it has to change; the redevelopment has to come forward to breathe life into the area. Mr. Fishman agreed that it has to change to make it economically feasible but the "good green feel to it" has to be maintained and not to appear like the Bridge Park Development. Mr. Miller said it was a very special place and at the time it was great.

Ms. Newell said the task to move forward with this is to pay attention to developing the Code. She said if there is open green space that is nothing but lawn, it can be used for new development or planned vegetative planting areas. She suggested there can be really good quality landscaping in exchange for some of the open, flat, lawn space that has to be mowed. She indicated that if this is not revitalized, for a draw it once had, ultimately we are hurting the City. Mr. Fishman agreed. In regards to landscaping, Ms. Newell said she still wants the area to appear as we have been known for in Dublin and to not lose that.

Ms. Noble said staff understands it is a balancing act.

Jane Fox said she disagrees with some development design principles, primarily the use of glass as a primary material. She said when the regulations or guidelines become too prescriptive, in terms of what shall be used and what should be used, etc., the developers are forced into boxed up buildings. She said if we really are a community that says we want to build walkable areas and we try to retrofit these large masses of land, we have to consider what makes that mass of land and those walkable areas attractive. As stated on surveys time and time again, she said, Dublin thinks the public realm is attractive because of the open natural environment. She hopes this plan does not lock us into the way the boxes are illustrated. She said there can be some wonderful public-realm open spaces, parklike elements, Llewellyn Farms, Waterford, and mid-century residents, will want to come and bring the kids and have a picnic or a wonderful place to run or take a walk. She said we have to be particularly careful when we are developing our open spaces, that we do not have long grassy areas and call that our public realm as it is

not serving any purpose. She suggested that not allowing for the loss of beauty be one of the design principals.

Mr. Fishman said the City does a wonderful job at obtaining public input. He said he has read all the minutes and what he finds interesting is the residents will say they want the redevelopment but not near their house or subdivision. He said he agreed we need to make changes; the Metro Center has outlived its spark and we need to make it economically feasible but we have to be so careful to ensure it looks great. To Ms. Newell's point he agreed, we no longer need masses of lawn. Ms. Fox agreed a long open lawn will not draw the people to it.

Ms. Newell cautioned her fellow Commissioners that this is a plan and the illustrations in the plan are only examples and not real life projects.

Ms. Kennedy said that as indicated by staff, if the on-going traffic study will include dedicated bike lanes. She asked if the studies also include the pedestrian element as well. Ms. Puranik said the plan recommendations are for Frantz Road. She added that the crosswalk improvements and streetscape improvement project is on-going and Public Works department is managing it. She said the traffic study for Frantz Road and SR 161 will be on hold based on OCLC discussions. She said Engineering will have to complete a feasibility study if there is to be a bike lane on Frantz Road. She said the Frantz Road corridor streetscape improvement project has already been on Engineering's plate and they are looking at specifics for pedestrian improvements, etc.

Ms. Kennedy said she is really excited about this project and enjoyed reading this proposed plan as the revitalization is absolutely necessary. She agreed that Dublin is known for and loves its green space so she will also be taking a critical eye to that component in this study.

Mr. Fishman said there can be vertical greenspace as well as horizontal.

Ms. Fox said this is an opportunity to build a development the neighborhoods can use. She said this will be an interesting infill experiment but there needs to be sensitivity when it comes to how that is accomplished.

William Wilson said the design option in the plan shows repurposing the existing office buildings, which is good. He said the buildings in the back can be reused but buildings along Frantz Road look new in the concept and shown closer to the road, indicating something new is going on there and green space will need to be kept between the commercial uses and Frantz Road to again, differentiate this development from those in other cities. He said the key for this development to succeed is to get other uses back within existing office complex, and incorporating the residential and other uses. Ms. Puranik explained Metro Center has long-term leases and Option 1 reflects that, shown in the concepts, those buildings are to be kept as is and then Options 2 and 3 add to that.

Mr. Wilson asked if the owner of the property has been involved in this whole process. He said it would be interesting to see if we have support from everyone that has a stake in this. Ms. Puranik answered they have all been notified.

Mr. Wilson asked if there will be any educational opportunities offered here, which would draw the young people. Ms. Puranik said the WID was our latest special area plan that went through a similar process that was recently adopted by Council. She said the WID has Ohio University presence so the idea is to incubate businesses and new companies here in this area; they will then move on to the WID for partnerships with OU and other educational institutes. She said this area will serve as a connection

between WID and BSD presenting opportunities to start-up companies are in this area, including our Dublin Entrepreneurship Center.

Mr. Stidhem said he thought that was more of a market driven thing; if you go to interesting places, then there can be office buildings that serve an educational purpose but it is going to have to be an interesting place where people want to go. He agreed, he thought the OU area was more geared toward that. When he looks at this area, he said, he thought having a college campus type of feel to it would be very interesting, with the mix of residential, retail, restaurants, and office space. He indicated he envisions educational businesses baked into the office spaces. He said he likes where this proposal is going in general. He said the trees that were planted in the 70s, 80s, and 90s and look amazing, will need to be preserved.

The Chair invited the public to speak in regards to this case.

Clay Daney, 5775 Settlers Place, said the comments he has heard from the Commission this evening are encouraging. He said he also thinks the residents understand redevelopment is something that needs to happen in order to revitalize the area. He said he lives in the area and spends a lot of time jogging/running using the recreation paths and this proposal will provide a lot of opportunity. He said this area is unique because there is some inherent friction in the way that the area is laid out. He said people moved here because they found nice backyards with beautiful landscaping and a home they could raise their family and it happens to be directly adjacent to commercial areas that could potentially be redeveloped in 20 years or with a vacant piece of property, it could be developed tomorrow. He said the canopies from the trees are 30 feet tall providing screening but underneath there are honeysuckle trees eating up everything beneath. He said there is an example, if landscaping is done correctly in this area, we can remove the angst that the Commission has seen in the correspondence between the residents in the area. Overall, he indicated the residents are very excited about the opportunity here and noted sites 10 and 11 may need special attention. He wanted to know what mechanisms would be available for residents to check during the zoning process to see if their interests and concerns are being considered.

Ms. Newell said the residential properties absolutely need to be protected and that is one of the Commission's goals as this redevelops. She said properties that abut commercial could be zoned differently and suggested a PUD to allow residents to be re-engaged into that process to feel complete ownership and provide input. She commended Mr. Daney for taking an active interest and said residents that participate help the Commission make the decisions that they do.

Mr. Wilson added buffers are critical.

Mr. Daney said he is not so concerned about the setbacks along Frantz Road as long as there is vertical greenery like beautiful trees, fountains, greenscapes, and beautiful landscaping that Dublin does so well. Mr. Wilson agreed that made sense from a planning standpoint.

Ms. Kennedy said it is exciting to have engaged citizens and express their views and she is looking forward to hearing from him again. Mr. Fishman said he also appreciates the public input and how Dublin allows for that input. Mr. Daney added that residents are vested in this area. Ms. Newell said we are all here because we are residents and want to protect the interests of our city.

Mr. Daney said he did not want to see tall, glass commercial buildings right behind a residence where at 10:00pm at night, the lights are on in the office and the resident can see the accountant working late with offices brightly lit, directly from their home. He suggested the offices have shades or the opacity of the windows be such so that does not happen. Ms. Newell said shades can be automated and

programmed. She said there are office buildings that can be built to be more on a residential scale for those areas; one or two stories versus four to seven.

Ms. Fox said since site 11 is the only one the residents are most concerned with, maybe the Commission makes recommendations that the height allowances need to be studied. Ms. Puranik said one clarification on site 11 – it has a stream going through leaving half of the site unusable due to the Stream Corridor Protection Zone requirements. She noted the even if the rest of the site is built to its full potential, per existing zoning, only two stories are possible. She added that it will be a very small office building with not enough room for parking. She emphasized that is why this site has not been developed in a long time. She stated standard zoning exists there now and if developers meet the requirements of current zoning, it could potentially move forward. She emphasized there are considerable constraints when it comes to development of this site. Our Economic Development Department, she said, has been trying to figure out why it has not been selling and the reason being trees replacement standards and preservation of environmentally sensitive areas.

Mr. Daney said even when there are limited stories, there can be a variance in the height of stories permitted, which can make a huge difference to the overall height of the building. Mr. Fishman said the Commission usually puts a height restriction on the building. The crux here, he said, is the commercial buildings were there before the subdivision. He said the Commission likes buildings that abut residential to have the residential feel. He suggested ranch office buildings with shake roofs. Mr. Daney said the medical buildings on Emerald Parkway were done very well and thoughtfully which makes it very pleasant so it would not be a problem for neighboring residences. The buildings contain the interesting roofs, nice brick, and nice setbacks with landscaping so if something along those lines were created for here, we would get this right.

The Chair asked if there was anyone else from the public that wished to speak. [Hearing none.] She closed the public portion and asked if there were any further comments or questions from the Commission. [Hearing none.] She called for a motion.

Motion and Vote

Mr. Stidhem moved, Mr. Miller seconded, to recommend approval to City Council for an amendment to the Community Plan to add a new Special Area Plan for Dublin's legacy office areas with no conditions as it promotes the objectives of the City of Dublin. The vote was as follows: Ms. Fox, yes; Ms. Newell, yes; Mr. Wilson, yes; Mr. Fishman, yes; Ms. Kennedy, yes; Mr. Miller, yes; and Mr. Stidhem, yes. (Approved 7 - 0)

COMMUNICATIONS

Claudia Husak said our Planning Assistant, graduate student, Sierra Saumenig, graduated from the Ohio State University with her Master's Degree and accepted a job as a planner in North Carolina. She said she is leaving Dublin next week.

Ms. Husak noted Vince Papsidero is on vacation, returning for the Commission's next meeting. She said she will be going on vacation and will miss the next two Commission meetings.

Victoria Newell said she wanted to suggest a field trip as the City moves forward with the Dublin Corporate Area Plan. She said one of the considerations in the plan was to seek ways to harvest and treat water better. She said there is an amazing facility (but it has been a few years since she has been there) on The Ohio State University campus that is done for research. She said the facility is surrounded with so much vegetation you barely know it is there. She said they collect all of the water off of the building and treat it and use it in the fountains and the site is incredible. She said she will do some Google research



Planning and Zoning Commission

June 7, 2018

17-093ADM DUBLIN CORPORATE AREA PLAN

Reviewing Board

Planning and Zoning Commission

Site Location

West Bridge Street to the north, Emerald Parkway to the west, Frantz Road to the east, and Tuttle Crossing Boulevard to the south. The planning area is approximately 987 acres.

Proposal

Amendment to the Community Plan - Dublin Corporate Area Plan

Zoning

BSD - Commercial, CC, OLR, PUDs, SO, Tech Flex

Applicant

City of Dublin

Dana L. McDaniel, City Manager

Representative

Vincent A. Papsidero, FAICP, Planning Director Devayani Puranik, Senior Planner

Applicable Land Use Regulations

Zoning Code Section 153.234

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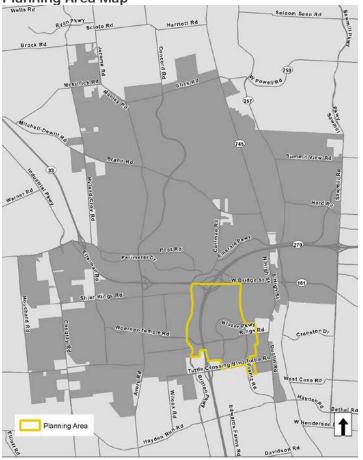
Case Managers

Devayani Puranik, Senior Planner (614) 410-4662 dpuranik@dublin.oh.us

Summary

An amendment to the City of Dublin Community Plan to include the Dublin Corporate Area Plan as a Special Area Plan. The plan proposes future land use recommendations for Dublin's legacy office areas including Metro, Blazer, and Emerald Districts. This area is a key portion of the City's Business Districts within the center of the City.

Planning Area Map

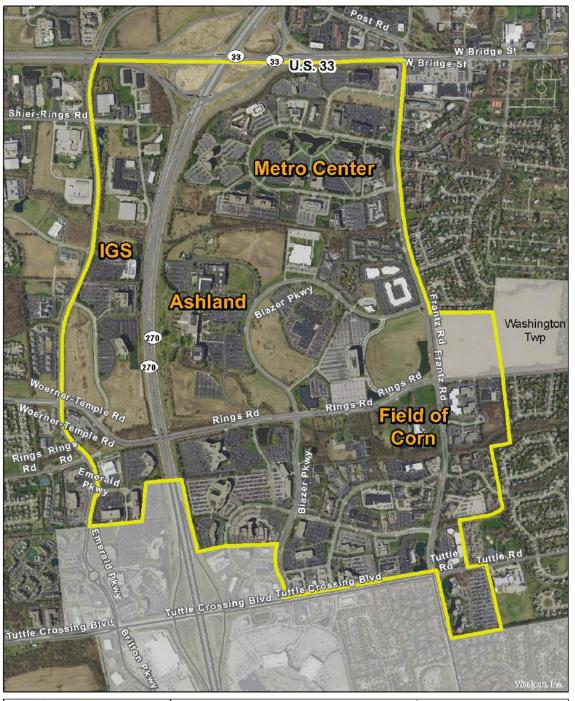


Next Steps

Upon a recommendation by the Planning and Zoning Commission, the plan will be forwarded to City Council for final approval as an Ordinance.

1. Context Map

The planning area consists of 987 acres located east of Emerald Parkway, South of SR 161, west of Frantz Road, and north of City of Dublin corporate boundary.





17-093ADM Introduction Dublin Corporate Area Plan





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2. Overview

A. Summary

An amendment to the City of Dublin Community Plan to include the Dublin Corporate Area Plan as a Special Area Plan. The plan proposes future land use recommendations for Dublin's legacy office areas including Metro, Blazer, and Emerald Districts. This area is a key portion of the City's Business Districts within the center of the City.

B. Background

The Dublin Corporate Area was initiated to revitalize Dublin's legacy office campuses developed during the 1970s to 1990s. The planning process began with Phase I in 2015 with the focus on parking expansion strategies for legacy office sites followed by Phase II as the Dublin Corporate Area Plan.

Input was gathered from the stakeholders (businesses, residents, employees) throughout the planning process at a series of Open Houses and neighborhood meetings for the draft of the Plan. The Plan was also presented to City Council at a work session and to the Planning and Zoning Commission for feedback.

The Plan is currently in "Adoption" phase of the process. The final draft of the Plan was introduced to Planning and Zoning Commission on May 17, 2018. The summary of the process and input for all public meetings is listed under section "Details" on page 5. Upon recommendation by the Planning and Zoning Commission, the Plan will be presented to City Council for review and adoption.

C. Plan Summary

1) Regional Context

The Dublin Corporate Area is characterized by typical suburban office campuses developed during the 1970s to 1990s. The planning area boundary includes West Bridge Street to the north, Emerald Parkway to the west, Frantz Road to the east, and Tuttle Crossing Boulevard and the City of Dublin corporate boundary to the south. The planning area is 987 acres in size. 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

2) Purpose of the Plan

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 storm water ponds. As these office parks have aged, this development model has an increasingly difficult time competing with office space in more vibrant, amenity-rich environments.

In addition, several major changes have occurred nationally over the past decade that presents challenges to the standard suburban office model. This includes both the

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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-persquare-foot ratio than when parking ratios were first developed.

The second is the need to have nearby retail convenience services, entertainment options, and other amenities that support the office workforce, as well as nearby resident neighborhoods. 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 options within office parks has become a growing trend around the United States to help create a true mixed use, walkable environment that attracts a young, professional workforce and sustains businesses. The challenge for older office parks is retrofitting these uses in aging single-use built environment and to include new transportation options that support walking, biking and transit connectivity.

The Dublin Corporate Area Plan builds upon Dublin's Legacy Office Competiveness Study that focused on the Metro Center development and the businesses along Frantz Road and Blazer Parkway. This first phase addressed specific physical issues, including parking ratios, perimeter and interior landscaping, and providing short term solutions to challenges that inhibit regional competitiveness. This phase was completed in 2016.

Phase II of this multi-year initiative is the Dublin Corporate Area Plan. It seeks to improve the competitiveness of the City's first office parks through updated land use and design policies, with proposals for a new zoning category and approval process in order to attract new private investment and redevelopment that benefits the entire community. This is a 30- to 50-year vision.

The project has been a collaborative effort between the divisions of Planning and Economic Development, and the consultant team of POD design, Sidestreet Planning, and DDA advisors.

3) Goals of the Plan

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, while providing new zoning protections for adjacent neighborhoods.
- Introduce consistent and compatible architectural and site design guidelines for the entire district.

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D. Details

1) Process and Input

The planning process asked broad questions that focused on the needs of local businesses and residential communities. The engagement process is summarized below.

Phase I: Legacy Office Competiveness Study

Business Community Outreach Workshop - December 1, 2015

Phase I culminated in a workshop focused on property owners and brokers representing the study area, as well as company representatives working within the study area. Key feedback included the need for more amenities for office workers, updates to the appearance of the sites and adjacent roadway corridors, more efficient parking and parking ratios, and strategies for more aggressive redevelopment of the area.

Phase II: Dublin Corporate Area Plan

Public Workshop I and web-based survey - August 31, 2016

Phase II began with a public workshop for gathering input from all stakeholders including residents, employees and property owners. Key feedback included the desire for restaurants and retail amenities, and an interest in open space and walkability. The input informed the drafting of development concepts that were presented at the next workshop.

Public Workshop II and web-based survey - November 1, 2016

The second public workshop focused on gathering input on specific development concepts. It was publicized to a range of stakeholders, including nearby residents. The feedback from attendees included support for a mix of uses and the redevelopment of Frantz Road corridor. Input also included the desire to redevelop/refresh existing office areas and continued interest in pedestrian access improvements. The input served as a basis for finalizing the concepts and drafting the plan policies and development standards.

Open House - August 2, 2017

Stakeholders and members of the public were invited to review the draft plan in an open house setting to encourage discussions regarding the specific recommendations. Input was used to draft revisions to the plan, including height and density standards, design guidelines and implementation policies.

Llewelyn Farms and Waterford Village Meeting – August 11, 2017

Staff met with neighborhood representatives from Llewelyn Farms and Waterford Village at a resident's home to discuss their concerns regarding adjacency of the proposed Mixed Use Regional land use designation in relation to the existing residential neighborhoods. This meeting included a walking tour guided by the residents. Input was used to draft revisions to the plan.

City Council Work Session – October 16, 2017

Staff presented a complete draft of the plan at a special City Council work session. The neighborhood representatives from Llewelyn Farms and Waterford Village provided

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additional input regarding their concerns for the proposed Mixed Use Regional land use designation and its impact on existing residential neighborhoods. Input was used to draft revisions to the plan.

Open House – January 17, 2018

The focus of this final open house was the provisions of the draft plan that were updated in response to the October 16th work session. Approximately 70 people attended. Neighborhood representatives from Llewelyn Farms and Waterford Village shared their concerns regarding proposed "restaurant" uses east of Frantz Road and clarification for proposed land uses for Site 10 and Site 11 in the draft plan (page 35). The draft has since been updated in response to the concerns. In particular, "bars" were excluded from recommended land use descriptions (which reflects the original intent of the recommendations, though not to this level of specificity).

Neighborhood Meeting – April 4, 2018

On April 4, 2018, Planning staff hosted a neighborhood meeting with representatives from Llewellyn Farms, Waterford Village, and Mid-Century Modern neighborhoods to discuss their concerns regarding the Dublin Corporate Area Plan. Approximately 18 residents attended the meeting held at the Dublin Chamber of Commerce. The focus of this meeting with residents was two-fold: first, to address pending concerns identified in a February 17, 2018 letter addressed to the Planning and Zoning Commission by the Llewellyn Farms HOA and second, to reach a consensus on next steps for the Dublin Corporate Area Plan planning process for review by Planning and Zoning Commission and review and adoption by City Council.

The general discussion among attendees resulted in support for proceeding with the plan in its current draft form without changes. Residents expressed clear support of the proposed comprehensive rezoning of the planning area as conceived in the plan, as first step of implementation upon adoption (this process would address a majority of the residents' concerns). It was noted that the rezoning project would be a long term and intensive process of engaging all commercial property owners in the 990 acres, as well as adjacent neighborhoods.

The meeting concluded with a group consensus in support of moving forward with the final review and adoption of the Dublin Corporate Area Plan by City Council in its entirety. (Refer to attached "Staff Memo Neighborhood Meeting Summary")

Planning and Zoning Commission Introduction – May 17, 2018

The Commission members supported the Plan in concept and had additional questions and comments on particular detail items that will be addressed further in the zoning code and rezoning process.

One of the design item discussed was the recommendation of 30-foot setbacks along Frantz Road. The purpose of the Plan recommendation for setbacks is to activate the streetscape by placement of the buildings closer to the street, however, the recommended setbacks are from right-of-way and will provide usable green spaces along Frantz Road in addition to the existing tree lawn, trees, and shared use paths. The landscaping and open spaces are key design items recommended in the Plan. The idea is to reconfigure these areas for more usable, sustainable, and integrated green and

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open spaces throughout the District. The Commission members added that the open spaces should be integrated and exceptionally designed with public access as new projects are evaluated. Commission members also suggested providing additional bike infrastructure (dedicated bike lane) on Frantz Road as new development occurs. Planning staff will follow up with Engineering to assess dedicated bike lane on Frantz Road, however, it will require further feasibility study.

The Commission members supported introducing secondary residential uses within the District. However, the design and integration of residential development will be an important criteria for review.

The Commission members had additional questions regarding the zoning code format (form based or traditional zoning code) and approval process for the new District. The new District will be modeled after the West Innovation District.

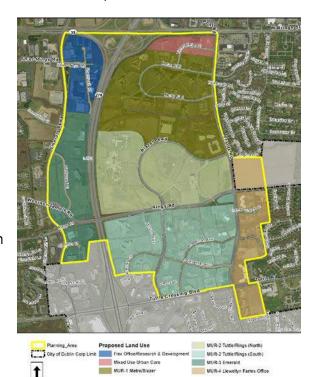
A small number of residents spoke in support of the Plan and expressed their interest to stay involved in the zoning code process to address their specific concerns.

2) Plan Contents

The plan includes the following elements: Project Overview, Existing Conditions, Public Input, Market Analysis, Land Use Recommendations, Development Concepts, Frantz Road Corridor, Implementation, and Development and Design Guidelines.

Future Land Use Recommendations

The future land use designation is Mixed Use Regional Center, which is a broad designation that provides for policy flexibility at the parcel level consistent with the regional nature of the planning area. 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 districts provide opportunities



to introduce amenities into a walkable environment for office workers, visitors, and nearby residents.

The planning area is divided into sub-districts that provide increasingly detailed development policies for the sub-district as a whole. The sub-districts are: MUR-1 (Metro/Blazer), MUR-2 (Tuttle/Rings North and South), MUR-3 (Emerald), and MUR-4 (Llewellyn Farms Office District).

Also, the plan continues to support the existing Bridge Street District classifications for areas along Upper Metro Place and the Technology Flex District areas along Emerald Parkway.

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Recommendations for undeveloped sites

Site specific land use recommendations are provided for undeveloped sites within the planning area (Page 33). In terms of revisions since the final open house, the following is noted:

- The updated draft includes additional recommendations for Site 2, consolidated parcels to create a larger Site 4 (Ashland Chemical) and minor edits for remaining sites.
- Site 10 and Site 11 are within a new MUR-4 Sub-District.
- Recommendations for Site 10 (currently outside of City's jurisdiction) include neighborhood-scale commercial uses that front Frantz Road and preclude restaurants and bars. The remainder of the site is recommended for single-family residential uses.
- The land use recommendation for Site 11 is exclusively office uses, limited to maximum 2 stories. The Stream Corridor Protection Zone puts additional constraints for development for Site 11.

The plan provides additional guidance for augmenting buffers between existing residential neighborhoods and new or infill development. The plan also provides detailed design guidelines, in particular, a building height map in response to neighborhood concerns regarding the height of future development. This concern was especially an issue along the Frantz Road corridor (Page 32).

Development Concepts

Targeted areas of redevelopment are included to introduce needed amenities and set the framework for the transition of the district at a conceptual level. 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 market demand forecasts, as well as desired aspirations of local workers and local residents that were expressed at the various public meetings and open houses. In particular, the focus of all conceptual scenarios is a mixed use, walkable community with neighborhood amenities.

Other Recommendations

The plan provides additional recommendations to improve vehicular, pedestrian and bicycle connectivity and sustainability for site design, building design, and active transportation elements.

Frantz Road Corridor

The plan includes streetscape improvement guidelines for Frantz Road in response to Council direction. These improvements will promote revitalization in the corridor through refreshed landscape aesthetics and better pedestrian and bike connections. Detailed design of this project is included in the CIP.

Implementation

The plan provides implementation guidelines and outlines a framework to reposition this area for another period of success, realizing that long-term changes to the planning area will likely be more comprehensive in scope.

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Development and Design Guidelines

In order to support redevelopment of existing sites, the plan provides basic design guidelines to ensure this happens in a cohesive and consolidated manner. Updates to the Future Land Use Plan and elements of the Zoning Code will create specific design standards, however, the plan provides supplemental design guidelines for elements such as site development, building materials, site access, parking, active transportation, open space, landscaping, and signs.

3. Criteria Analysis

The Zoning Code does not provide for specific review standards for land use policy amendments. However, there are certain considerations that are appropriate when considering an application for these amendments. These are provided below, along with relevant analysis.

1) Compatibility with Applicable Land Use Policies

The Dublin Corporate Area Plan was initiated for several purposes including ensuring the legacy office inventory remains competitive in the regional market, providing amenities to support the workforce and residents, fostering a district that is self-sustaining and collaborative, and growing a business community to provide a healthy economic base for the community. The Dublin Corporate Area Plan uses these principles as part of the goals and strategies while taking into consideration the needs of the new workforce and existing residents. The Dublin Corporate Area Plan update meets these intended policies of the City and provides opportunities for revitalization of the area.

4. Recommendation

The proposed Dublin Corporate Area Plan is consistent with the applicable review criteria and promotes the objectives of the City of Dublin. Approval is recommended to City Council of the Dublin Corporate Area Plan.

ensure the correct verbiage was included from staff's perspective. Ms. Burchett said the Commission is considering the Waiver request this evening for transparency while utilizing this image. She said the amendment to the MSP would be completed at a later date.

Mr. Miller questioned what happens if the graphic deteriorates.

Mr. Wilson said as the BSD develops with bars and restaurants, he anticipates this will come up again so he asked if there could be a standard, which can always be used and it can differ though throughout the development. He indicated graphics could become a piece of art for a specific restaurant and suggested that could be explored with the developer.

The Chair invited anyone from the public to speak on this case. [There were none.] She opened the meeting up to the Commissioners for any further discussion. [Hearing none.]

Ms. Newell said she thought these proposed graphics were a great solution and she liked the black and white images because they were a better enhancement to the architecture. She concluded she really appreciated that the applicant was willing to work with staff to find the right solution and bring back something better than what was originally proposed. She called for a motion.

Motion and Vote

Mr. Miller moved, Ms. Fox seconded, to approve the requested Waiver to reduce transparency on the east and south elevations with the following condition:

1) That the applicant amends the approved Bridge Park Master Sign Plan to address the size of window graphics when used for screening of interior spaces, prior to sign permitting; subject to approval by the Planning and Zoning Commission.

The vote was as follows: Mr. Wilson, yes; Mr. Fishman, yes; Ms. Newell, yes; Ms. Fox, yes; and Mr. Miller, yes. (Approved 5 - 0)

4. Dublin Corporate Area Plan 17-093ADM

Administrative Request Introduction

The Chair, Victoria Newell, said the following application is a proposal for an amendment to the Community Plan to create a new Special Area Plan for Dublin's legacy office areas including Metro, Blazer, and Emerald Districts. She said the site is approximately 987 acres bordered by West Bridge Street to the north, Emerald Parkway to the west, Frantz Road to the east, and Tuttle Crossing Boulevard to the south. She said this is a request for an introduction of a future Administrative Request for proposed amendments to the Community Plan under the provisions of Zoning Code Section 153.232.

Devayani Puranik introduced fellow presenters, Jason Sudy, Side Street Planning.

Ms. Puranik said The Community Plan was last updated in 2013. She explained this is the vision plan, a policy document which guides development in the future and helps guide development decisions. She said Special Area Plans look at specific geography within the City. She explained zoning is a legal tool to guide the development, which will be reviewed at a later date. She said The Community Plan is on the City's website and it contains many elements but one of the most essential components of the plan is the Future Land Use Map. Another important element, she said, is the Thoroughfare Plan and it shows connectivity within the City, some of which is existing and some has been planned for the future. She stated that there are nine Special Area Plans and the Dublin Corporate Area Plan would be part of this list

when it gets adopted. She presented the Zoning Map and said, most of the time, zoning aligns with the Future Land Use Map but sometimes there are conflicts so as development occurs, staff has to negotiate and work on those recommendations as well as existing zoning processes. She presented the study area that contains multiple classifications and districts within the study area. She said it is challenging for more consistent compatible development within the district and that is one of the issues to look at as part of this planning process.

Ms. Puranik explained that the Special Area Plans also align with seven Business Districts that have been established by our Economic Development team. Going from east to west, she pointed out the Bridge Street District (BSD) and the West Innovation District (WID), which is the most recent Special Area Plan that is now adopted. She pointed out the study area for the Dublin Corporate Area Plan; it includes three different business districts including Dublin's older office complex – Legacy Office complex. She presented graphics that showed the office development from the 1970s to 2010. After 2010, she noted there were very few office developments because the suburb and office market is now shifting to more walkable areas and mixed-use, amenity-driven requirements. She said most of Dublin's offices are between 17 and 45 years old, therefore, some of that is ready for redevelopment.

Ms. Puranik said the project goals to begin this plan focused on the following:

- Repositioning the Legacy Office sites for success;
- Creating walkable, mixed-use environments to serve the workforce as well as neighboring residents;
- Identifying under-served markets and look for opportunities to introduce those markets;
- Establishing a strategy to "refresh" the Frantz Road streetscape;
- Recommending mechanisms to ensure additional development along Frantz Road does not adversely impact neighborhoods to the east;
- Recommending zoning tools to ensure successful implementation of the vision and plan recommendations, while providing new zoning protections for adjacent neighborhoods; and
- Introducing consistent and compatible architectural and site design guidelines for the entire area plan.

Ms. Puranik said existing land uses, zoning, natural resources, and connectivity were examined to see what is happening today. She reported stakeholders were engaged, which included residents, businesses, property owners, tenants, and real estate brokers. She said staff made conceptual recommendations and presented it to the stakeholders and continued to work with the stakeholders to come to final recommendations for the plan.

Ms. Puranik reported this process began in 2015 and Phase 1: Legacy Office Competiveness Study culminated in a workshop focused on property owners, brokers, and company representatives within the study area. Key feedback included:

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

Ms. Puranik said based on the first workshop, they began Phase II: Dublin Corporate Area Plan. She reported staff has held several public workshops and meetings and the most recent was with neighborhood meeting with Llewelyn Farms, Waterford Village, and Mid-Century Modern neighborhoods. She said staff received good feedback from the residents and they are supportive of the plan. She said

meetings have also been held with representatives from the large companies within this area. They, too, have been supportive of the plan and feel it is addressing the needs of their employees.

Jason Sudy, Side Street Planning, said the project began as an analysis of the parking ratios within the boundaries of the study. He stated that some tenants that were concerned about moving into different areas because of the potential inability to accommodate the parking ratios that they identify as suitable parking for their businesses. He said some of these buildings used to be multi-tenant buildings and have now become individual tenant buildings; in some cases, the amount of square-foot per employee dropped significantly and that creates tight parking. A full traffic study was not conducted, he said, but parking was observed at different times of the week and day and found in almost all cases, there was no situation where the parking was completely full. However, he said there was a lot of cases where parking was not very well aligned or convenient for the use and in some cases, it was because it was located on a side of a building that did not have a door so employee had to walk all around the building to enter.

Mr. Sudy said they concluded they needed to reposition some of these areas to function for yet another generation. He said there were a number of issues and parking is only one of those issues. He said the larger issue was it was predominantly all highway oriented legacy office. He said there is a lot of vacancy in these buildings. He said they have learned that the decision to move into a space is not just based on the space itself but also what amenities are around the office. He said there are not many amenities in this area, the area has limited roadway connectivity, and it does not have much quality public open space.

Mr. Sudy said there are changes in mobility and the market is shifting for overall office development in suburban locations. He said they are not contemplating the end game for what all of these areas are likely to become. He said they are proposing to position this area so that is survives and thrives for another generation.

Mr. Sudy said the area is large so it is impractical for the entire redevelopment. Through market analysis, it was determined that there is great spending potential that is closely associated to planning area. Specifically, he noted, there are several hotels and when someone determines where to stay, they look at what is easy to access for dining and recreational needs. He noted the Metro Center area has several hotels but not options for dining that is easy to walk to so that is one way to capture some of that spending potential. He said the feedback was received for the need for food options including restaurants and grocery stores. The consultants determined a reasonable amount of new development could begin in each of these areas in the short-term.

Mr. Sudy said with new development, there has to be compatible zoning and that will require a separate zoning process. He said they conducted a preliminary cursory analysis of the zones and a separate consultant will be updating the Zoning Code to provide zoning standards that meet the objectives of the plan. He said a set of mixed-use, regional districts were analyzed that accommodate these employment facilities but also allow other uses to be there. He said mixing other supporting uses will allow for control of the scale and the type of development they are considering.

Mr. Sudy said they also looked at undeveloped sites to get a sense of how they could fit into these mixed-use areas and presented a map that represented proposed land uses for different districts. He said they took into account preserving the natural features, scale of the buildings, and buffering and setbacks standards and that was a large part of the most recent discussions with the neighbors. He provided some of the key points in conjunction with the neighboring area:

- Limited building height of only one or two stories along Frantz Road and stepping up the heights so sites closer to the highway would allow for much taller buildings. This would allow a more dense development of potential employment, should someone choose to locate in that area.
- He presented a graphic to show what might be implemented in the plan. In the Frantz/Metro area, lower two-story, mixed-use buildings on Frantz Road were shown as well as a destination restaurant with a cool, modern design (or a historic classic design) but it would be something that would be fairly large scale that would be able to accommodate a lot of business users at lunch and people from the business campus and neighbors to go there afterward.
- An opportunity to reposition the way open space works so that it can be an amenity that really functions as more of a park for the area including neighborhood residents (existing and potential new residents).
- As demographics shift in the region, an opportunity to provide more small-scale, individual-unit housing to ease the ability of some of these employers to attract the types of employees that they are looking for in close proximity
- Along Rings and Frantz Roads there is an opportunity to do a small, two-story format grocery

Mr. Sudy said these recommendations can be implemented in short term.

Mr. Sudy recommended long-term solutions. He said the City's early requirements for landscaping and parking are now outdated in the suburban office context and do not respond to environmental and sustainability efforts that have been revolutionized over the past decade. He said they are recommending a different approach to the way parking lots are laid out and the way they are landscaped. He stated edge screening is still important but other issues are important to address. He said Dublin's internal landscaping requirements create small landscape islands that do not promote sustainability. He said an example would be long linear landscape areas, in parking lots, that help with storm water management.

Mr. Sudy looked preliminarily at Frantz Road and said it is a great area for cohesive requirements that create a gateway to the area. He said examples include enhancing landscaping, using accent paving, and having more cohesive signage. He presented renderings which showed existing conditions that could be beautified. Most importantly, he recommended creating a more systematic approach. He pointed out a graphic that depicted outdoor dining that is closer to the street. He said the current design of the most of the sites within DCAP have buildings with large setbacks. He said they are contemplating, finding a way to move businesses closer to the street, while keeping a robust setback, a pedestrian path, great landscaping, as well as opening up those front patios for opportunities for more activity on the street. He said the crosswalks should also be enhanced on a consistent basis as well.

Mr. Sudy concluded that there should be zoning requirement and design guidelines that create the environment that the DCAP is proposing. He said this should include high quality building materials, landscaping, signs, and open space that interacts with the uses of the site.

Ms. Puranik said there were some key points she wanted to highlight regarding next steps:

- Frantz Road streetscape improvements
- Drafting new zoning districts and rezoning, which came out of discussions with neighboring residents that included buffering and how development will impact existing residential homes next to these parcels. She said therefore, buffering, setback standards, and building height standards would be examined.
- Economic Development is working toward having the Frantz and Rings Road development posted on the website, an initial step to looking at implementation.

In terms of next steps for this planning process, Ms. Puranik said tonight was the introduction and understands there was a lot of material presented. She indicated the next meeting is tentatively scheduled to incorporate a review and recommendation to City Council, June 7, 2018, and final review by City Council in August/September of this year.

Warren Fishman said since he was on the PZC in the 70s, 80s, and 90s, he recalled the slogan that "It's Greener in Dublin" was emphasized and that is why Dublin is the way it is. He said they fought rigorously for those setbacks because the community supported large setbacks. He understands that the parking lots are awkward but he favored the open space. He said he can appreciate that some of this is outdated but many roads had setbacks of 100 to 200 feet as a requirement. He reiterated, the residents wanted a "green Dublin" so we need to be mindful of that.

Mr. Sudy said they heard from many developers that this is not the kind of development that attracts their desired workforce. He said young, energetic, bright people have the opportunity to work anywhere and they do not want to work in the middle of a sea of parking, if they have the option to work somewhere else.

Mr. Sudy said that the requirements for internal landscaping are not benefitting the sites as intended. He further stated that we could modify these requirements to create more sustainable practices. He said they are not proposing a change to the exterior screening around parking lots – that standard remains the same but keeping huge setbacks on Frantz Road is not beneficial for the long term success of this area. He said if the community does not want to do that, it is the City's prerogative but he believes that would be a mistake. Mr. Fishman said times have changed in 40 years but he does not think we need high density buildings sitting right on the street to mimic any other city. Mr. Fishman said he does not support eliminating green space but perhaps reconfiguring it. Mr. Sudy said that is basically what the consultants and staff are proposing. Mr. Fishman disagreed that green spaces are not well used and cited the example of the annual car show and businesses that have picnic tables on their green space. He said once you lose a green space, it is gone forever. Mr. Sudy said there can be a difference of opinion on what is considered "well used green space". He said large areas of continuous green space is being planned to be used as a park setting and additional development. He said they propose parking at the same ratios but more efficiently.

Bob Miller said he was impressed with the plan and highly commended Ms. Puranik for her efforts. He asked what a multi-modal hub meant. Mr. Sudy answered a multi-modal hub provides different types of transit/transportation options is various locations throughout a community. He said he noticed Dublin now has one of the different modes that is parked outside today and referred to LimeBikes. He indicated we are in a new world of mobility options that it is hard for us to define in the near future; however, Dublin is actively participating in a large regional-scale project that MORPC is undertaking and one of the corridors actually ends up pretty close to here. He said part of that is to determine what the future of transportation is for Columbus. He said we are considering possible locations of where mobility could provide better access to these different areas.

William Wilson remarked about existing buildings versus new buildings. He said for new buildings, particularly commercial, density is needed and people are not going to come to this area if they do not see the population. He asked if the existing buildings could be repurposed. He suggested restaurants can be added to first floors or maybe converting the buildings into residential. Mr. Sudy indicated there are some opportunities for some repurposing. He stated that placing new uses such as retail uses or restaurants away from Frantz Road or Emerald Parkway is probably not going to be very successful. He indicated they are confident in the near term that immediate development potential for those types of uses has to take place in areas that will service what is there but will also take advantage of the traffic counts along busy roadways. He stated that in the future, there may be additional opportunities as the

area densifies. He said if first floors were repurposed to retail uses or restaurants, they would have to be a really unique destination uses to attract people there. He said that approach of repurposing could work if it was part of a large scale approach and different ways to repurpose different elements of those buildings was considered.

Mr. Sudy said their plan is to interject brand new buildings with the existing buildings in Metro Center. He stated that there may be a time when it becomes economically feasible to redevelop that site but currently that is not what we are proposing.

The Chair opened the meeting up to the public.

Sven Christianson, 5765 Settlers Place, stated that Dublin is a unique and special place. He said he has heard that Dublin is difficult to build in but frankly it is the hard work of the Planning and Zoning Commission that makes this place special. He said he is here supporting the plan and the reason is the plan has all the right tools for a successful plan. He said Planning has educated the public along the process about how they provide the information to the Commission and the Commission ensures that it is implemented. He said he is very interested in how the public gets engaged when projects are presented to the Commission to ensure the details of the plan are implemented and all of the details are discussed. He said Planning has made a distinction with Site 11, and he is a resident representing Llewellyn Farms, and is primarily interested in buildings with significant height for that site and interested in uses on this site, in general. He said that he would like to ensure that the Commission consider all issues for this site not just buffering but lighting, sound, and uses. He indicated he is not sure if the Commission received the information from their meeting in April that listed the HOA's concerns. Ms. Puranik affirmed that information was received. The Chair confirmed the Commission has seen printed community correspondence.

Clay Daney, 5775 Settlers Place, said he echoes the comments shared by his next door neighbor, Mr. Christianson. He said the residents all see a need for this plan and the Planning staff has done a great job of recognizing many of the residents' concerns. He said the main concerns are building heights, setbacks, lighting, transparency of windows, hours of operation, parking lot lighting, and landscaping that includes buffering. He said the last concern is a huge piece when considering office buildings next to residential and usually those are complementary uses. He noted currently there are large scale trees for buffering but as they have matured, they are so tall that there is a 30-foot area where there is no buffering at all. He stated that if this vegetation is removed, there would be a wholly transparent view of whatever is in the lot next to the resident. He asked the staff to find creative ways to solve that problem. He said there are also environmental protections, materials and building design, and trash collection that the residents of Llewellyn Farms and Waterford Village are concerned with and staff had agreed those are items that need to be addressed in zoning. He stated they would like to be involved in this process because they are concerned they could be left behind if they do not. He said it is very clear, for the area east of Frantz Road that is the most concerning part of the plan as it stands today because there are residences nearby. He added that if a lot of multi-family development were to occur in this space, there would be an impact on the school system. He said they would like to see the population grow but want to know how the impact on the schools would be mitigated.

The Chair asked for anyone else from the public that wished to speak in regards to this case [Hearing none.] She closed the public portion. She thanked the residents that came in and encouraged them and others to stay engaged in the process.

Jane Fox thanked all the residents for coming and paying attention to this. She encouraged the residents to read the development text and design principles with this plan that are on the website and provide

feedback. She asked staff if this will become a Form-Based Code. She asked about the approval process for the new development that will occur in this area.

Vince Papsidero explained that the review process will be based upon the WID model. He said this would not be a Form-Based Code, it would be a much more like the traditional zoning structure that Dublin is accustomed to. He said to some degree, the ART would be involved and as we look at updating the WID, that could be a model use, which will also be dependent upon Council's thoughts. He said one of the goals is to create a system that is somewhat expeditious for investment to try to reposition some of this aging property. He indicated that this will all occur in a public process. He said staff will work with the public one-on-one and when this gets to the Commission, it will be a very transparent process. He said they still have to really engage the majority of the current commercial property owners and have reached out to just select representatives that are interested in working with us.

Ms. Fox noted the setbacks on Frantz Road would be reduced from a 50- to a 30-foot setback. She said the one thing she has noticed is there is a shared-use path and the proposal to add patio dining. She said if we are going to make this a very walkable, transit-oriented community, then we need to incorporate a bike lane that is separate from the roadway and a shared-use path. Ms. Newell stated that is an excellent suggestion.

Mr. Papsidero said the 30-foot setback is from the edge of the right-of-way so it should accommodate those amenities.

Mr. Fishman said he thought the setback was more like 100 feet. Mr. Papsidero said the setbacks vary substantially. He said the goal for new construction, there would be at least 30 feet of landscape for new construction plus heavy landscaping outside the right-of-way. He said this would be very attractive view shed opposed to 100 feet of turf.

Ms. Fox said in developing this plan, there are some character guidelines and some options for green spaces but she would wanted to avoid the common trend to create green spaces that are just simply long lawns that look like bocce ball courts. She would like really unique public realm spaces considered that draws the public in and creates a permanency, no matter what development goes on around them. She said it should include places that the residents will want to go. She indicated multi-family can be integrated because the whole purpose of this plan is to create environments that workers want to be in and they will enjoy going to.

Mr. Miller said that the planning process needed great amount of work over two to three years and he commended all of the staff. He said that introducing residential uses will result in success inside this whole area. He noted Site 4, Site 10, and Parcel 9 where he liked Option B because of the residential piece that will help bring vibrancy but Option C needs work. He said he liked the setbacks. He agrees with Cramer Creek Crossing residents and thought maybe there could be improvements with some of the visuals that were presented in the plan. He appreciated the recommendations for the solar and wind alternative energy. He liked the zoning proposals and is curious about the incentive programs that will help this be accomplished. He also said the local grocer is an awesome idea. Lastly, he said getting creativity is going to be a challenge because he does not know how you get people to invest in this area and be creative at the same time if it means additional expense. He said that is what the Commission is trying to do with the signs in Bridge Park but we are not being successful.

Mr. Fishman emphasized how thankful the Commission was for the resident involvement because nobody knows the area as well as the residents and he encouraged them to invite all of their neighbors to come for further discussions. He said it is the staff that helps move things along and make Dublin great. He

said he agrees about the aging landscape and that it can be addressed. He said staff is on the right track and this plan is pretty exciting.

Mr. Wilson told everyone they did a great job. He said that there needs to be connectivity in the plan and specifically referenced bike trails. He agreed some of the parks needed to be redesigned. He said exercise stations encourage people to get out and enjoy green space.

Ms. Newell asked staff if they see this plan as more straight zoning that will keep the Planning Commission engaged in this process and if so, how that would occur. Mr. Papsidero said it will be similar to Bridge Street with the exception that there will be more authority by the Commission opposed to the ART. He said there would be a Concept Plan, Preliminary Development Plan, and Final Development Plan all coming to the Commission. He said smaller projects may rest with the ART, if the Commission agrees.

Ms. Newell asked if there would be design guidelines and Mr. Papsidero answered affirmatively. She said she does not see how we would get the quality and creativity we want if we were to leave this as just straight zoning, especially in terms of landscaping. Mr. Papsidero indicated they would start with updated the Zoning Code but it may likely end up as a separate set of guidelines.

Ms. Newell said she is not entirely convinced about completely changing the setbacks on Frantz Road. She said she is thinking about all the other development that we are doing in the City of Dublin where we are allowing everything to come completely up to the street and we should consider how much land we are ultimately giving away. She restated a bike lane is needed, separated from traffic so she can see giving up some of that setback for that purpose because it would provide a better connection with walkability. She noted the multi-purpose path is not continuous now. She said a lot of people that work in these offices walk around this area and around the residential neighborhoods. She said she knows people will get out in the community and walk and understands there are not services in this immediate area but there is also not a connection to get all the way down the road. She remarked that as soon as the bike shares went in, she noticed them around town so that is another reason why she likes that connection. She said for the development of the green space, it really needs to be public and belong to the community of Dublin and not as an amenity for a specific area/office development. She asked if staff had considered the strip of land that is on east side of Frantz Road that is getting pulled into this area because it is open land to still be a PUD. Mr. Papsidero said currently that land is in the township so for it to develop, it would have to be annexed and could easily be treated as a PUD as part of that single-family development.

Ms. Puranik said staff will take back the comments, review the document, and then figure out the next steps.

Ms. Fox asked about the RFQ, how it was publicized, and who gets the chance to review. Rachel Ray, acting on behalf of Economic Development, said she is managing the RFQ process. She said that was released on May 7, 2018, and it was distributed to all of the developer contacts, the local American Planning Association, ULI Columbus so they could send out to their networks, it was shared via LinkedIn, the City's website, and all the typical channels. She said the intent is to keep the neighborhood involved as they go through the process, likely after they get responses, to measure how many responses were received, to record accurately to the neighborhood.

Ms. Husak asked Ms. Ray to state who was on the team to review the responses. She named Donna Goss, Vince Papsidero, Aaron Stanford, the Division of Engineering, Public Works, and Ray Harpham as review committee members.

Ms. Fox asked how many developers were on the list. Ms. Ray said ± 150 contacts via email and then there is a lot of activity on LinkedIn. Ms. Fox asked once they are reviewed, what the process is. Ms. Ray said once the responses are received, (June 4 is the deadline), staff will have a two week internal turnaround filling a matrix of evaluation criteria and selecting the top three finalists to submit an actual proposed concept. She said that at the conclusion of the RFP process, (late summer) they anticipate hosting a public open house and the finalists would have an opportunity to present their concepts, engage with the neighbors, and get feedback. She said staff would review the proposals and prepare a recommendation for Council's ultimate consideration.

The Chair closed discussion.

5. PUD, Autumn Rose Woods 18-023Z-PDP-FDP

7540 & 7660 Hyland-Croy Road Rezoning with Preliminary Development Plan Final Development Plan

The Chair, Victoria Newell, said the following application is a proposal for changes to the previously approved development text and plans to permit the split-rail fence to remain along the perimeter of Reserve C, to be owned by the City of Dublin. She said the site is on the east side of Hyland-Croy Road approximately 1,200 feet south of the intersection with Tullymore Drive. She said this is a request for a review and recommendation of approval to City Council of a Rezoning with a Preliminary Development Plan and review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050.

The Chair swore in anyone intending to address the Commission on this case. She said a formal presentation was not needed. She called for the first of two motions.

Motion and Vote

Ms. Fox moved, Mr. Miller seconded, to recommend approval to City Council for a Rezoning with a Preliminary Development Plan with no conditions. The vote was as follows: Mr. Wilson, yes; Mr. Fishman, yes; Ms. Newell, yes; Mr. Miller, yes; and Ms. Fox, yes. (Approved 5 - 0)

Motion and Vote

Ms. Fox moved, Mr. Miller seconded, to approve a Final Development Plan with no conditions. The vote was as follows: Ms. Newell, yes; Mr. Fishman, yes; Mr. Wilson, yes; Mr. Miller, yes; and Ms. Fox, yes. (Approved 5 - 0)

Claudia Husak noted the intent was to get this proposal to City Council for the meetings in June.

6. PUD, Coffman Homestead – Sign 18-024ARB-AFDP

6659 Coffman Road Amended Final Development Plan

The Chair, Victoria Newell, said the following application is a proposal for the installation of a new sign for the existing Historic Coffman Homestead site west of Emerald Parkway, approximately 400 feet north of the intersection of Post Road. He said this is a request for a review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050.

The Chair swore in anyone intending to address the Commission on this case. She said a formal presentation was not needed. She called for the first of two motions.

Dublin City Council Work Session Monday, October 16, 2017 Council Chambers

Minutes of Meeting

Mayor Peterson called the Monday, October 16, 2017 Work Session of Dublin City Council to order at 6:19 p.m. at Dublin City Hall.

<u>Members present were</u>: Mayor Peterson, Vice Mayor Reiner Ms. Salay, Mr. Lecklider, Ms. Amorose Groomes, and Ms. Alutto. Mr. Keenan was out of town (excused).

<u>Staff members present</u>: Mr. McDaniel, Ms. Crandall, Ms. Goss, Ms. Readler, Ms. Mumma, Mr. Earman, Mr. Papsidero, Ms. Rauch, Ms. Puranik, Ms. Richison and Mr. Plouck.

Mayor Peterson clarified to those in attendance that this is a Council Work Session and not a regular Council Meeting. He also explained that Council would be making an exception to the normal rules of a work session and would be accepting public comment. He stated that there are two items on tonight's agenda: the Dublin Corporate Area Plan and the Historic Dublin zoning code changes for the area south of Bridge Street.

Dublin Corporate Area Plan

Mr. Papsidero referenced Council's briefings on this project, noting that this project builds upon the Legacy Office work that has been ongoing. He invited Jason Sudy, Principal with Side Street Planning to present the Dublin Corporate Area Plan.

Mr. Sudy introduced Steve Kolwicz of POD Design and Pete DiSalvo of DDA Advisors who are also working on the project. Mr. Sudy stated that this project addresses the following:

- repositioning the Legacy Office sites to adapt to future demands;
- create a walkable, mixed use environment while recommending infill opportunities;
- identify new markets for investment;
- develop a strategy to refresh the Frantz Road streetscape;
- recommend mechanisms for adding new development west of Frantz Road while not adversely impacting the neighborhoods to the east; and
- recommend zoning tools to ensure successful implementation of the vision and plan recommendations.

There are many office sites that are not as competitive and are not performing at the highest levels because they were developed in a different era using a different approach to site development. One of the major goals of the project is to bridge the time between now and into the future with an actionable short-term plan to reposition those sites with the understanding that a more larger scale development that may happen in the future. This is needed to capture the next generation of development. Having a more mixed use environment will allow this area to be more competitive with other sites that offer mixed uses and maybe open up new markets for investment. Refreshing the Frantz Road streetscape has become an important part of this study. He made the important distinction between this area plan and the subsequent process of zoning. The zoning process is being undertaken by a separate consulting group, but they are all working together because that process will codify the details that are recommended in the plan.

Mr. Sudy illustrated the public input process with the business community that had been completed to date, beginning in December 2015. Several public workshops were followed with

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interactive polling and web-based information gathering. A large number of participants either lived or worked in Dublin.

The Market Analysis identified three areas with redevelopment potential with retail/restaurant site characteristics. They are:

- Frantz/Metro Center;
- Frantz/Rings Road; and
- Emerald Parkway/Parkwood Place.

The analysis consisted of looking at marketable site locations, consumer types, spending power and market supported opportunities. Council's packet included some drawings of the Metro area intended to illustrate what could be there; the drawings are not specific site plans. In examining the spending power in each of these areas and the users, it was discovered that there is an immense number of hotel dollars not being captured. The users staying in the hotels have no places to walk to and few places for a short drive. There is market supported development for 50,000-60,000 square feet at the Frantz/Metro area, 50,000 square feet in the Frantz/Rings area and 20,000 square feet in the Emerald/Parkwood area. Restaurants, special-food grocery, and personal care service retail could be accommodated in those areas now. There is also ground that is generating tax dollars based on its commercial use, but it is underperforming significantly. This study suggested that housing should be integrated at key locations throughout the study area to bolster the economic potential of the other uses in the area.

Regarding land use, he stated that the one comment heard over and over in the public sessions was that there are not many amenities along Frantz Road. He noted the principles of land use are to encourage a variety of uses, focus on amenities, utilize open space as an organizational element and usable amenity, infill residential development in key locations and mitigate negative impacts on adjacent neighborhoods. He reiterated the difference between a land use plan and the zoning code. Land use designates what types of things can be in a given location from a suggested standpoint. A land use plan does not have the legal ramifications that the zoning code does. Therefore, what the consultants are aiming to do with this study is identify basic districts that can accompany a future zoning approach that allows a much more specific site by site stipulation to be put on all those properties for future development.

He introduced the basic districts as follows:

- MUR-1: Metro/Blazer area appropriate uses include office, hotel, residential infill on key sites and neighborhood commercial along Frantz Road;
- MUR-2: Tuttle/Rings (North) corporate office within interior of sub-district;
- MUR-2: Tuttle/Rings (South) immediate interstate access, close proximity to mall;
 Mr. Sudy noted that they are drawing a distinction between the east side of Frantz Road and the west side of Frantz Road. The west side could consist of many uses to make it function better such as a small-scale grocery, and other retail and restaurant possibilities, but the east side of Frantz Road is recommended for low intensity office uses.
- MUR-3: Emerald continue to be freeway oriented office, specific uses in district subareas, office personal services and restaurant.

He provided an illustration of the 13 site specific policy areas in order to bolster the thinking in how those would apply to the new land use categories. These are land use suggestions and any

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specific site development approach will only be assured with the zoning process. The proposed building heights were shown to be limited to one to two stories along Frantz Road. Taller buildings would be allowed along I-270 frontage and the heights between these two areas would be transitioned. He shared some pictures of potential development opportunities and how it might appear along Frantz Road/Metro Center and along Frantz Road and Rings Road.

Regarding connectivity, he noted that there are two opportunities, one of which is that there is already a robust trail system that could incorporate new connections and there is limited roadway connectivity. The roadway connections could function better by adding connections.

He stated that the current concerns along Frantz Road are the landscaping is overgrown, the interface of the building with the road, connectivity, signage and the overall look and feel. Altering the characteristics of the roadway and developing some outside space for dining, walking, etc. would improve the look of this roadway.

Next steps include any revisions to the draft document based on Council, resident and property owner comments; plan adoption in December or January 2018; and plan implementation in 2018. There are two immediate steps toward plan implementation -- the first is developing the new zoning district for the planning area and a comprehensive rezoning and the second is a design and implementation of Frantz Road streetscape improvements.

Mr. McDaniel stated that what drove this Legacy Office study is the desire to keep it competitive and vibrant.

Vice Mayor Reiner stated that this area is due for rehabilitation. He agreed that one thing that was missed was providing restaurants and pocket places for the residents of that area. He believes the way this plan is mapped out is sensitive to the current residents.

Mayor Peterson stated that he asked the Clerk to pull the citizen comments from the August 28, 2017 meeting and to make a copy of the comments from the August 28 meeting and attach them to this meeting's minutes so it will all be together (comments attached hereto and incorporated herein by reference as Exhibit A). He noted that if those present already provided public testimony, it will be in the record.

Ms. Amorose Groomes clarified that Council will not be voting on any matters at this meeting.

Sven Christensen, 5765 Settlers Place, Dublin, requested the slide in the presentation illustrating the site specific policy areas be displayed. He noted that there was greater detail given regarding height and density since the last meeting, and he is appreciative. He stated that some Council Members came out to walk along the path to the school and along Llewellyn Park. There is no specific zoning that abuts that residential path. He would like to have a sub-district study on the area that is immediately adjacent to the residential area. The fact that this doesn't have a site specific direction is the main concern.

Mr. Papsidero pointed out that the text does give a list of uses specific to the area west of Frantz Road and not east of Frantz Road.

Mr. Sudy reiterated that these are suggested uses for the west side of Frantz; the zoning code will legally limit the uses.

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Ms. Amorose Groomes suggested that because there is a list of uses for the west side, it would be helpful to have a list of uses for the east side.

Mayor Peterson stated that everyone is in agreement that this needs to be clarified.

Mr. Christensen reiterated that he believes a specific site study like the one that was done on Blazer Parkway would be helpful. He asked staff to take the opportunity to do better when it is right next to the neighborhood.

Ms. Salay stated that she agreed completely. She wants to nail down the future for these neighbors so that everyone is comfortable. The City does not need to develop or over develop. Neighborhoods are investing in their area and she does not want residents worrying about what is coming. We need to be very clear and make sure everyone understands what is going on. She asked staff if the vision is for a blanket rezoning or overlay districts.

Mr. Papsidero responded that the strategy is to do a comprehensive rezoning of the entire area. Much of this area dates back to PUDs, which lacked standards. From a process standpoint, the concept is to build upon the structure that is in place for the West Innovation District and then do a comprehensive rezoning that is based on this plan, but which will go into more detail.

Ms. Salay inquired about the process if a comprehensive rezoning were proposed and someone wanted to develop and can meet those standards, could they proceed without any additional public input?

Mr. Papsidero clarified that they are in the process of updating the West Innovation District and including more criteria, which defines when a project will go to Planning Commission. Therefore, it is more definitive, and the bar will be even higher in this area. It will be an open development approval process.

Ms. Salay inquired about a vacant lot near Llewellyn Farms and the fact that at one point, a senior housing development was interested in that land. Is that a possible use?

Mr. Papsidero stated that the vacant parcel Ms. Salay refers to was handled as all the other parcels. It is currently a Suburban Office use. The Plan supports only office with the height limit. It is a small parcel and therefore, two-story office is all that could be accommodated because of parking requirements.

In response to Ms. Salay's question regarding current zoning, Mr. Papsidero stated that the lot in question was strictly office use.

Ms. Amorose Groomes stated that when this was last discussed, she recalled that an area rezoning was appropriate for the West Innovation District because of the limited number of adjacent residents. Some valuable lessons have been learned in area-wide rezonings. She would not be in favor of area-wide rezoning in proximity to residential areas. There are triggers that would prompt review by the Planning Commission, meaning that some of these would not go to Planning Commission. She would not be supportive of proposals that could bypass the Planning and Zoning Commission process for development.

Mr. Papsidero stated that one of the triggers, for example, would be any land that fronts Frantz Road.

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Ms. Amorose Groomes stated that triggers can change.

Mr. Papsidero noted that these would be spelled out in the zoning code, not reviewed by ART or staff.

Mr. Christensen summarized that a sub area study for what lies next to residential would help everyone feel more comfortable.

Mark Gray, 4786 Belfield Court, Dublin, stated that he and his wife have been residents of Llewellyn Farms for 28 years. One of the reasons they built there was because Dublin has a Plan. He was confident that his home value would be retained because of the Community Plan. He asked Council to make sure there is a compelling reason to change the Plan in some way that impacts home values and quality of life for the residents. He is an AEP retiree and understands design and design basis and the importance of having compelling reasons to change anything. Planning staff needs to understand what is there after 6 p.m., on the weekdays and on the weekends and help the residents retain and preserve the quality of life and retain their investment.

Vice Mayor Reiner stated that Council and staff have much experience with what can happen and the impact certain development can have on residents, for example, banging dumpsters and noise.

<u>Vicki Prescott 5805 Settlers Place, Dublin,</u> described the increased foot traffic in her neighborhood currently. She believes that it will increase even more with this development. She is in favor of development, but is concerned about people walking through their neighborhoods.

<u>Bernie Schlueter, 5716 Chatterfield Dr., Dublin,</u> suggested more consideration be given to park space, gardens, or a creative and imaginative space for walkers. He believes Dublin could put in a wonderful place to attract people.

<u>Clay Daney, 5775 Settlers Place, Dublin,</u> stated that he has spoken previously and wants to reiterate a few comments. His neighborhood is an engaged group of people. There is a real opportunity to do something great in this area. If there was an opportunity to have a round table where ideas could be given, something excellent could come of this blank slate area. He suggested taking extra time and care to consider what could be done and the impacts that could still occur in some areas. The site specific areas are helpful, but some neighbors could still be impacted. He trusts that the City of Dublin will get the zoning right, but not really understanding what MUR means, it is still cause for concern. He thanked Planning staff and Council for being so open to hearing comments.

Jane Fox, 6193 Dublin Road, Dublin, stated that she is impressed with the engagement of the Llewellyn and Waterford citizens. They want to have something special in their neighborhoods. There is an opportunity to have great commercial attraction to the area. City planning has such a talented staff, but it hopefully is not just a commercial attraction, but will be something the residents agree with as well. The process is so linear -- the roundtable type discussion that brings creative thoughts is missing. It would be wonderful if in the early planning stages, people could come and share good ideas. It would then be a collaborative effort that everyone buys into. If the neighborhood does not support it, then it will never be successful because they will feel that their value has gone down. This much land is a grand opportunity to draw people to this area. Landscape architecture could be the key. Everyone loves beautiful spaces, so maybe the place to

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start is with the landscape and build the commercial around it. Focus on making this the most beautiful place in central Ohio and there won't be any challenge in drawing people.

Mayor Peterson asked for the timeframe on the Plan.

Mr. Papsidero responded that they continue to gather comments from property owners. There are revisions to make to complete a final draft document. The final document is to go before the Planning Commission in November and then to Council in January.

In response to Mayor Peterson, Mr. Papsidero confirmed that there will be more revisions, based upon feedback that they receive. The final document will come forward as a submitted formal application to the Planning Commission. This meeting has focused on east of Frantz Road concerns, but there have been concerns expressed by property owners on Emerald Parkway as well that will be addressed.

Mayor Peterson asked if the Commission will have more than one hearing on this.

Mr. Papsidero stated it is up to the Commission.

Ms. Alutto clarified that there is additional opportunity for people to view the document and read it prior to the Planning and Zoning Commission meeting, and so they can attend the Commission meeting and testify if they desire.

Mr. Papsidero stated that was correct.

Ms. Alutto stated that this was envisioned to be a mass rezoning. However, she may not be comfortable with a mass rezoning. She asked whether staff would bring forward other options other than a mass rezoning.

Mr. Papsidero stated that the document purposefully does not go into that detail. As a result of some issues raised at this meeting, there may be more detail added about what the zoning code could address. The strategy of which approach to take could be discussed with Council and options could be provided, but there are challenges with the way this district is currently zoned. The parcels they are discussing tonight have straight zoning in place, and there is not much that could be done today to protect the residents. There are very few standards in place in these areas being discussed. Because of that, it serves as a disincentive for any investment because the rules are thin, there is not a lot of guidance and this creates hurdles. This brings back the idea of a comprehensive rezoning with all new current standards, a very clean process, new landscape standards and more efficient parking. It is for these reasons that this is being discussed globally.

Ms. Alutto stated she would like to have a clear understanding of the different approaches. It doesn't have to be part of the document and could be a conversation separate from this. It would be beneficial to the residents to have a better understanding of the process. She thanked Planning staff for being flexible and having more specificity around the neighborhood areas.

Ms. Salay stated it seems we are attempting to strike a balance, because Council's previous direction has been for redevelopment and to make this area easier for investment to occur. Due to the hurdles he described earlier, it is actually a disincentive in this area. On that front, the idea of a global rezoning is interesting. However, when it is adjacent to a residential area, there is a need for balance. That requires more thought and consideration. She suggested looking at global rezoning on one side of Frantz Road, but doing something different with the area that impacts neighborhoods.

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Ms. Amorose Groomes stated that this has been her request since Council was first presented this document -- that this area is treated more like a community plan and not to rezone the areas adjacent to the residential components.

Ms. Salay stated that staff makes a good point because it is currently all straight Suburban Office zoning, and the City desires to get away from that.

Mr. Papsidero stated that it is a balancing act.

Ms. Amorose Groomes stated that if a rezoning occurred on the (McDowell) parcel, there is a desire to keep it residential.

Mr. Papsidero stated that was correct.

Mayor Peterson stated that the residents should be assured that this Council is unified in that this process should protect the borders of their neighborhood. However, something must be done because the current zoning is straight S.O.

Ms. Salay stated that she is hopeful that a meeting could take place between now and the Planning and Zoning Commission meeting that that everyone is to the point of being comfortable. She doesn't want the neighborhood to continue to come to meetings out of fear of what may happen.

Vice Mayor Reiner stated that this was never about money. It was a project to rehab and upgrade the area that was in need of upgrading.

Mr. Lecklider stated that he personally has a history of protecting the integrity of neighborhoods and the Council that he has served on has a tradition of doing the same.

Mayor Peterson asked those in attendance if anyone else wanted to speak.

Mark Martin, President of Llewellyn Farms Civic Association stated that he respects the idea that they want to retain the approval of projects. The residents would like to see a "mass plan" so they don't have to worry about what can and cannot go in certain areas. Many residents missed the earlier meetings where this was presented. He doesn't want to have to watch the newspaper regularly to see what is going on and whether or not it affects him. He thanked Council for their work and complimented the services of the City of Dublin.

Historic Dublin Code and Area Rezoning

Ms. Rauch shared a map depicting the area south of Bridge Street, along South High Street. The directive to staff from Council in May of 2016 was: to look at the Bridge Street Code, specifically in this area on the south side of Bridge Street along S. High to see if there are some modifications that could be made to be more responsive to some of the development pressure the City is experiencing in this area; and to make sure that it is sensitive to the neighborhood and fitting in with the existing character, particularly as it relates to the residential on either side – along S. Riverview and Franklin Street. The other part of this is looking at specific requirements related to commercial uses, how those are treated, specific building design details, building height, noise, density, etc. The directive was to look at the Code for these things and make some recommendations, providing opportunity for public comment.

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 Dublin City School District Ranked as Number 5 in the "2018 Best School Districts in America" by Niche

Mr. McDonnell, Director of Student Operations and Mr. Andres, Director of Student Services were present to accept this recognition from the City.

Mr. McDonnell stated that the website that awarded this designation searched all over the country for neighborhoods and schools to select. Recognitions such as this demonstrate the strong partnership among the community, the City, the students, the parents and the Schools. He stated they strive to provide a world-class education and continuously improve. The criteria for this recognition focuses on: academic performance; student and parent satisfaction; and diversity.

Mayor Peterson read and presented a Proclamation to the Dublin City Schools for this recognition.

CITIZEN COMMENTS

Held_

Sven Christianson, 5765 Settlers Place, Dublin addressed Council regarding Llewellyn Farms and Waterford Village, noting they were developed at about the same time as Muirfield Village. The residents have had one-story, professional office development around them to date and this office development is tucked away and acceptable. The tools that have been utilized in the past to protect residential areas are the zoning guidelines. The pending Corporate Area Plan is disturbing to the neighborhoods because it removes the zoning protections that are in place today. During the open forum presentation sessions, the lead consultant implied that zoning concerns would be addressed at a later date. However, the Corporate Area Plan would guide and direct the Planning and Zoning Commission and City Council, and if protections are not added now, they never will be. If this effort to protect neighborhood character is successful upfront, then it will save time for development requests or zoning questions. A residential overlay zone or sub district with respectful zoning guidance is a common sense approach. However, the neighborhoods are open to any approach that ensures that the constituents are a priority. When drafting the prudent planning petition that will be submitted, it was clear that the requests are clearly in line with the DNA of the City. They are optimistic that Council can help structure a favorable plan. The Corporate Area Plan covers 1.5 square miles, and their area of concern is a small 5% of that. They understand the overall goal, but the area east of Frantz Road is different. Waterford Village will eventually have development behind them on the existing cornfield. However, what comes in the future should enhance, not detract from the neighborhood. He is requesting a true collaborative effort among residents, Council and consultants.

Clay Daney, 5775 Settlers Place, Dublin stated that he moved to Dublin four years ago from the Short North. He chosen Llewellyn Farms because of the access to downtown Dublin, the river, Bridge Street District, etc. When he moved, he understood that he would have neighbors that were businesses and that was acceptable because these were one-story, modest buildings. However, that is now changing. He feels these changes are bringing uncertainty to the residents in his area. He expressed his faith in the planning team, the PZC, and Council that their concerns will be heard. However, to date, they have not seen it reflected in the Corporate Area Plan. The 5% of the Plan area east of Frantz Road would like to have site use limitations, site restrictions, set back restrictions, green space and landscape buffering. In the past 48 hours, they have gathered over 250 signatures, which reflects that neighbors are concerned. The Dublin Corporate Area Plan is needed, but the area east of Frantz Road needs to be done right and a middle ground needs to be found. He expressed gratitude for the openness of planning and the expectation of great development in Dublin.

<u>Eric Kreidler, 5815 Settlers Place</u>, Dublin stated that he grew up in Dublin and has been witness to the explosive growth of the City. He knows that growth is expected and must occur, but when it infringes on quality of life of citizens near that growth, it becomes a problem. The appeal of Dublin is the strong neighborhoods, quality of life, and responsible governance over factors that influence those who live in Dublin first, and

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those who work in Dublin second. His primary issue is with the validity of the input and results from the public meetings. The purpose of these meetings with the consultant team was to receive the input of employers, employees and citizens about what they want to see in the area. The analysis of research conclusions is based on the statistical data that is presented to support those conclusions. However, he has seen poor outcomes as a result of using poor data and wants to avoid that mistake in this Plan. He is not against development, but the extent that this is to be addressed is not clear. The analysis of the meetings is there were 198 total participants, 144 of those claim to be Dublin residents. If it is to be assumed that the residents only attended one meeting and did not double up, this represents .3% of the population of Dublin. Mr. Kreidler cited problems with graphs and statistics and how the view can change dramatically, depending upon the number polled. How did they verify information, such as demographics and definition of study area? There were further issues with the survey results and methods. There is data missing or data being omitted. A good business plan contains risk analysis, liabilities and responsibilities, cost benefit analysis and a plan on how to progress. Dublin needs to be concerned with infrastructure, traffic, school, police services, etc.

He reiterated that the public input is flawed or biased, and that the lack of explicit zoning regulations is disrespectful and irresponsible to the residents of the area. Dublin's neighborhoods and citizens are what make Dublin a desirable place to live. The voices of the residents should always be more important than the consultants' conclusions.

Mark Martin, 4211 Rings Road, Dublin introduced himself as the Vice President of Llewellyn Farms Civic Association. He noted that he agrees with the statements made. He lives across from the open cornfield. He has always believed that Dublin does a very good job of blending commercial and residential areas. However, he is surprised to see a plan with potential multi-story hotels and restaurants butted up against a residential area. He is concerned about the potential plan. He believes there is potential for compromise on a buffer zone between the corporate area and the residential area.

Mr. McDaniel thanked the residents for coming forward. He appreciates the positive comments about Dublin's history of planning and development. He asked Mr. Papsidero, Planning Director to comment.

Mr. Papsidero stated that this process began almost four years ago with early work on the Legacy Office Park research. Staff has been working on a plan update for the last year and a half, and there has been good turnout at workshops where most of the data has been collected. Currently, staff is working on completing the final details of the plan. They promised the neighborhood residents they would respond with draft material within the week. The goal is to provide the Planning and Zoning Commission with a complete document in late September or early October. They are working through the process and are near the end of it.

Mr. McDaniel stated that there is more opportunity for input, particularly at PZC. He invited residents to keep the exchange of information flowing so it can be provided to the consultants.

Mr. Papsidero stated that staff recently spent time with the residents walking the properties and viewing the perspective from their backyards, hearing their concerns and ideas about development.

Ms. Amorose Groomes stated that she also spent time with the residents in that area and much of the conversation centered on the greenway and the connectivity with Cramer Creek, heading north into the historic core. She encouraged staff to look at the preservation of the creeks in the form of greenways. She is not sure of the need for an overlay district, because there is not a plan adopted yet. She wants staff to consider the creeks and the connections so all the residents can enjoy the area.

Ms. Salay asked Mr. Papsidero for his response to the resident concerns that have been expressed. She believes that their concerns are not unreasonable and can staff provide

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the residents with some assurance that there is not the desire to rezone the whole area to allow all these difference uses. She encouraged staff to make the plan more neighborhood friendly. She believes that much could be accomplished to satisfy the residents' concerns before the plan is sent to PZC.

Mr. Papsidero stated that, throughout the process, staff has been clear about the importance of safeguarding the neighborhoods up and down Frantz Road. Staff committed that more detailed information will be forwarded to the interested parties before the document is submitted to the PZC. The process has been delayed somewhat due to the number of vacant properties and the number of corporate owners involved.

In response to Ms. Amorose Groomes' question regarding whether or not area rezonings or individual rezonings will be done, Mr. Papsidero stated that the goal was to streamline the zoning process of the entire planning area. Building on the model in place for the West Innovation District, the goal conceptually has been to consider one comprehensive rezoning of the entire planning area and having subdistricts that speak to land use, density, design standards as well as adopting design guidelines.

Ms. Amorose Groomes cautioned staff that one of the reasons this works so well in the West Innovation District is the lack of adjacent neighbors. There was a lot more flexibility and freedom for that reason. Perhaps west of Frantz Road would be more appropriate for area rezonings, but she would not support area rezonings on the east side of Frantz Road. Sensitivity to adjacent neighbors is more important east of Frantz Road and she is concerned about the loss of control that can come with area rezonings. It is important to keep that control for residential neighborhoods.

Mr. Papsidero agreed with Ms. Amorose Groomes in that he is hoping to add more restrictions to protect the neighborhood. Those details will be explored more in the next phase of the process.

Mayor Peterson inquired about the timeframe for the PZC review.

Mr. Papsidero responded that it could be in October, dependent upon the communication with the stakeholders. Depending upon the PZC review timeframe, this plan could be before Council at the end of October or early November. PZC will also be reviewing the West Innovation District update at the same time.

Mr. Keenan inquired about the large parcel in Washington Township that lies adjacent to Waterford Village and how it is accommodated in the plan.

Mr. Papsidero stated that the western half of that parcel fronts on Frantz Road and will be in the planning area. Conceptually, staff has discussed the possibility of it being residential or lower scale office, perhaps retail use-- all with a two-story height limit.

Mayor Peterson thanked those who attended tonight's meeting and encouraged them to stay engaged as the process continues.

Jane Fox, 6193 Dublin Road, Dublin addressed Council regarding public engagement. There are many interested residents present, and she is asking that Council support the early engagement for these planning actions. She suggested that civic associations could be invited for brainstorming sessions. Sometimes, there are creative solutions from people who live in the neighborhood. The public meetings do not really offer the same opportunities to develop comprehensive solutions as does a roundtable discussion. She would like to change the flow of information from citizens to Planning staff to Council. She wants to bring people together to determine what they want. It could lead to a shared collaborative discussion. She believes this interaction will strengthen the entire community.

CONSENT AGENDA

Approval of Minutes of Council meeting of August 14, 2017

Dublin City Council and Planning and Zoning Commission Joint Work Session Monday, April 17, 2017

Minutes of Meeting

Mayor Peterson called the Monday, April 17, 2017 Dublin City Council-Planning and Zoning Commission Joint Work Session to order at 6:00 p.m. at Dublin City Hall.

<u>Council Members present were</u>: Mr. Keenan, Mr. Lecklider, Ms. Amorose Groomes, Mayor Peterson, Ms. Salay, Vice Mayor Reiner and Ms. Alutto.

<u>Planning and Zoning Commissioners present:</u> Ms. Newell, Mr. Brown, Mr. Miller, Mr. Stidhem, Ms. DeRosa, and Ms. Mitchell.

<u>Staff members present</u>: Mr. McDaniel, Ms. Crandall, Ms. Readler, Mr. Papsidero, Ms. Husak, Ms. Rauch, Ms. Puranik, Ms. Gilger, Ms. Ray, Mr. Gracia, Mr. Earman, Ms. Richison and Ms. Burness.

Mr. McDaniel stated that because tonight's work session focuses on Planning-related items, Mr. Papsidero will guide the discussion.

Mr. Papsidero stated that the discussion will focus on four projects. The objective is to obtain Council's input and ensure that the projects are proceeding in the desired direction – particularly for the zoning projects because there are a few new components on which Council's feedback is desired. Those projects are:

1. <u>West Bridge Street Framework Plan</u>

Because this is a part of the Bridge Street District that impacts adjacent neighborhoods, significant public input has been obtained. A preliminary development concept will be shared tonight.

2. West Innovation District Zoning

This project relates to minor tweaks to the zoning that is already in place, which reflect the work to date on the West Innovation District Plan update. Council has seen much of the update previously. Tonight's presentation is an interpretation of that work in terms of recommended Code changes.

3. Metro-Blazer District Zoning

The City has been undertaking a significant amount of work in this district over the last three years, looking at Legacy Office developments and understanding the role of Planning on the marketplace. Some shifts may be necessary in order to ensure that area remains a very vital part of the City. A new zoning approach is proposed for that area, which is based on what has been learned to date with the West Innovation District.

4. <u>Bridge Street District Zoning</u>

This Code update was initiated six months ago. It has involved a significant amount of stakeholder interviews. With the consultant, they have looked at ways in which to improve that District both in terms of process and Code standards; these improvements are based upon experience over the last few years with project review and approvals.

The goal with all the projects is to ensure more consistency in the Code and process and the development of design guidelines for each of these areas. The intent is to better communicate the City's expectations to the development community, ensure that applications the City receives reflect the City and the public's values, and identify what the City sees as most important about

METRO-BLAZER DISTRICT ZONING

Elizabeth Fields, McBride Dale Clarion, presented an overview. The major difference between the West Innovation (WID) and Metro-Blazer District is that the majority of the WID is undeveloped area, and new development is being proposed. With Metro-Blazer, the intent is to retrofit existing development and make it more competitive. Another firm has been retained to handle the land use plan for this project, and Jason Sudy with Side Street Planning is present. His firm is working on the Dublin corporate area master plan for this district. The zoning will be the implementation tool for that land use plan.

Goals for the Metro-Blazer Plan update are:

- Development regulations that coincide with the plan update and allow for redevelopment and new development that aligns with the City's vision for the Metro-Blazer district.
- A clear, concise, and user-friendly set of regulations that identifies the standards and guidelines that apply to development within the District.
- Clear distinction between the Dublin Corporate Area Plan, Zoning Code, and Design Guidelines.

The plan will focus on the overall design principles, goals and objectives for the District. The zoning code will focus on the non-discretionary and quantitative standards (uses, setback, development standards, process). The design guidelines will focus on discretionary guidelines that will concentrate on the character of both the overall District and the individual buildings.

Current Zoning/Proposed Zoning:

- The existing zoning for this District is a mix of: Restricted Suburban Residential; Suburban Office and Institutional; Community Commercial; Tech Flex; Office, Laboratory and Research; Planned Unit Development; and BSD-Commercial. Much of the District is Planned Development.
- A draft land use plan has been proposed for new districts. The Tech Flex and Bridge Street Districts would remain. Four new districts are proposed: Metro/Blazer; Emerald; Tuttle/Rings North; and Tuttle/Rings South. The Land Use Area Plans will describe the City's intent for each of those four areas.
- The Code update will be the implementation tool for the Land Use Study. Rezoning this study area from the existing zoning districts to an overall Metro-Blazer zoning district will be a similar tool to the existing West Innovation districts. The Metro-Blazer districts will have their own list of Permitted Uses and Standards. The current proposal is to leave the existing PUDS as is, but the owners will have the discretion to re-develop to the existing plan development standards or develop under the new zoning standards. The plan allows them that flexibility. Minor changes would probably occur according to current standards, but a complete redevelopment would follow the new regulations.

Ms. Amorose Groomes inquired if percentages have been assigned related degrees of modifications.

Ms. Fields responded that has not yet been discussed.

Ms. Amorose Groomes noted that this is different and probably easier than the Bridge Street redevelopment.

Mr. Papsidero stated that they would be looking at that. They were trying to follow the Bridge Street model.

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Ms. Amorose Groomes stated that it created some difficulties for property owners wanting to make modifications.

Ms. Fields stated that the intent is to provide incentives for property owners to follow the new regulations. Those details will be worked out.

The approval process in the Metro-Blazer District would replicate that in the West Innovation District. The Code sections would be organized in the same manner, focusing on measurable standards. There would be unique uses and standards for each of the four subareas. The design quidelines would focus on the look, feel and character items.

The Major Changes Proposed are:

- New zoning districts for the Metro-Blazer district that are allow for more development options than what currently is permitted
- Existing PUDs will be able to continue under their current regulations or develop under the new regulations
- Defined criteria for "Kick-up" provision
- Similar process and development standards to WID

The Next Steps are:

- Finalize Dublin Corporate Area Plan review and approval by Fall 2017
- Public outreach for the zoning
- Draft zoning changes for review by staff and PZC with approval by City Council
- Area rezoning process following the Code adoption

Council/PZC Questions:

Ms. Salay referred to the football-shaped piece of land at the corner of Woerner-Temple, Rings Road and Emerald Parkway -- Emerald Town Center is located there. Could that Town Center be removed from the Emerald District? The neighborhood fought hard for that town center, and it is working well, at this point. On behalf of those neighborhoods, she does not want to have to go back to the drawing board with that. When that section of Emerald Parkway (Thomas Kohler) developed, the intent was for a 10-pump gas station and UDF on the corner, where the Chinese restaurant current sits. The neighborhood strongly objected, and the UDF project was eliminated. She prefers to remove that section from the Emerald District and make it part of the neighborhood.

Ms. Amorose Groomes stated that her rezoning and process comments remain the same as on the previous plan.

<u>Mr. Reiner</u> inquired if there is a master plan that addresses some areas separately. In addition, the landscaping and streetscape in this area has declined over the years. It was done in the 1980s and needs to be refreshed.

Ms. Fields responded that the Dublin Corporate Plan on which Mr. Sudy's group is working will have concept plans for individual areas and address the mix of uses and landscaping. Council will have the opportunity to review those concept plans. She will not begin to work on the zoning code until Council has worked out the details of the concept plans in the Land Use Plan, including the ultimate goals, uses, setbacks, building heights, etc. desired in this area.

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Mr. Reiner stated that developers will want to know which areas are still open to them. That should facilitate more rapid development in this District.

<u>Ms. Salay</u> stated that all three of these plans provide for a significant public process. She would like to have a copy of the public feedback that is received, so Council can be aware of the neighborhoods' perspectives on the proposed changes.

Mr. Papsidero responded that a detailed copy of the input would be provided to Council.

Mr. Lecklider inquired if staff input were needed on the conceptual concepts.

Mr. Papsidero responded that it is not. The question tonight is if this is an approach on which staff should continue to work. The details will be addressed at a later date.

BRIDGE STREET DISTRICT ZONING

Donald L. Elliott, Clarion Associates, stated that:

- 1. Their team has written codes for many communities around the country, and most codes are hybrids. The Bridge Street Code is a success, not a failure; it was just difficult to do. Much development actually has happened here in the five years this Code has been in place. The amount of walkable, sustainable, urban development that has occurred within this adopted framework is unusual to find. There are now many buildings in place.
- 2. When the Bridge Street Code was developed, it followed a technical approach to form-based codes. That turned out to be a poor fit for Dublin, and there have been attempts to change the programmatic approach to make it work better for this community. With five years of experience, there is the ability to evaluate and update the Code, and Council has asked them to do so.

Clarion's contract had three tasks:

- 1. Identify why the sign regulations were problematic for existing development. Those findings have been finalized and approved by Council. The change permits improvements or changes in existing buildings to continue under the previous signage requirements. Only a new building developed under the new code need follow new sign guidelines.
- 2. Determine if the Historic Core protections are sufficiently strong or if changes are needed. That review is being conducted by Leslie Oberholtzer, their technical form-based code specialist.
- 3. Provide general updates to simplify the review process, provide greater flexibility and design guidelines.

Since last fall, work on general updates has been underway, working with stakeholders and the public. Many interviews have been conducted with builders and developers who have invested or tried to invest in the Bridge Street area. They have found that there are substantive challenges with the Bridge Street Code and there are process challenges.

<u>Substantive challenges were:</u> (1) the Code's Building Design Standards lacked flexibility and created monotony; (2) some of the Site Development Standards inhibited good design; and (3) some don't work for existing buildings/development. One of the key changes is to re-visit the applicability thresholds.

Motion and Vote

Mr. Brown motioned, Ms. De Rosa seconded, to approve the Conditional Use with no conditions. The vote was as follows: Mr. Miller, yes; Ms. Newell, yes; Mr. Stidhem, yes; Ms. Salay, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 6 – 0)

3. Avery Road CrossFit 16-110CU

5725 Avery Road Conditional Use

The Chair, Victoria Newell, said the following application is for an indoor recreational facility within an existing building in the Technology Flex District. She said the site is on the west side of Avery Road, approximately 710 feet south of the intersection with Woerner-Temple Road. She said this is a request for a review and approval of a Conditional Use under the provisions of Zoning Code Section 153.236.

The Chair swore in anyone intending to address the Commission on this case.

Motion and Vote

Mr. Brown motioned, Mr. Stidhem seconded, to approve the Conditional Use with one condition:

1) That the applicant work with staff to provide the one loading space required by the Code to be verified at permitting.

The vote was as follows: Mr. Miller, yes; Ms. Salay, yes; Ms. Newell, yes; Ms. De Rosa, yes; Mr. Stidhem, yes; and Mr. Brown, yes. (Approved 6 – 0)

Planning Items

Vincent Papsidero said there are three current projects interrelated that include the West Innovation District, Metro-Blazer area, and the Bridge Street District. He said plans are in place to update the first two areas just mentioned. He said staff does not intend to update the plan in the BSD but in each area they are updating the Code and developing Design Guidelines.

Mr. Papsidero presented a map highlighting the three areas as well as the overriding intent of Code versus Design Guidelines:

- Code and process improvements (Code)
 - Focus on dimensional standards + "absolutes"
 - Consistency among review steps and application requirements
 - Process improvements that do not compromise outcomes
- Strong emphasis on outcomes (Design Guidelines)
 - Emphasize creativity and originality in urban design consistent with City values and expectations
 - Avoid monotonous outcomes
 - Guidelines to focus on intent (do this/don't do that)
 - Answers the applicant's question "what do you want from us?"

Bob Miller said most of what Mr. Papsidero just said is extremely logical. He asked if Mr. Papsidero sees a risk with these changes. Mr. Papsidero answered he does not see a risk. He explained he has written and used guidelines in other communities of Columbus with quite a bit of success. He indicated Design Guidelines will provide more leverage than what a Code in some cases.

Mr. Papsidero presented qualities of effective Code language:

- Language should be clear
- Easily interpreted (as "black and white" as possible)
- Measurable and dimension able
- Objective and not subjective
- Legally defensible

Mr. Papsidero included a good example:

"Lots shall be a minimum of 60 feet in width at the public right-of-way."

Mr. Papsidero alternatively provided poor examples of Code language as they are too subjective:

- "forward looking"
- "thoughtfully designed"
- "intentional and carefully thought through"
- o "unique and diverse"
- "look and feel"
- o "design expression is of a modern application"

Mr. Papsidero said the above comments are excellent examples of Design Guideline language.

Chris Brown said the Design Guideline language examples are very subjective and he questions what is enforceable. He said when someone brings forward a great looking project, no matter the transparency percentage or primary/secondary materials for example, the Commission looks at it and states "Wow, that's nice" or "oh, that looks bad".

Mr. Papsidero said the Commission's role is to represent the community's values and merge them with the technical piece. He said subjective language in Design Guidelines is enforceable, if adopted by Council after the Commission's recommendation and linked by Code to the actual development steps in the process.

Steve Stidhem said this is an opportunity to be forward looking, to consider more renewable energy options, and add to the Code. He said there is a lot of material written on the impact of self-driven cars in city planning. He indicated there may be more cars or could be less cars, we do not really know. But we do know there will be less parking requirements near where people are actually doing their work. He asked to be very specific about the language.

Mr. Papsidero said language for this topic could be specific but for subjects that are in an early stage like autonomous vehicles; that is a perfect topic for Design Guidelines. He indicated we could state that an area designed for a garage now could be at least partially converted to other uses in the future. He suggested this should not be mandated in the Code but a lot of guidance could be provided.

Mr. Stidhem agreed for the subject of autonomous vehicles but for renewable energy (solar power or windows) that could be stated in the Code. Mr. Papsidero said that subject matter is very detailed and Planning would probably do that as a separate project or add-on because that gets into a lot of requirements to think through as a community. He used turbines on a single-family lot, as an example. He said that would become a community dialogue under the direction of Council.

Mr. Papsidero said as a Code standpoint, the following topics would be addressed:

Land Uses

- o Dimensional standards
- Height
- Setback
- Density/Intensity (du/ac, sf/ac, FAR)
- Parking and loading
- Landscaping/open space quantities

Process

- o ART + PZC/ARB + Council
- Administrative approvals
- o Provides legal justification for applying Design Guidelines

Mr. Papsidero explained Design Guidelines are:

- o Explanatory in nature
- o Provide insight into acceptable ways of meeting Code requirements and City values, expectations
- o (as defined in policy)
- o More subjective, less objective
- Illustrative (do this, don't do that)
- o Implemented by staff (report and recommendation) and Boards/Commissions (analysis and decision)

Mr. Stidhem asked if cell towers are considered as 4G capability moves to 5G. Mr. Papsidero said the state has determined that the City has no authority over the regulation of these new cell towers. Mr. Stidhem asked if we could insert fiber optic connectivity into the Code. Mr. Papsidero said that might be included in the Building Code. He indicated we would need to determine where it would fit from a regulatory standpoint. Mr. Stidhem said in anticipation of what could be to come, that sort of thing is inexpensive to incorporate while construction is going on versus retro fitting it later.

Mr. Papsidero said staff is looking for a strong dialogue with the Commission as we work through this.

Mr. Papsidero presented pictures of Design Guidelines from different places around the country that include the guideline language to illustrate the goal. He said as we work through these specific issues, we can be as detailed as we need to be to provide additional guidance.

Mr. Papsidero said guidelines support policies; they focus on outcomes such as architecture and materials; site design; landscaping/open space design; and signs. He said they provide examples of best practices and would need to be adopted by Council.

Amy Salay said they went through years of the PZC process from staff level to PZC and Council to negotiate this PUD back and forth. She said it was so fine-tuned and so negotiated they were criticized by the development community for making it impossible to work with. Now, she said we have adopted a form-based Code with intent in other areas like the WID to be more user-friendly from a developer's standpoint. She said now we have come to this most recent proposal, which she likes the pattern book, more illustrations, and explaining what we want, to enable the professionals in the development community do their work. She asked how we keep from falling back into everything by negotiation.

Mr. Papsidero said by doing these Design Guidelines, walking in the door, the developers will have a clear picture of what the City's expectations are. He said it would be up to staff and the Commission to be consistent with those guidelines. He said now, the developers get hearsay and talk from clients or

competitors to gain their feedback about their experiences with the City of Dublin's process. With BSD in particular, he said the form-based Code is a hybrid. He said we are suggesting to streamline the process by limiting the ART to just the really minor approvals and go back to the traditional process where staff creates and presents the report to the Commission and the Commission then deals with the applicants directly. He said the ART has been an additional step to jump through and does not add much to the process. At the same time, he indicated staff wants to streamline the submittal requirements and go back to a simpler system. He said they want to take some of the standards in the BSD and turn them into guidelines so staff is spending less time as accountants, measuring transparency and all other items, which at the ground level is important. He said we might want to have a minimum standard for the ground floor and maybe use a broader goal for the upper stories. He noted a hotel would be very transparent whereas an apartment building would be less transparent because privacy is needed for the units. He said measuring 63% when 65% is the standard does not help anything. He said staff wants to talk to Council about the mandatory Basic Plan going to Council first and then being recommended down. He said now we do Informal Reviews at different levels and applicants are bouncing around quite a bit, negotiating three, four, and five times. He said investors are using that against the City when it comes to Economic Development.

In summary, Mr. Papsidero said a Plan establishes policy foundation and community expectations. He said Design Guidelines explain how to accomplish community expectations and provide a bridge between policy and Code. He said Code establishes regulatory controls and process, and dimensional standards such as bulk, mass, and height, etc.

To be more specific, Mr. Papsidero said for the West Innovation District:

- Building upon updated concept approved by Council
 - o Plan update
 - Code update to reflect changes in geography, policy
 - ✓ Sub-district boundaries will be modified (uses + standards)
 - ✓ OU Master Plan incorporated by reference
 - ✓ No process changes expected (With the ART, there is a kick-up provision to the PZC we would like more specific as this could impact adjacent neighborhoods, especially in Metro-Blazer area. We would like this mandated instead of discretionary)
 - Design Guidelines created
 - ✓ Consolidates material from existing Code and Plan
 - ✓ Builds upon new concept
 - ✓ New material

Mr. Papsidero presented a map of the new sub-districts in the WID.

Mr. Papsidero said for the Metro-Blazer area:

- Dublin Corporate Area Plan
 - Issues/goals completed (phase one)
 - Draft plan nearing completion (phase two)
- Code update to be initiated, building upon WID process
 - Consistent with WID
 - Comprehensive rezoning
- Design Guidelines to be initiated
 - Special focus on parking lot landscaping/screening
 - Infill/redevelopment

Mr. Papsidero presented a map of the Metro-Blazer area to be rezoned, built upon the WID approach. He indicated this would streamline reinvestment. He suggested the surrounding property owners would be

supportive. He reported this area has not been competitive because of a lack of amenities, the aging of the buildings, and inefficient parking lot layouts.

Mr. Papsidero said for the BSD:

- No changes to plan
- Code update initiated, significant engagement with stakeholders, users
- Code and process to be simplified
 - Reduce number of approval steps
 - o Reduce role of ART
- Design Guidelines to be prepared
 - Move some standards to guidelines

Mr. Papsidero presented a map of the BSD and said the next steps are:

- PZC to review draft material between now and April
- Council-PZC joint workshop in April
- Revisions will be made following the workshop
- Adoption

Cathy De Rosa said since the Code changes require Council's approval, she asked what happens to the Design Guidelines changes. Mr. Papsidero answered it would be the same process for both. She then asked what the approach would be for changing illustrations. He answered staff would want input from Council.

Mr. Papsidero said the intent is to write the Design Guidelines separately for each of these three areas but in fact a certain percentage would apply across the board. He said future chapters could then get more specific on solar or other issues that are not ready to be addressed now. He said the final would be one book as opposed to three.

Ms. De Rosa said with visuals (like with sign designs) a picture is worth a thousand words. She said 'they know it when they see it'. She suggested being able to be flexible and add more pictures as we find great examples as they arise without making the process terribly onerous. She indicated that helps applicants.

Mr. Papsidero indicated staff would like to eventually address Parking, outdated Land Use Designations, and issues within the Sign Code.

Mr. Brown asked if there are inspirational pictures, something totally unique that does not fit illustrative criteria that could be provided to the public to assist with the library design. Mr. Papsidero encouraged the Commission to share pictures worth promoting with staff that they have found remarkable through their travels.

Mr. Papsidero said staff has completed two Kaizen events that facilitated the application intake process and the internal case review process. He said this has resulted in creating more efficient processes. He said staff is also in the process of reformatting all the Planning Reports to make them more consistent and less redundant and more valuable to the Boards, Commission, and Council.

Claudia Husak asked the Commission to alert staff by sending an email if there is information they would like to see that is not incorporated currently, or need to see more/less of.

Victoria Newell suggested including existing site photographs into the Planning Reports, even though most of the Commissioners visit the sites as well. She explained it is helpful to have pictures while

reading the report. Ms. Husak said having an electronic format makes that easy because then quality is not lost that may be lost when printed.

Communications

Claudia Husak said staff is seriously considering cancelling the first Commission meeting in February and place the focus on the second meeting on the 16th.

Ms. Husak said the National Planning Conference in New York City, NY is scheduled for May 5-9, 2017. She said registration starts in early February but hotels are filing up quickly. She recommended interested members contact Flora Rogers for hotel accommodations in the next two weeks.

The Chair indicated Leadership Dublin attended the full meeting this evening and adjourned the meeting at 7:24 pm.

As approved by the Planning and Zoning Commission on March 2, 2017.

1) That the applicant ensures that any minor technical adjustments to the plat are made prior to City Council submittal.

The vote was as follows: Ms. Mitchell, yes; Ms. De Rosa, yes; Ms. Newell, yes; and Mr. Stidhem, yes. (Approved 4-0)

Planning Items

Vincent Papsidero said the following Long Range Planning project updates would be presented:

- Dublin Corporate Area Plan
- Historic and Cultural Assessment
- Shier Rings Roadway Corridor Character Study
- Mobility Study (Introduction)
- W. Bridge Street Framework Study

Dublin Corporate Area Plan was presented by Devayani Puranik.

Ms. Puranik explained this was previously known as Metro-Blazer-Emerald-Frantz. She said this is a brand new planning process initiated to review the legacy office development within the City. She presented a map that defined the $\pm 1,000$ -acre area. She explained the northern boundary is SR 161, the eastern boundary is Frantz Road including offices located east of Frantz Road, the southern boundary is Dublin's Corporate boundary, and the western boundary is Emerald Parkway. She showed the study area within the context with the City of Dublin.

Ms. Puranik presented a map showing Dublin's seven business districts. She said the Bridge Street District is located to the east with development standards that cater to mixed-use development. She said the West Innovation District located to the west caters to research and development facilities and institutional facilities like Ohio University, whereas Metro Blazer and Emerald Districts focus mainly on technological jobs including Dublin's Entrepreneurial Center. While the study area houses several technology oriented jobs, she said the built environment is outdated.

Ms. Puranik presented the map highlighting the Metro-Blazer-Emerald-Frantz area. She explained existing zoning in the area is very diverse with inconsistent development standards making this area somewhat less attractive for location of new businesses and development. She said some of the specific issues include:

- Diversity of Zoning Districts including PUDs
- Varying Development Standards
- Outdated Built Environment
- Lack of Amenities
- Overgrown Landscaping
- Underutilized Prime Land

Steve Stidhem asked if any new construction is planned for this area. Ms. Puranik answered there is not a huge amount but based on their market research, there are great opportunities.

Mr. Papsidero said Economic Development Staff have found challenges in the marketability of some of the older properties.

Ms. Puranik said some of the land that is used for stormwater management ponds within the Upper Metro Center represents prime land approximately five acres in size.

Ms. Puranik said the purpose of the Plan is to understand the shifting office and employment demographics and its effects on old suburban office parks in this very competitive market. She explained

approximately 87% of Dublin's office inventory was built in the 70s, 80s, and 90s and approximately 12% of that space is currently vacant. She said several factors have contributed to the vacancy rates:

- Lower parking ratios
- Lack of walkable amenities
- o Building age
- Visibility/Wayfinding
- Lack of public transit
- o Lack of sustainable practices to gain maximum benefits of the land
- Location
- o Floor plate size and building size
- Lack of basic curb appeal

Ms. Puranik presented a chart that showed the percentage of total office square feet built in Dublin by decade and noted 80% of the office space (almost 7 million square feet) is between 17 and 45 years old. She presented a map to show where the specific development occurred by decade.

Ms. Puranik reported that through discussions with developers, business owners, tenants, and others trying to locate in Dublin, two contradicting factors emerged:

- A shift in the perceived and actual parking demand a much higher employee per square foot ratio;
- 2. Increasing employee desire for nearby convenience and entertainment amenities, ideally within a walking distance.

Mr. Stidhem said he had hoped Home2Hotel would offer public services. Deborah Mitchell said there is not even a coffee bar in there. Cathy De Rosa noted the only other restaurant in the area is Max & Erma's.

Ms. Puranik said a public workshop is planned where they plan to display these market research maps.

Ms. Mitchell asked if this came from focus groups or surveys. Ms. Puranik said the Economic Development Division speaks often with businesses and there was a stakeholder meeting held in December of last year, which included 35 people.

Ms. Mitchell explained she asked because she has an office in the area and when she tries to get more food trucks to come due to the lack of restaurants, it is hard to get people to come out to the trucks. She said it seems people say they want to have restaurants within walking distance but they all end up driving.

Ms. Puranik said part of it might be that the offices are surrounded by huge parking lots so just getting from the door of their office to a site is challenging. She said 600 feet seems to be the magic number for an accepted walking distance.

Mr. Stidhem inquired about the parking ratio. Ms. Puranik explained the current Code requires 4 parking spaces per every 1,000 square feet of office space. She said companies are asking for 7 parking spaces per 1,000. She said companies are trying to fit more employees into smaller office areas.

Mr. Papsidero said trying to accommodate more parking comes into conflict with the landscaping requirements so staff is looking at ways to creatively meet that Code.

Victoria Newell said she likes to walk at lunch and a lot of people in her office park walk.

Tammy Noble said people might not be going to a certain location even if an amenity is provided because of how the space feels. She indicated they may not feel safe or have a place to sit and really enjoy the experience.

Ms. Newell said little plazas are inviting and they can accommodate music on certain days to entertain people.

Mr. Stidhem said he likes the idea of food trucks as long as there is a place to go eat the food. He indicated that he sees the demand for parking diminishing over the next 10 years and so he is hesitant if someone is proposing a parking garage.

Ms. Puranik said staff is studying both short and long term approaches. She said as Phase 1, they are focused on parking as companies are leaving (Nationwide as an example). She said the process for Phase II will include:

- Development strategies
- Site retrofit strategies
- Capitalization on market opportunities
- Detailed Code updates
- Frantz Road Corridor (streetscape and design)

Mr. Stidhem asked if there were specific plans for significantly updating Frantz Road. Mr. Papsidero said currently there is a design study underway for that intersection. He said a new planting scheme for the median could be an option as trees have struggled to thrive there.

Ms. Puranik said the first public workshop is scheduled for August 31, 2016, at IGS Energy but it will also be posted online. She said for the next couple of months, staff will work on the physical development concepts and the zoning and development standards. She indicated the second public workshop will be in October so the plan adoption process should be in December – January. Mr. Papsidero added that in addition to the public workshops, Staff is reaching out to all the neighborhoods to the east of Frantz Road to engage the residential community along with the business community.

Ms. De Rosa asked if there are examples presented in these workshops of other communities that are doing this well. She said every suburb in America is having this same discussion. Ms. Puranik said the consultants working with staff have experience nationwide.

Historic and Cultural Assessment was presented by JM Rayburn.

Mr. Rayburn presented the Study Area Grid that encompasses the City of Dublin as well as townships in surrounding areas that included ± 860 structures that were surveyed. He stated the purpose of the project is to create an inventory of historic properties and assets within the City of Dublin, which will include an assessment of whether the buildings and assets are contributing or non-contributing to the historic character of the City of Dublin. He said the assessment will also help identify funding strategies for historic preservation efforts for property owners. He said additional tasks may include assistance with an update to the existing *Historic Dublin Design Guidelines*.

Mr. Rayburn said to engage the public they have focused on stakeholder interviews with members of the community and he presented a list.

Mr. Rayburn said the architectural survey was completed August 4, 2016, and highlighted some of the initial findings. He said the next steps will include a complete landscape/archaeological portion including mill ruins, quarries, cemeteries, stone walls, and recorded archaeological sites. He said staff will finalize data for the GIS layers and the consultant will complete the final report. He said they will compile a list of

Correspondence



Corporate Headquarters 5555 Glendon Court Dublin, Ohio 43016

Mailing Address P.O. Box 182726 Columbus, Ohio 43218-2726

> (614) 792-1085 office (888) 627-7586 toll-free (614) 760-3800 fax

> > www.careworks.com

City of Dublin Planning and Zoning Commission 5800 Shier Rings Road Dublin, Ohio 43016

April 30, 2018

Re: Dublin Corporate Area Plan, 2018

Planning and Zoning Commission:

I am writing today in support of the efforts that are currently underway within the City of Dublin regarding the Dublin Corporate Area Plan, 2018. CareWorks is currently positioned in one of the legacy office sites and we strongly support the plan to focus on creating a walkable, mixed use environment with amenities for our workforce, such as restaurants, services, and integrated open spaces within walkable distances. Focusing on these improvements in and around the legacy buildings would be a true positive for our employees, creating greater employee satisfaction. We are also in support of introducing guidelines for design within the Area Plan.

I participated in one of the public meetings held to communicate the Area Plan project and have had one-on-one discussions with Dublin Planning staff in my office. I found both the public meeting and my individual meetings to be useful in better understanding the direction of the City. The Planning department has been hands on during this process to ensure Dublin businesses are kept apprised of the work done to date and the direction of future work.

My thanks again to the City of Dublin for including me in the process.

Sincerely,

Dennis J. Duchene President and COO

Devayani Puranik

From: Devayani Puranik

Sent: Thursday, May 17, 2018 3:22 PM

To: 'D. Glen Vanderbilt Jr.'
Cc: Vince A. Papsidero

Subject: RE: corporate area plan feedback

Yes, definitely!

The development on Site 10 will not happen until the property owner makes the decision of annexation. We have not heard of any such plans from the property owners or any other development proposal for that site.

In terms of nature of implementation, we can certainly schedule a meeting with you to go through the document and plan recommendations and clarify our next steps. Let me know.

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us
office 614.410.4662

dublinohiousa.gov

From: D. Glen Vanderbilt Jr. [mailto:dgvander@owu.edu]

Sent: Thursday, May 17, 2018 3:05 PM

To: Devayani Puranik

Subject: Re: corporate area plan feedback

Thanks for the detail. I did read much of that in the document, but the exact nature of how this gets approved/implemented, or not, is still a puzzle. I did send some 'feedback' in before the April meeting, as well.

I firmly believe that putting retail property in the middle of what is residential property is not doing the residential property value any good. I don't want a 7-11 in the neighborhood, so to speak.

D. Glen Vanderbilt Jr.
Professor & Chairperson
Department of Theatre & Dance
Ohio Wesleyan University
740-368-3847
dqvander@owu.edu

On May 17, 2018, at 2:48 PM, Devayani Puranik < dpuranik@dublin.oh.us > wrote:

Mr. Vanderbilt,

Thank you for your input.

As Vince mentioned, we will share this with Planning and Zoning Commission along with other public correspondence we have had regarding the Plan.

We have been working with Llewellyn Park and Waterford Village HOA leadership as well of a group of residents through this process. We have had several public workshops and neighborhood meetings to address concerns regarding the Plan. Our last meeting with the HOAs (Llewellyn Farms, Waterford Village, and Mid-Century Modern) and a group of neighbors was on April 4th and several concerns including Site 10 and 11 were discussed. Summary of this meeting and staff responses are available here- http://dublinohiousa.gov/dev/dev/wp-content/uploads/2017/10/C4 Staff-Memo Neighborhood-Meeting-Summary.pdf

Background:

The Dublin Corporate Area Plan is a policy document and includes broad principles and general policies upon which development in the City is envisioned. But it will be regulated through the zoning process. The plan itself has no direct, legal authority; its adoption does not regulate or change the use of land. The planning horizon reflects a vision for development over the next several decades.

The Zoning Code establishes the legal basis upon which development and redevelopment is regulated, thereby implementing the plan's broad policies.

Site 10:

Site 10 is currently not in the City of Dublin, it is in Washington Township. If the property owner decides to annex it to the City of Dublin, it will then be processed through City of Dublin's rezoning public process. The recommendation of providing neighborhood scale retail (example: CPA office or small scale personal services) fronting on Frantz Road is based on the idea of providing buffer to the new residential development in the back from Frantz Road. The "retail" recommendation specifically excludes restaurants and bars.

Site 11:

Site 11 is currently zoned "Suburban Office and Institutional". The office uses are already permitted in this zoning. That being said, the Site has limitations due to Stream Corridor Protection and tree preservation requirements making any new development challenging. The Plan recommendations will help the neighboring residential properties by maintaining and augmenting the buffer requirements properties, limiting the building heights for compatible development, if the new development is proposed.

The Plan will be introduced at Planning and Zoning Commission (PZC) tonight. It will be presented again at PZC for review and recommendation to Council (tentatively scheduled on June 7, 2018).

Please let me know if you have any question. Thank you.

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us office 614 410 4662

dublinohiousa.gov

----Original Message----From: Vince A. Papsidero

Sent: Thursday, May 17, 2018 11:28 AM

To: Vanderbilt Jr. D. Glen Cc: Devayani Puranik

Subject: RE: corporate area plan feedback

Mr. Vanderbilt: Thank you for your email. We will include your comments as part of the public record that we share with the Planning and Zoning Commission and City Council. I've copied the project manager, Devayani Puranik to provide responses to your points. Again, thank you for providing this input. Take care. Vince

Vince Papsidero, FAICP Planning Director, City of Dublin

----Original Message-----

From: Vanderbilt Jr. D. Glen [mailto:dgvander@owu.edu]

Sent: Thursday, May 17, 2018 10:35 AM

To: Vince A. Papsidero < VPapsidero@dublin.oh.us>

Subject: corporate area plan feedback

Hi,

I received a postcard about the planning and zoning commission meeting of 5/17 and could not attend, but I went looking on the Dublin website for information about the plan that effects the area where I live. (Have you ever tried to do that on the Dublin site? It is not an easy navigation.)

But I found the many, many pages of the elaborate planning that has gone into the upgrading of the Metro/Blazer/Emerald district. I have lived here for over 20 years and there are certainly areas that are underutilized and undeveloped.

However, I must speak out against what I perceive will bring retail and more office use into the areas that are numbered 10 and 11 on one of the many maps. These are north nd south of Rings and east of Frantz. To put more office and worse, retail, into what is a residential area would be a huge disservice to the current residents. This is our home. We don't want to turn it into retail space of undetermined types. Not all land needs to be developed, in my opinion, just because it is there.

Please log this feedback to the plan in and keep the area I am concerned about green and not retail.

Thanks for your time.

D. Glen Vanderbilt Jr.
Professor & Chairperson
Department of Theatre & Dance
Ohio Wesleyan University
740-368-3847

From: <u>Vince A. Papsidero</u>
To: <u>Rosemary Hill</u>

Cc: Tammy J. Noble; Devayani Puranik; J.M. Rayburn; Richard Hansen

Subject: RE: thanks

Date: Thursday, April 05, 2018 12:45:17 PM

Rosemary: Thank you very much for the email! We appreciate all the time that you and your husband have committed to this project and we're glad we have all reached the point where DCAP can move forward. Neighborhood planning can never be as effective or beneficial without the input and support of residents. We'll confirm the date of the PZC meeting at which the plan will be introduced, in case you're interested in attending. Take care. Vince

Vince Papsidero, FAICP Planning Director, City of Dublin

From: Rosemary Hill [mailto:hilldotone@gmail.com]

Sent: Thursday, April 5, 2018 11:47 AM

To: Vince A. Papsidero < VPapsidero@dublin.oh.us>

Subject: thanks

Good Morning Vince,

Stacy and I wanted to let you know that we appreciate the time you and your colleagues spent last night meeting with Llewellyn Farms and Waterford neighbors. We were impressed by the amount of preparation your team invested in preparing the informative handouts. The handouts plus the discussion format (as opposed to listening to a PowerPoint presentation) fostered a calm, collegial atmosphere and resulted in a supportive consensus.

As Michelle Redman from the WVA Board expressed as the meeting concluded, I believe most of us left with both a greater understanding of the planning process and confidence that we can trust the Planning Department to continue the fine work that has made Dublin a great place to live, even with inevitable growth and change.

Sincerely,

Rosemary Hill Stacy Weislogel From: <u>Vince A. Papsidero</u>
To: <u>Jane E. Fox</u>

Cc: <u>Dana L. McDaniel; Vicki Newell; Tammy J. Noble; Devayani Puranik; Donna L. Goss; Claudia D. Husak</u>

Subject: RE: Dublin Corporate Area Plan concerns

Date: Thursday, March 01, 2018 1:37:51 PM

Jane: Hi. Thanks for the email. We plan on reaching out to Michelle regarding her participation on the neighborhood working group, as well as asking her to designate other participants to represent Waterford (the same request has been made to Mark Stach). Take care. Vince

Vince Papsidero, FAICP Planning Director, City of Dublin

From: Jane E. Fox

Sent: Thursday, March 1, 2018 11:21 AM

To: Vince A. Papsidero < VPapsidero@dublin.oh.us>

Cc: Dana L. McDaniel <dmcdaniel@dublin.oh.us>; Vicki Newell <vnewell@dublin.oh.us>

Subject: FW: Dublin Corporate Area Plan concerns

Vince,

I received this email from a Waterford resident that relates to the Corporate Area Plan.

Michelle Redman, HOA president from Waterford, told me she is interested in attending the upcoming resident meeting with planning.

Also please forward this and all relevant communications received by planning to the Planning and Zoning Commission members for future consideration.

Thanks,

Jane

Jane Fox Member of Council City of Dublin, Ohio, USA Jfox@Dublin.oh.us 614.410.4400 city hall 614.796.3633 mobile

www.DublinOhioUSA.gov

From: Rosemary Hill [mailto:hilldotone@gmail.com]

Sent: Monday, February 26, 2018 12:58 PM

To: Jane E. Fox < <u>ifox@dublin.oh.us</u>>

Subject: Dublin Corporate Area Plan concerns

Hello Jane,

Having read the various drafts of the Dublin Corporate Area Plan and attended the public meetings, I remain very troubled by many elements of the plan. I should add that many of my neighbors agree with me, as you doubtless know, even though the only sample provided in published correspondence is from an enthusiastic supporter. Although I suspect that changes are unlikely at this point, I ask that you consider bringing two issues up for discussion.

Two issues of particular concern are the level of density the plan will allow along the Frantz Road corridor and the proposed change from the current 50' setback [from building walls to curb] reduced to 30' from building walls to curb. Patio seating would be allowed within that 30' setback, essentially abutting the sidewalk, while two lanes of heavy traffic roar by. This is unacceptable, both for aesthetic [even with landscaping] and safety reasons. I should point out that comparing this to the pleasant patio seating at La Chatelaine [as one of the consultants did at the last public meeting] is an inappropriate comparison, since La Chatelaine is located on a two-lane semi-residential street.

Dublin has the opportunity to add businesses along Frantz Road while maintaining the aesthetic appeal of landscaped green space along heavily-traveled roadways. The same consultant told me that such green space "can't be monetized." I disagree. I believe that aesthetic appeal coupled with moderate density adds value. I hope you will encourage the city to continue the high standards that have, until now, made this an exceptional place to live and work.

Thank you.

Rosemary Hill

hill.1@osu.edu 614-578-0889

Mark Stach, President Llewellyn Farms Civic Association 5597 Braeside Court Dublin, OH 43017 (614) 570-0633

February 27, 2018

Via e-mail: chusak@dublin.oh.us.

Claudia Husak, Senior Planner City of Dublin - Planning and Zoning Commission 5200 Emerald Parkway Dublin, Ohio 43017

Re: Dublin Corporate Area Plan ("DCAP")

Dear Ms. Husak:

I am president of the Llewellyn Farms Civic Association. As you know, there are approximately 140 household in the Llewellyn Farms neighborhood that are potentially impacted by DCAP and our residents have attended many of the meetings related to the DCAP.

On behalf of the Llewellyn Farms Civic Association, I would like to thank you for your attention to these matters and summarize the Civic Association's thoughts and concerns with respect to the DCAP in advance of Thursday's meeting on this matter. I will be traveling on business and unable to attend, but I am sure our neighborhood will be represented at the meeting.

Summary: The residents of Llewellyn Farms are trying to ensure that development in the DCAP area includes tangible plans and specific language reflecting the concerns of residents living in the neighborhoods adjacent to the DCAP area. The residents are primarily concerned with 2 undeveloped sites, which are identified in the DCAP as Sites 10 and 11. Re-development of existing sites is also a concern. The residents are excited about many aspects of the DCAP so long as our neighborhood's character and integrity are not jeopardized. This neighborhood's residential character is currently in jeopardy and the residents are requesting help from the Planning and Zoning Commission to ensure our concerns are understood and addressed.

Neighborhood Concerns:

Lack of language in DCAP addressing specific neighborhood resident concerns regarding the following:

- (i) use allowances,
- (ii) parks/open space,

- (iii) building height,
- (iv) building setbacks,
- (v) lighting/windows,
- (vi) hours of operation/lights-out hours,
- (vii) parking lot lighting,
- (viii) landscaping/buffering/fencing,
- (ix) environmental protections,
- (x) materials & building design, and
- (xi) trash collection.

Neighborhood Requests:

- 1. Creation of a Planned Unit Development ("<u>PUD</u>") for all parcels within the newly created (MUR-4 Llewellyn Farms Office District), per adoption of DCAP.
- 2. PUD to incorporate more stringent resident protections (including zoning and development standards) for parcels East of Frantz Road.

Resident Concerns & Requests (see below):

Use Allowances:

- 1. Parks/open space; and,
- 2. Neighborhood-scale office (like existing one-story office buildings south of Cramer Creek) (for example IACE Travel Agency located at 201 Bradenton Avenue).

Parks/Open Space:

- 1. Parks have not been incorporated into any of the existing commercial development abutting neighborhoods.
 - a. The DCAP hints at incorporating these features but does not provide any specific recommendations.
 - b. Residents would like to offer feedback on incorporating park space into future development/re-development.

Building Height Restrictions:

- 1. Height restrictions (feet and stories) for all parcels abutting residential neighborhoods. The DCAP Plan currently outlines height restrictions in terms of (number of stories).
 - a. This provides no protections to residents as a two-story building could potentially be 50 feet high (two stories at 25 feet each).
 - b. The current two-story allowance is inconsistent with the majority of the Cramer Creek development (for example, Denso International located at 260 Cramer Creek Ct., which abuts Llewellyn Farms Phase 1).
- 2. Building height cap should be one story and should not to exceed 15 feet for building sections directly adjacent to residential homes.

Building Setback Requirements:

- 1. The DCAP Plan does not address building setback requirements for future development (and re-development).
 - a. The current setback standards are out-of-date (e.g., Aspen Energy located at 4789 Rings Rd.), inadequate and do not offer any protections for residents.
- 2. Setback Requests are as follows; 150 feet setback for buildings. 50 feet setback for parking lots. 50 feet setback from natural amenities (ravines, creeks, and rivers).

Lighting / Windows:

- 1. Office buildings often have bright fluorescent lights in second story offices.
 - a. When windows are highly transparent, and look out to a residential home

 the amount of light and transparency forces residents to close house
 blinds to ensure privacy.
- 2. Restrictions on 2nd story window transparency, placement, and number of windows.

Hours of Operation/Lights-Out Hours:

1. Office tenants can only operate between 7 am and 10 pm. Office lights cannot be left on after dark or blinds must be drawn to limit light shining into neighborhood next door.

Parking Lot Lighting:

1. One-way, downward facing parking lot lighting to prevent lights from shining into residential areas.

<u>Landscaping 1</u>: Tree line protection and expansion for neighborhoods abutting DCAP area.

<u>Landscaping 2</u>: Buffering/Green space setbacks: 50 feet tree/lawn buffer from residential property line protects existing neighborhood privacy.

<u>Landscaping 3</u>: Coniferous (Evergreen)-landscaping requirements for parcels abutting DCAP area. Deciduous trees do not provide year-round privacy screening.

<u>Landscaping 4</u>: Mechanisms to require developers to consult with residents on adequate landscape buffering.

<u>Fencing</u>: Privacy fencing along residential property lines

<u>Environmental Protections</u>: Development restrictions that will be enforced to protect

Cramer Creek (natural asset that should be preserved and celebrated).

<u>Materials & Building Design</u>: Must be consistent with neighborhood aesthetic and traditional Dublin Building Standards.

<u>Trash collection locations and hours</u>: Commercial deliveries and refuse collection can only occur between 8 am and 5 pm.

Final Request:

The residents request an in-person meeting with Llewellyn Farms neighborhood representatives and the Planning and Zoning Commission to provide additional context for the concerns/requests outlined above.

On behalf the of the residents of Llewellyn Farms, thank you. It is our hope that this feedback will be welcomed as to achieve incredibly thoughtful and successful development - something that will become the new standard in Dublin.

Sincerely,

Mark A. Stach

Mark Stach President, Llewellyn Farms Civic Association

cc: Jane Fox, Member of Council

Dublin, Ohio, US

<u>Jfox@Dublin.oh.us</u>

Clay Daney Clay.daney@gmail.com

Sven Christianson 777sven@gmail.com

 From:
 Mark Gray

 To:
 Devayani Puranik

 Cc:
 Mark Stach; Jane E. Fox

Subject: Re: Dublin Corporate Area Plan- Update

Date: Wednesday, February 14, 2018 9:46:26 AM

Attachments: image004.png

image002.png image003.png image005.png image006.png image001.png

Thanks for addressing the real issues and listening to the residents in the area. You have solved the problem to my satisfaction with a planning/zoning direction that makes sense for areas #10 & 11. Good work! Mark Gray - Llewellyn Farms

On Mon, Feb 12, 2018 at 10:31 AM, Devayani Puranik dpuranik@dublin.oh.us wrote:

Good Morning,

The Dublin Corporate Area Plan is-

- A long-range vision plan that establishes the framework for future development and redevelopment opportunities.
- A flexible guide for future development decisions with a planning horizon of 30-50 years

Thank you for input at January 17th Open House. The Plan draft is updated based on the input received at the Open House.

The updated Plan draft is available on the website- http://dublinohiousa.gov/economic-development/dublin-corporate-area-plan/

The updates include-

- Inside Cover Page: An "Area Plan" definition
- Page 2: Two new "Planning Goals"
- Page 35: "Restaurant" uses are eliminated from the recommended land uses for Site 10 (currently in Washington Township)

The Plan is tentatively scheduled for review and recommendation at Planning and Zoning Commission (PZC) on March 1st.

The details and Agenda for the meeting will be available here- http://dublinohiousa.gov/ boards-commissions/planning-zoning-commission/

Please let us know if you have any questions or comments prior to the PZC meeting to resolve any pending issues.

Please feel free to forward this information to anyone who might be interested.

Thank you for your help and support.

DEVAYANI PURANIK

SENIOR PLANNER

Department of Development

5800 Shier Rings Rd

Dublin, Ohio 43016

office 614.410.4662

dublinohiousa.gov











From: Colleen M. Gilger

To: Devayani Puranik; Kurt Loudon; Tammy J. Noble

RE: Dublin Corporate Area Plan- Draft Subject: Wednesday, January 24, 2018 11:58:19 AM Date:

Attachments: image001.png

image002.png image003.png image004.png image005.png image006.png

Hello Kurt,

Thanks for your positive input on our project!

To answer your question... "What about Amazon HQ2? What is Dublin doing to win that prize? OR Are these remodeled Office Buildings going to be used to recruit some Software Companies &/or IT Consulting firms?"

We are actively engaged with our neighbor communities (specifically Columbus) regarding the HQ2 project. Multiple sites were vetted throughout the area, and several were submitted for consideration by our regional economic development group, Columbus 2020. The HQ2 is projected to add 50,000 employees (and families) to the area who will need housing and other amenities. Winning this project is a regional effort in preparedness. We are on top of it as a team!

We hope to continue recruiting IT-related businesses into this area. It is a strong industry sector for Dublin. As part of our amenity package to tech companies, we are investing heavily in the deployment of more robust technology infrastructure in this area with our city-owned fiber optic network, Dublink.

Thanks! Colleen

COLLEEN GILGER

DIRECTOR

Economic Development

5800 Shier Rings Road Dublin, Ohio 43016 office 614.410.4615 dublinohiousa.gov











From: Devayani Puranik

Sent: Wednesday, January 24, 2018 9:07 AM

To: Kurt Loudon; Tammy J. Noble

Cc: Colleen M. Gilger

Subject: RE: Dublin Corporate Area Plan- Draft

Kurt,

Thank you for your email.

We can definitely forward your suggestions as we start seeing some interest from the developers when this Plan gets adopted.

I have copied Colleen Gilger- (Economic Development Director) if she can provide any insight regarding Amazon HQ location.

Thanks again!

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us
office 614.410.4662

dublinohiousa.gov

From: Kurt Loudon [mailto:kurt.loudon@gmail.com]

Sent: Tuesday, January 23, 2018 11:48 AM

To: Devayani Puranik **Cc:** Tammy J. Noble

Subject: Re: Dublin Corporate Area Plan- Draft

ALL:

Thank You for the Presentation!

I would say the communication via emails with the eNewsletter especially the Dublin in 90 seconds video is AWESOME!

We are a new family residing here in Dublin & have been pretty impressed with the Local government here in central Ohio including Dublin City Hall, etc.

Here are a few highlights or questions regarding the Dublin corporate Area Plan:

* We definitely like the idea of more Full-Service restaurants. My own preference would be to

place a Jackstack BBQ restaurant in this Area. JackStack is a very successful Family-oriented upscale BBQ restaurant that would fit in well in Dublin. Also, it would attract LOTS of visitors from the rest of the Columbus metropolitan area since there are ZERO good BBQ restaurants in the entire State of Ohio. Jackstack Headquarters are in Kansas City - I highly recommend contacting them -PLEASE!

- * Other Restaurants would include some other casual upscale dining such as Cheesecake Factory & some Local well-known central Ohio favorites.
- * I would nix the GiantEagle Market District & perhaps place a 3rd upscale Grocery store in this area or a niche grocer similar to WholeFoods etc. There are already 2 Krogers & a GiantEagle Market District within 2-3 miles of this area. I don't think these chains would want to cannibalize their existing stores.
- * What about Amazon HQ2? What is Dublin doing to win that prize? OR Are these remodeled Office Buildings going to be used to recruit some Software Companies &/or IT Consulting firms?

Again Thanks for all you do for the citizens of Dublin, OH!

Sincerely,

Kurt Loudon <u>kurt.loudon@gmail.com</u> 816.520.6194(m) 614.389.1460(h)

On Tue, Jan 23, 2018 at 11:21 AM, Devayani Puranik dpuranik@dublin.oh.us> wrote:

Good Morning,

We would like to thank you for attending the Dublin Corporate Area Plan Open House on Wednesday, January 17.

The Dublin Corporate Area Plan is-

- A long-range vision plan that establishes the framework for future development and redevelopment opportunities.
- A flexible guide for future development decisions with a planning horizon of 30-50 years.

The background information for the project and draft Plan document is available on the City of Dublin website- http://dublinohiousa.gov/economic-development/dublin-corporate-area-plan/

We are currently updating the draft Plan document to incorporate feedback from the meeting attendees. The updated draft will be available for review on the website in a couple weeks. We will send an email notification when the website is updated.

The Plan is tentatively scheduled for public hearing on Planning and Zoning Commission (PZC) Agenda on March 1, 2017. The meeting details and Agenda will be available on the City's website- http://dublinohiousa.gov/

Please let us know if you have any questions or comments prior to PZC meeting to help

resolve any issues.

Please feel free to forward this to others who you think might be interested in this planning

If you would like a hard copy of the draft Plan document, please call 614 410 4662 or dpuranik@dublin.oh.us

If you would like to receive updates on various events and meetings happening in the City of Dublin, please consider subscribing the Dublin E-News- http://dublinohiousa.us1.list- manage.com/subscribe?u=021420348764df6a7dc79e4ce&id=9e7670e031 You can also get updates and news from the City through the City's social media channels:

Facebook, Twitter, Instagram, Nextdoor and LinkedIn.

Thank you.

DEVAYANI PURANIK

SENIOR PLANNER

Department of Development 5800 Shier Rings Rd Dublin, Ohio 43016 office 614.410.4662

<u>dublinohiousa.gov</u>











From: <u>Devayani Puranik</u>

To: "Hilliard Buckeye"; Clay Daney; Mark Stach; Mark Martin; Amy Salay; Jane Fox;

victoria@newell4dublincouncil.com; Chris Amorose Groomes; Christina A. Alutto; Greg S. Peterson; Mike Keenan; John Reiner; Tim Lecklider; Vince A. Papsidero; Dana L. McDaniel; Eric Kreidler; Carolyn Dimond; SUsy Marriott; James G Marriott; Mary Daney; Rebecca Christianson; Claudia D. Husak; Tammy J. Noble; Julie Young; Sven

Christianson

Subject: RE: Follow Up on Dublin Resident Concerns - Dublin Corporate Area Plan

Date: Tuesday, November 07, 2017 1:50:00 PM

Attachments: <u>image001.png</u>

image002.png image003.png

Hi Sven.

Thanks for the email.

We have been contacted by a couple other stakeholders within the study area since our Council Work Session.

I am also working on updating the document to reflect the discussions in the meantime.

I will be able to post the document on the website once our meetings and internal review are complete. I am hoping it will be in a couple weeks.

I will send out a notification about the web post which will also include a list of changes to the document.

To ensure there is plenty review time, we have pushed PZC and CC review dates until early next year.

Please let me know if you have any questions.

Thanks.

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us
office 614.410.4662

dublinohiousa.gov

From: Hilliard Buckeye [mailto:777sven@gmail.com]

Sent: Monday, November 06, 2017 1:51 PM

To: Devayani Puranik; Clay Daney; Mark Stach; Mark Martin; Amy Salay; Jane Fox; victoria@newell4dublincouncil.com; Chris Amorose Groomes; Christina A. Alutto; Greg S. Peterson; Mike Keenan; John Reiner; Tim Lecklider; Vince A. Papsidero; Dana L. McDaniel; Eric Kreidler; Carolyn Dimond; SUsy Marriott; James G Marriott; Mary Daney; Rebecca Christianson; Claudia D. Husak; Tammy J. Noble; Julie Young; Sven Christianson

Subject: Fwd: Follow Up on Dublin Resident Concerns - Dublin Corporate Area Plan

Devayani,

Have there been any modifications since our last meeting to the DCAP? We have been clear, concise and reasonable from the feedback received. However, the lack of communication from the planning team is leading residents to believe that city leadership is not engaged or responsive.

Our association membership is asking for the status of progress in the areas of concern and looking for revisions. Please share progress, changes, timelines and your availability for the next private and public meetings to review the revised DCAP.

Respectfully,

Sven Christianson 614-561-2153

----- Forwarded message -----

From: **Hilliard Buckeye** < 777sven@gmail.com>

Date: Tue, Oct 10, 2017 at 11:13 AM

Subject: Fwd: Dublin Resident Concerns - Dublin Corporate Area Plan To: gpeterson@dublin.oh.us, ireiner@dublin.oh.us, calutto@dublin.oh.us,

cagroomes@dublin.oh.us, mkeenan@dublin.oh.us, tlecklider@dublin.oh.us, Amy Salay

<asalay@dublin.oh.us>, Mark Stach mstach61@yahoo.com>, Mark Gray

<magray2@gmail.com>, Eric Kreidler <kreidlere@gmail.com>, Clay Daney

< clay.daney@gmail.com >, Mark Martin < mmartin43@aol.com >, Michelle And NATHAN

REDMAN < redmanmichelle@hotmail.com >, Carolyn Dimond

< csdimond@columbus.rr.com>, little_141@hotmail.com, ebg14@yahoo.com, Rosemary Hill

<a href="mailto:, SUsy Marriott sterlingsusy@columbus.rr.com,

jamesgmarriott@gmail.com, Mary Daney <mary.c.daney@gmail.com>, Rebecca Christianson

<<u>Rebeccachristianson@wowway.com</u>>, "Vince A. Papsidero" <<u>vpapsidero@dublin.oh.us</u>>, Devayani Puranik <<u>dpuranik@dublin.oh.us</u>>, <u>chusak@dublin.oh.us</u>, "Tammy J. Noble"

<tnoble@dublin.oh.us>, dmcdaniel@dublin.oh.us, victoria@newell4dublincouncil.com, Jane
Fox <tifox@me.com>, Julie Young <Julie.voung@centurylink.com>, Sven Christianson

<<u>777sven@gmail.com</u>>, Sven Christianson <<u>sven@wowway.com</u>>

Dear Mayor Peterson and Dublin City Council,

Thank you again for your stewardship of this special Dublin community. We are looking for your continued support of a detailed plan that supports our economic development goals and the residents who live near it.

The city made some significant strides in their latest revision of the Dublin Corporate Area Plan which we do appreciate, however it still lacks the guidance needed to ensure that our neighborhood retains the key characteristics that we have enjoyed for over 30 years.

While the latest version does address proper and consistent use Office/Professional near Phase 1 Llewellyn Farms it fails to significantly address building height and build distance guidelines for both new and rebuilds which can ultimately change the feel overnight. Our goal was not to match plans and zoning from earlier decades, but to design new plans that lead the

nation in mixed use guidance and more closely match the green space guidelines of new builds in Dublin today.

When we last met I described our walking path to the neighborhood school and park that runs along side the existing offices. These existing buildings are actually too close and too high for the neighborhood at 1 story and the revised plan doesn't even address future tear down and rebuild guidelines in this area.

I understand that this is a difficult and time consuming work to get it right. However when we complete the final project we can all support; it will be a special celebration.

If there are pending revisions/changes made since this latest version, please share them with us as soon as possible.

Our association leaders are planning to attend the City Council working session on this topic next Monday to facilitate these remaining requests. Please reply or call with guidance on how we can best facilitate a positive final plan.

Respectfully,

Sven Christianson 5765 Settlers Place 614-561-2153

----- Forwarded message -----

From: **Devayani Puranik** < dpuranik@dublin.oh.us>

Date: Tue, Oct 10, 2017 at 9:35 AM

Subject: RE: Dublin Resident Concerns - Dublin Corporate Area Plan

To: Clay Daney <<u>clay.daney@gmail.com</u>>

Cc: "Claudia D. Husak" < chusak@dublin.oh.us>, "Vince A. Papsidero"

<<u>VPapsidero@dublin.oh.us</u>>, "Tammy J. Noble" <<u>tnoble@dublin.oh.us</u>>, Sven Christianson

<<u>777sven@gmail.com</u>>, Mark Stach <<u>mstach61@yahoo.com</u>>, Mark Gray

<magray2@gmail.com>, Eric Kreidler <<u>kreidlere@gmail.com</u>>, Rebecca Christianson

< <u>Rebeccachristianson@wowway.com</u>>, "<u>MMartin43@aol.com</u>" < <u>MMartin43@aol.com</u>>,

"ebg14@vahoo.com" <ebg14@vahoo.com>, Carolyn Dimond

< csdimond@columbus.rr.com >, "redmanmichelle@hotmail.com"

< redmanmichelle@hotmail.com >, "little 141@hotmail.com" < little 141@hotmail.com >,

"hilldotone@gmail.com" < hilldotone@gmail.com >, SUsy Marriott

<sterlingsusy@columbus.rr.com>, james G Marriott <jamesgmarriott@gmail.com>, Mary Daney <mary.c.daney@gmail.com>

Clay,

Thank you for the comments.

Regards,

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us office 614.410.4662

dublinohiousa.gov

From: Clay Daney [mailto:<u>clay.daney@gmail.com</u>]

Sent: Tuesday, October 10, 2017 7:04 AM

To: Devayani Puranik

Cc: Claudia D. Husak; Vince A. Papsidero; Tammy J. Noble; Sven Christianson; Mark Stach; Mark Gray; Eric Kreidler; Rebecca Christianson; <u>MMartin43@aol.com</u>; <u>ebg14@yahoo.com</u>; Carolyn Dimond; <u>redmanmichelle@hotmail.com</u>; <u>little 141@hotmail.com</u>; <u>hilldotone@gmail.com</u>; SUsy

Marriott; james G Marriott; Mary Daney

Subject: Re: Dublin Resident Concerns - Dublin Corporate Area Plan

Good Morning Devayani,

The remaining concerns and proposed DCAP changes of the Llewellyn Farms neighborhood can be found below. Thank you.

Page 33: Height Guidelines:

- The proposed Height guidelines do not offer any protections to residents.
- 1) The fail to specify height in terms of feet/inches. This ambiguity could allow a 40 ft building to be constructed (2 stories at 20 ft per story).
- 2) 2-story guideline is not consistent with 1-story office buildings in area (Ex. Cramer Creek Corporate Park, & office buildings south of Cramer Creek).
- Recommended Change: Building height cap will be 1 story and will not to exceed 15 feet for building sections directly adjacent to residential homes.

Building Setback Requirements:

- · No language in DCAP regarding setback guidelines.
- · Guidelines should be specific in terms of feet/inches.
- · Recommended Change:
 - . 150 feet setback building setback
 - . 50 feet setback for parking lots

Page 28: Future Land Use and Zoning:

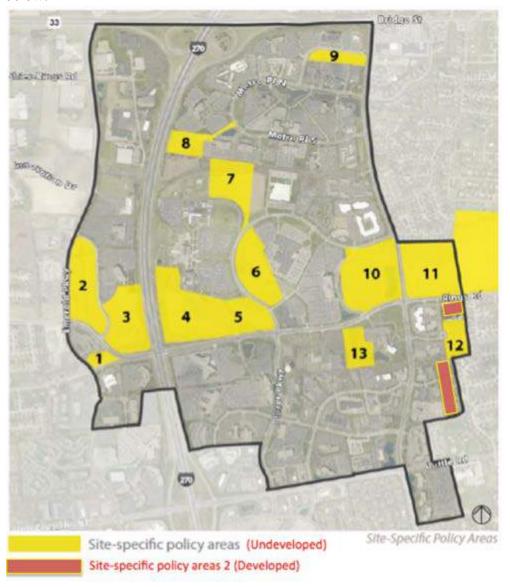
- · MUR Mixed Use Regional Center Zoning Classification
- This zoning classification doesn't currently exist and is not defined in the DCAP.
- Recommended Change: Specific language outlining guidelines on (use, height, setback) for all MUR zones

Page 29: Site Specific Policy Areas:

DCAP edits addressing undeveloped parcels are appreciated but there are still developed

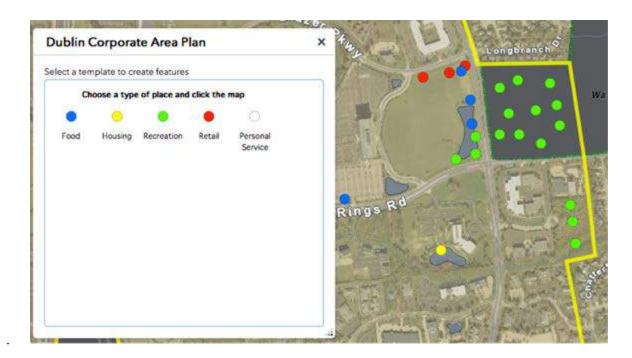
parcels that need to be addressed.

- The lots below represent areas where residential homes abut developed commercial parcels. If these parcels were to be re-developed later, the city and residents would be unprotected (use types, height, setbacks, buffering, etc.)
- Recommended Change: Develop site-specific policy guidelines for all remaining parcels. See below.



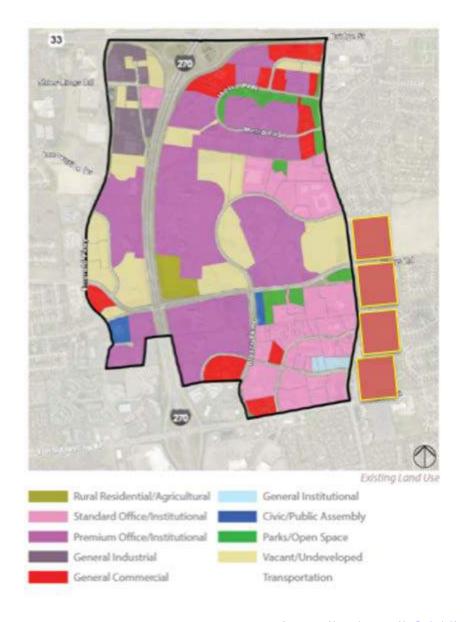
Page 17: Results from Future Land Use Preference Exercise:

- · Information is out-of-date and does not incorporate feedback from residents/businesses that did not attend the 12.1.16 session.
- · Recommended Change: Incorporate feedback from Online Survey. See below.



Page 27: Why are the parcels East of Frantz Road omitted from the graphic (highlighted in Red)?

Recommended change: Update graphic to include parcels abutting residential neighborhoods. See below.



On Mon, Sep 18, 2017 at 4:58 PM, Devayani Puranik < dpuranik@dublin.oh.us > wrote:

Hi Clay,

Thank you for your email.

DCAP is not scheduled on the PZC calendar yet as we are still working through the document, which includes distribution to all affected property owners and HOAs, gathering feedback and completing final edits. Your email will be included in the PZC case packet once the case is scheduled on the PZC Agenda (I'll notify you in advance).

Attached is the updated DRAFT Land Use Recommendations chapter that we are distributing for review. The remainder of the document remains unchanged, except for reference to the Stream Corridor Protection Zone (Stormwater Management Design Manual) which has been added. The entire document is too large to email but it will be available on our website for reference-http://dublinohiousa.gov/economic-development/dublin-corporate-area-plan/

The updated chapter includes-

- General Principle for mitigating impacts on existing residential neighborhoods as well as site specific recommendations for 13 vacant sites within the planning area.
- Building Height Guidelines map.
- Clarifying recommendations for the area east of Frantz Road within Tuttle/Rings Sub-District.

This DRAFT chapter will be mailed to all 13 property owners and other stakeholders for their review and input as well.

A Council Work session has been scheduled to review the Draft on October 16th (the work session also includes proposed codes changes for the Historic District). All information will be available on the website once the timing is confirmed- http://dublinohiousa.gov/council/2017-dublin-city-council-meeting-schedule/

Please let me know if you have any questions/ comments. Thanks.

DEVAYANI PURANIK

SENIOR PLANNER

dpuranik@dublin.oh.us
office 614.410.4662

dublinohiousa.gov

Begin forwarded message:

To: "Claudia D. Husak" <<u>chusak@dublin.oh.us</u>>
Cc: "Sven Christianson" <<u>777sven@gmail.com</u>>, "Mark Stach"
<<u>mstach61@yahoo.com</u>>, "Mark Gray" <<u>magray2@gmail.com</u>>, "Eric Kreidler" <<u>kreidlere@gmail.com</u>>, "Rebecca Christianson"
<<u>Rebeccachristianson@wowway.com</u>>, "<u>MMartin43@aol.com</u>"
<<u>MMartin43@aol.com</u>>, "<u>ebg14@yahoo.com</u>" <<u>ebg14@yahoo.com</u>>, "Carolyn Dimond" <<u>esdimond@columbus.rr.com</u>>,

From: "Clay Daney" < <u>clay.daney@gmail.com</u>>

"redmanmichelle@hotmail.com" <redmanmichelle@hotmail.com>,

"little_141@hotmail.com" < little_141@hotmail.com >,

"hilldotone@gmail.com" < hilldotone@gmail.com >, "SUsy Marriott"

<sterlingsusy@columbus.rr.com>, "james G Marriott"

<iamesgmarriott@gmail.com>, "Mary Daney" <mary.c.daney@gmail.com>

Subject: Dublin Resident Concerns - Dublin Corporate Area Plan

Dublin Planning & Zoning Commission Members,

The Residents of Llewellyn Farms and Waterford Village and are writing to inform you of

our concerns as it relates the Dublin Corporate Area Plan. As you may know, the city is finalizing The Dublin Corporate Area Plan (DCAP). Residents and Businesses stand to benefit from the DCAP – if the plan equitably addresses the needs of both businesses and residents.

Dublin Residents have met with members of the Dublin Planning Staff and their consultants on several occasions over the past year-or-so to share concerns and constructive feedback. On Monday, Aug 28th, 2017 Residents brought this issue before City Council during the Citizen Comments portion of the meeting. A constructive dialogue ensued and the content of that conversation will be outlined in the publicly-available meeting minutes. The feedback we received from Council was quite encouraging as they seemed to understand the Neighborhoods' concerns and urged The City's Planning Staff to incorporate the Resident's feedback into a future draft of the DCAP.

In advance of the August 28th City Council meeting, a neighborhood petition circulated. Over 150 residents signed the petition within 48 hours. The total signature count is currently 275. The petition (below) outlines the concerns of the residents.

Protect Dublin's Neighborhoods. Support Revisions the Dublin Corporate Area Plan

We recently learned that the City's Planning Staff plans to complete and distribute a new draft of the DCAP by Sept18th, 2017. Although we are hopeful that the upcoming draft will address our feedback/concerns, we thought it would be important for The Planning & Zoning Commission to be aware of them as well.

As such, we wanted to provide you with some helpful context surrounding The Residents (<u>Llewellyn Farms</u> & <u>Waterford Village</u>) concerns, given that this plan will eventually be brought before Planning & Zoning, for review.

Please see the summary below. We've also attached a presentation that outlines the residents concerns. We've also included a copy of the petition. Thank you.

Summary:

- The residents are trying to make sure the DCAP includes tangible plans and specific language reflecting the wants/needs of residents living in the neighborhoods adjacent to the DCAP area. We are excited about many aspects of the DCAP as long as our neighborhood character is not jeopardized.

Neighborhood Concerns:

- Zoning changes to parcels abutting the Llewellyn Farms and Waterford Village Neighborhoods. Appropriate uses include parks/open space, 1-story office, Rural Residential/Agricultural, Suburban /Rural Residential, Suburban Residential Low Density. Inappropriate uses include office (2 story), office campus (2 story), retail, restaurant/bar, entertainment, hotel, multifamily residential and multifamily assisted living.
- Lack of language in DCAP addressing neighborhood resident concerns about the following: (site use, height, building setback, footprint, landscape design, landscape buffering, hours of operation, trash collection, materials and building design, lighting, green space and environmental preservation).

Neighborhood Requests:

- Creation of residential sub-districts (or PUD's) for all parcels abutting the Llewellyn Farms and Waterford Village Neighborhoods. Sub-districts/ PUD's to incorporate more stringent zoning and development standards for areas <u>east of Frantz Rd</u>.
- Language in DCAP to require Planning and Zoning (PZC) to meet with representatives from Llewellyn Farms and Waterford Village Civic Association to formulate mutually agreeable parcel and sub-district/PUD specifications. Specifications to include the following: site use, height, building setback, footprint, landscape design, landscape buffering, hours of operation, trash collection, materials and building design, lighting, green space and environmental preservation.
- Zoning classifications and site use types for all parcels abutting residential neighborhoods (current & future). These areas include the Cramer Creek and the Rings Rd/Frantz Rd. Farm Land.
- Capacity/building footprint studies for all for all parcels abutting residential neighborhoods (current & future): (1 and 2 story capacity studies requested).
- Language about environmental protection and development restrictions that will be enforced to protect Cramer Creek.
- Language about tree line protection for neighborhoods abutting DCAP area.
- Language about evergreen landscaping requirements for parcels abutting DCAP area. Deciduous trees do not provide year-round privacy screening.
- Language addressing height restrictions (feet and stories) for all parcels abutting residential neighborhoods.
- Language citing specific parcels that will require extra attention from Planning & Zoning Commission to ensure that neighborhood concerns are not overshadowed by corporate development plans.
- Direction from Planning & Zoning on where residents can locate publicly available information on environmental protection (trees, tree lines, creek, streams, etc.).
- Planning Team to review current parcel zoning restrictions. If restrictions exist, add to DCAP.
- Planning Team to provide formula for calculating building and parking lot setbacks.
- Planning Team to provide timeline for plan completion and adoption.

Attachments:

- Prudent Planning Petition_8.26.16 : "Protect Dublin's Neighborhoods. Support Revisions the Dublin Corporate Area Plan"
- DCAP Revision Proposal_ Llewellyn Farms & Waterford Village Civic Associations 7.8.17

Planning & Zoning Commission - Thank you all for your service of this wonderful community. It's our hope that this feedback will be welcomed as to achieve incredibly thoughtful and successful development - something that has become the new standard in Dublin.

Thank you all for the hard work you do to make this city an incredible place to live.

Sincerely,

The Residents of Llewellyn Farms & Waterford Village

--

Clay R. Daney, MBA Phone: (419)-787-1091



Planning

5800 Shier Rings Road • Dublin, OH 43016

Phone: 614.410.4600



To: Planning and Zoning Commission

From: Vince Papsidero, FAICP, Planning Director

Date: May 17, 2018

Initiated By: Devayani Puranik, Senior Planner

Re: DCAP - Neighborhood Meeting on April 4, 2018

Summary

On April 4, 2018, Planning staff hosted a neighborhood meeting with representatives from Llewellyn Farms, Waterford Village, and Mid-Century Modern neighborhoods to discuss their concerns regarding the Dublin Corporate Area Plan. Approximately 18 residents attended the meeting held at the Dublin Chamber of Commerce. Staff attendees were Vince Papsidero, Tammy Noble, Devayani Puranik, JM Rayburn, and Richard Hansen.

The focus of this meeting with residents was two-fold: first, to address pending concerns identified in a February 17, 2018 letter addressed to the Planning and Zoning Commission by the Llewellyn Farms HOA and second, to reach a consensus on next steps for the Dublin Corporate Area Plan planning process for review by Planning and Zoning Commission and review and adoption by City Council.

The meeting format followed a roundtable discussion format rather than a PowerPoint presentation. Staff prepared two informative handouts and distributed them to residents at the meeting. One handout illustrated the Planning Process Overview that highlighted the difference between a Community Plan, a Special Area Plan, and Zoning.

The second handout was a 10-page document that provided a staff response to the concerns identified in the Llewellyn Farms HOA letter. Each neighborhood concern included a staff response and a reference to the Zoning Code section, where applicable (please refer to attachment).

Neighborhood concerns included the following:

- Development standards for sites 10 and 11 (DCAP draft, page 33);
- Rezoning to Planned Unit Development;
- Open space allowance;
- Building heights;
- Building setbacks;
- Lighting and windows;
- Hours of operation for nearby businesses;
- Tree preservation;
- Landscape buffering;
- Landscape screening;
- Fencing;
- Protection of Cramer Creek;
- Building materials and architectural design; and
- Commercial trash collection.

DCAP - Resident Meeting on April 4, 2018 May 17, 2018 Page 2 of 2

The majority of discussion focused on the difference between plans as policy documents and development standards that are regulated within the Zoning Code, in each with a focus on the level of detail that is addressed within the specific document. It was noted by staff that zoning has legal authority that supersedes adopted plans, which are policy.

In addition, site 11 on Cramer Creek Court was discussed relative to developability, stream protection, tree preservation, buffering of residential properties, and character of new development. The constraints for new development due to existing zoning standards, stream corridor protection requirements, and tree preservation requirements were discussed in detail.

The general discussion among attendees resulted in support for proceeding with the plan in its current draft form without changes. Residents expressed clear support of the proposed comprehensive rezoning of the planning area as conceived in the plan, as first step of implementation upon adoption (this process would address a majority of the residents' concerns). It was noted that the rezoning project would be a long term and intensive process of engaging all commercial property owners in the **990** acres, as well as adjacent neighborhoods.

The meeting concluded with a group consensus in support of moving forward with the final review and adoption of the Dublin Corporate Area Plan by City Council in its entirety.

Recommendation

Info only.

Neighborhood Meeting Handout



PLANNING PROCESS OVERVIEW

WHAT IS A COMMUNITY PLAN?

A Community Plan is the City's policy document that informs growth and development decisions. The Community Plan:

- Establishes the long term vision and goals for land use, transportation, utilities, recreation, open space and aesthetics.
- Provides a long range vision for the next 20 to 30years.
- Ensures development occurs in a predictable and compatible manner.
- Provides guidance when reviewing rezoning and development applications.
- Provides an essential resource for staff, boards and commissions, and City Council.

WHAT IS A SPECIAL AREA PLAN?

A Special Area Plan provides additional detailed policy guidance for specific parts of the City. A Special Area Plan:

- Provides a schematic representations of potential development options.
- Identifies conceptual locations of streets, buildings, parking, open space and circulation to inform private development decisions.
- Defines a character that fosters a sense of place and establishes community identity.
- Has a long term implementation span of 20 to 30 years.

WHAT IS ZONING?

Zoning is a legal mechanism that is used to govern land development. Zoning:

- Implements the vision and goals established in the Community Plan and Special Area Plans through the creation and administration of regulations.
- Defines permitted uses, setbacks, building height, densities, parking, lot coverage, landscaping, buffering, and open space requirements.
- Varies by location or district; requirements are based on the desired character envisioned for the area.

Community Plan



Special Area Plan



Zoning



Dublin Corporate Area Plan

The Dublin Corporate Area Plan was initiated in 2016 to revitalize Dublin's legacy office parks by providing amenities and services to the City's workforce and nearby residents. It is a policy document and includes broad principles and general policies upon which development in the City will be regulated through the zoning process. The plan itself has no direct, legal authority; its adoption does not regulate or change the use of land. The Zoning Code establishes the legal basis upon which development and redevelopment is regulated, thereby implementing the plan's broad policies.

The plan includes a Future Land Use Map that reflects the City's land use policy for specific parcels, typically grouped together into districts. The planning horizon reflects a vision for development over the next several decades. The Zoning Code includes a Zoning District Map that classifies properties by zoning district. Each district has its unique set of permitted or conditional uses, as well as related development standards.

The Future Land Use Map is not intended to be immediately translated into zoning. Rather, the concepts and policies associated with the Community Plan are intended to be implemented over time. Along with the rezoning of individual properties, another ways to implement the plan is to amend zoning districts and development regulations within the Code.

In order to address pending concerns identified in the letter by Llewellyn Farms HOA, dated February 2, 2018, the concerns and relevant draft plan recommendations and Zoning Code references are listed in the attached document. In general, the Code addresses a majority of the noted concerns.

Key:

Black: Reference to the Letter from Llewellyn Farms HOA

Green: Response by staff

Gray: Reference to Zoning Code section



Sites 10 and 11 and Development Standards

Neighborhood Concern: Concerns were raised regarding the future development of Sites 10 and 11, as illustrated in the draft plan. The plan doesn't provide sufficient detail regarding development standards, specifically:

- use allowances,
- parks/open space,
- building height,
- building setbacks,
- lighting/windows,
- hours of operation/lights-out hours,
- parking lot lighting,
- landscaping/buffering/fencing,
- environmental protections,
- materials & building design, and
- trash collection.

Staff Response: The Dublin Corporate Area Plan is a policy document with broad development recommendations and concepts to guide future development and redevelopment. The details listed above are regulated through Zoning Code.

Rezoning to Planned Unit Development

Neighborhood Concern: Creation of a Planned Unit Development ("PUD") for all parcels within the newly created (MUR-4 Llewellyn Farms Office District), per adoption of DCAP. PUD to incorporate more stringent resident protections (including zoning and development standards) for parcels East of Frantz Road.

Staff Response: The use of the Planned Unit Development district is intended for vacant parcels or special cases because it establishes zoning rights with the approval of the Preliminary Development Plan. PUD District applied "retroactively" to developed sites present significant challenges. If Council decided that such a mechanism was appropriate, a new PUD "2" district would have to be created. This would be a legislative process involving the Planning and Zoning Commission and City Council.

If Council adopted such a PUD "2" district, then the next step would be for the City to apply the new district to individual properties through the rezoning process. This would require negotiations with each individually affected property because their current package of development rights could be impacted by new PUD rezoning (which would have its own development standards). This would take time and resources to accomplish prior to submittal of a rezoning for each parcel to the Planning and Zoning Commission and City Council.



Open Space

Neighborhood Concern: These concerns related to the provision of open space, especially within private commercial development sites.

Use Allowances:

- 1. Parks/open space; and,
- 2. Neighborhood-scale office (like existing one-story office buildings south of Cramer Creek) (for example IACE Travel Agency located at 201 Bradenton Avenue).

Parks/Open Space:

- 1. Parks have not been incorporated into any of the existing commercial development abutting neighborhoods.
 - a. The DCAP hints at incorporating these features but does not provide any specific recommendations.
 - b. Residents would like to offer feedback on incorporating park space into future development/redevelopment.

Staff Response: In terms of open space, the Zoning Code includes various requirements for the provision of publicly accessible open space, but not directly within private commercial sites (other than in the Bridge Street District). However, the Code limits the amount of private property that can be covered with buildings and parking (thereby creating privately owned open space), and landscape and buffer requirements that provide aesthetic enhancements to private property while buffering adjacent properties.

In addition, active public parks are located strategically within the City of Dublin easily accessible for neighborhoods surrounding the parks. Llewellyn Farms Park and the Field of Corn are the active parks within the area, while environmentally sensitive areas such as stream corridors are either protected as open spaces or stream corridor protection zones as required by City's storm water manual.

In terms of the Zoning Code, park dedication is required for all residential subdivisions under the Final Plat requirements, Open Space Requirements (§152.086). The Bridge Street District has provisions for commercial development to provide parkland or publicly accessible open space because of the urban nature of that development pattern.

Building Heights

Neighborhood Concern: Several concerns were raised regarding building heights. Specifically the plan reference to a two-story height limit adjacent to neighborhoods and the basis upon which the height would be measured. And that the two-story height limit didn't reflect the



predominant pattern in the Cramer Creek office park. The preference expressed was for one-story and 15 feet.

Staff Response: The plan has height restrictions that permit one- to two- story buildings within close proximity of single-family neighborhoods in order to provide appropriate transition between these uses.

The policy recommendation for a two-story height limit is in response to earlier neighborhood comments and provides a policy balance between these neighborhood concerns and private property rights, particularly given the pattern in Cramer Creek. This is compounded by the fact that the current zoning of the specific parcel in question does not have a height limit, per Code. The plan will not define how a story is measured, as that is addressed in the Zoning Code and Building Code for consistency across the City.

Building Setbacks

Neighborhood Concern: The plan does not address building setback requirements relative to the vacant parcel in the Cramer Creek office park.

Staff Response: Identifying setback standards is beyond the Plan's scope because plans are policy documents that present broad concepts and policies. Building setbacks and other development standards are codified (and regulated) in the Zoning Code. The Code requires parking and building setbacks from front, side, and rear property lines. The front yard setback is based upon the right-of-way width of the adjacent road (a 100-foot-wide right-of-way requires a building to be placed no closer than 100 feet as measured from the road centerline). In the Suburban Office and Institutional District, side and rear yard setbacks are calculated by a formula that takes into account the height and width of the associated building. As buildings increase in height and width, the setback requirements increase proportionally. As a result, the vacant parcel in Cramer Creek is automatically constrained in terms of the height of a building because the parcel is narrow and the associated side and rear setbacks automatically constrain the development of the property (an illustration of these constraints is provided in the attachment).

Lighting and Windows

Neighborhood Concern: Restrictions should be included the plan that regulate the amount of transparency, placement and number of windows on the second floor of a building on the vacant parcel in Cramer Creek.

Staff Response: The Zoning Code regulates exterior lighting using footcandles as a means of measuring the intensity of such light. The purpose is to prevent light trespass onto adjacent



properties. The City does not regulate light levels inside buildings. Below is the specific Code requirements for exterior site lighting:

Exterior Lighting Requirements (§153.149 (C)(3)(b))

Light originating on a site shall not be permitted beyond the site to exceed the following values when measured at grade, 10 feet beyond the property line for the following adjacent properties:

Residential: 0.3 footcandles

Industrial/warehouse: 1.5 footcandles

Multi-family: 0.5 footcandles

Office/commercial: 1.0 footcandles

Hours of Operation

Neighborhood Concern: The neighborhood requests that future office tenants on the vacant parcel on Cramer Creek limit their hours of operation and blinds must be used to reduce light shining onto adjacent neighbors.

Staff Response: A special area plan will not address such a definitive issue, whether for one parcel or an entire district. Hours of operations can be addressed through the Zoning Code (e.g. Historic District South) or as part of a negotiation with a developer (rezoning with a development text) or as a good neighbor agreement (private contract).

Parking Lot Lighting

Neighborhood Concern: Parking lot lighting should have downward facing fixtures.

Staff Response: The Zoning Code requires light fixtures that are downward cast and do not reflect lighting beyond a designated distance (footcandle). This requirement is reviewed at the building permit stage. Below is the specific Code requirement:

Exterior Lighting Requirements (§153.149)

(C)(2)(b) Except as otherwise provided below, light fixtures shall be no higher than 20 feet (measured from the ground to the top of the fixture) and shall be provided with light cut-off fixtures that direct light downward.

(C)(3)(c) Parking lot illumination for parking lots exceeding 150 spaces constructed after the effective date of this amendment shall be reduced by 50% of full lighting levels at 10:00 p.m. or within one hour after the use for which the parking is used closes, whichever is later, subject to the following:

- 1. Lighting levels may be reduced either by turning off 50% of the fixtures or by reducing the lighting level of all fixtures, or an appropriate combination of techniques.
- 2. At the option of the property owner to enhance security, full lighting may be maintained for all spaces within 150 feet of the main entrance.



Tree Preservation

Neighborhood Concern: Existing tree lines should be protected and expanded for neighborhoods abutting the DCAP area.

Staff Response: The Zoning Code includes tree preservation requirements that require the preservation of healthy trees over six inches in caliper, and if approved to be removed, are replaced on an inch by inch basis. By Code and practice, tree removal in sensitive areas (floodplains, existing tree rows) are highly discouraged from removal. The Code also requires landscaping buffers between incompatible land uses, parking lot screening and perimeter buffering. Below is the Code reference:

Tree Preservation Requirements (§153.140)

(A) Purpose. The purpose of this chapter is to conserve and protect to the greatest extent possible the city's existing trees, wooded areas, and fence rows; to enhance and promote the community image; to enhance and preserve economic property values and the quality of life in the city; to aid in the alleviation of erosion, siltation, and other harmful effects of land disturbing activities; to aid in controlling the quantity and intensity of stormwater runoff; to alleviate air pollution and non-point source water pollution; to conserve energy; to protect and promote the use of existing vegetation as noise and visual buffers; to preserve the environmental and ecological benefit of trees on air pollution and carbon dioxide levels as well as dust filtration; to reduce energy consumption through the wind break and shade effects of trees when they are properly placed on a site; to preserve and enhance nesting areas for birds and other wildlife and to preserve movement corridors for wildlife; and to promote the public health, safety, and welfare through the preservation and replacement of trees while allowing for the reasonable development of lands in such a manner that implements the stated goals, objectives, policies and standards of the city.

Landscape Buffering

Neighborhood Concern: The plan should recommend a 50-foot tree/lawn buffer between residential property and commercial development.

Staff Response: The Zoning Code addresses these requirements, as noted below:

Minimum Landscape Requirements (§153.133)

(A)(4) *Property Perimeter Requirements.* Property perimeter requirements provide buffering between different land uses and along certain rights-of-way. See Appendix A.



Appendix A: Property Perimeter Requirements

	A. When the following	Badjoins the following, or vice versa:	C. The minimum landscape within a buffer zone of this average width (3 ft. as the least dimension) is required.	D. Which will contain this material, to achieve opacity required.
1	Any residential	Mobile home park	10 ft. adjacent to all common boundaries including street frontage	1 tree/40 ft. of lineal boundary, or fraction thereof, plus continuous 6 ft. high planting, hedge, fence, wall, or earth mound
2	Any residential	Any office zone	6 ft. adjacent to all common boundaries except street frontage	Same as 1.D. except use only Group A or B
3	Any residential	Any business zone	10 ft. located as above (2.C.)	Same as 2.D.

Coniferous/Evergreen Screening

Neighborhood Concern: For parcels abutting the DCAP planning area, coniferous/evergreen landscaping should be the required standard.

Staff Response: The City has landscape inspectors on staff that review landscaping plans upon submission of a building permit. As part of this process, the City works with developers, builders, and homeowners to recommend plant species that promote the appropriate screening on a site specific basis, taking into account the conditions of the site. The City always emphasizes year round vegetation adjacent to residential areas. Please see previous response for Property Perimeter Requirements.

Resident Consultation on Landscape Buffering

Neighborhood Concern: Mechanisms should be provided to require developers to consult with residents on adequate landscape buffering.

Staff Response: The City cannot mandate an applicant to work with adjacent property owners regarding any aspect of their proposal. However, staff strongly encourages applicants to present proposals to affected neighborhoods and to resolve any issues raised prior to consideration of an application before a board or commission.

Fencing

Neighborhood Concern: Privacy fencing should be required of commercial properties when adjacent to residential parcels.



Staff Response: The Zoning Code only permits solid fences that are no higher than four feet, although taller solid fences have been negotiated through the rezoning process as buffers adjacent to residences. In commercial areas, the City requires landscaping to be planted either in place of, or in addition to, fencing to adequately screen uses above this height. Below is the Code reference:

Fences (§153.080)

- (B) *Permitted Fencing.* Fences shall be permitted as follows, except as otherwise specifically permitted herein.
 - (2) Solids Fences. Solid fences shall be permitted in all zoning districts only in rear yards. Solid fences shall be no greater than four feet in height, unless otherwise permitted herein, and shall not be used to enclose the entire perimeter of the property. Such fences shall be located within the buildable area of the lot and only be used to enclose a deck or patio. Solid fences shall not be located within a required side and rear yard and shall be of an approved type.

Protection of Cramer Creek

Neighborhood Concern: Development restrictions should be included to protect Cramer Creek.

Staff Response: The City has some of the strongest environmental protections in Central Ohio. The Zoning Code regulates any construction activity within the designated floodplain and has further adopted Stream Corridor Protection zoning standards that require a designated distance of protection (dependent upon location, stream type, etc.) from the banks of the designated waterway. Below is the Code reference:

Floodway (§151.22)

- (A) Areas with floodways. The following provisions apply within all delineated floodway areas:
 - (1) Prohibit encroachments, including fill, new construction, substantial and other improvements, and other development unless a hydrologic and hydraulic analysis performed in accordance with standard engineering practice demonstrates proposed encroachments would not result in any increase in flood levels during the occurrence of the base flood discharge.
 - (2) If division (A)(1) above is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of §§151.20 and 151.21.
 - (3) Any encroachment within the floodway that would result in an increase in base flood elevations can only be granted upon the prior approval by the Federal Emergency Management Agency. Such requests must be submitted to the City Engineer to the Federal Emergency Management Agency and must meet the requirements of the national Flood Insurance Program.



Building Materials and Architectural Design

Neighborhood Concern: Building material and architectural design standards must be consistent with the neighborhood aesthetic and traditional Dublin building standards.

Staff Response: The City has high standards for building materials and aesthetics, as well as requirements regarding compatible development. The plan provides architectural and scale guidelines for any new development and redevelopment within the planning area, while the Zoning Code section for Residential Appearance Standards (§151.190) addresses the requirements for residential development.

Commercial Trash Collection

Neighborhood Concern: The plan should require commercial deliveries and refuse collection can only occur between 8 am and 5 pm.

Staff Response: The Zoning Code enforces these requirements. Below is the Code reference:

Disorderly Conduct (§132.03)

- (A) No person shall recklessly cause inconvenience, annoyance or alarm to another, by doing any of the following:
 - (6) Creating or causing the creation of noise so as to disturb or disrupt the peace and quiet of any reasonable person of normal sensitivity, including but not limited to the following:
 - (b)(4) The loading and/or unloading of commercial waste receptacles between the hours of 7:00 a.m. and 9:00 p.m. within 500 yards of any residentially zoned property.



Cramer Creek Court Capacity Study Notations

- ♠ 40,000 s.f. General Office (100' x 200' x 2 Stories)*
- Refuse/Recycling Enclosure
- © Conceptua Stamwater Management Location-Conventional Retention Pond
- Conceptual Stammater Management Location-- Filter Strip
- (E Existing Fire Hyrdrant
- Preserve Existing Tree Rows/Tree Stands to Maximum
 Extent Practicable. Tree Survey must be conducted to
 determine exact location, size, and condition of existing
 these.

Note: Attemate Site Layouts are feasible which include multiple (two to three) smaller 2-story buildings totaling approximately 36,000 s.f. of General Office parked at approximately 5.2 spaces per 1,000 s.f.

Cramer Creek Court Capacity Study Site Data

70% 38.2% (±96,180 s.f. Impervious Cover) Neighborhood Office/Institutional 5.59 per 1,000 s.f. = 223 spaces (8 Accessible) Cramer Creek Corporate Park 4 per 1,000 s.f. = 160 Spaces (6 Accessible) General Office (40,000 s.f.) and Institutional District Blazer Research District SO, Suburban Office Lot Coverage Permitted Lot Coverage Propased: Business Neighborhood: Proposed Use (s.f.): Subdivision Name: Parking Required: Parking Provided: Future Land Use: Existing Zoning: Total Site Area:



0. 50' 100' 200'

±6,908 s.f./ocre

Density:

Note: For Conceptual Site Planning Purposes Only.
Additional detailed analysis is required
to further advance this concept.