

19-055Z/PDP – The Ohio State University Wexner Medical Center

Summary

This is a request for review and recommendation of approval to City Council of a rezoning with preliminary development plan of a ±33.9-acre site from ID-1, Research/Office District to PUD, Planned Unit Development District for the future construction of up to 550,000 square feet of ambulatory medical care, medical and office uses as well as a potential future hospital in two phases.

Next Steps

Upon approval a recommendation from the Planning and Zoning Commission the application will be forwarded to City Council for review and final approval. The legislation will require two readings before City Council with the rezoning in effect 30 days (referendum period) after the second reading.

Site Location

South of US 33, north of Shier-Rings Road, east of Eiterman Road and west of Avery Road.

Property Owners

City of Dublin

Applicant

The Ohio State University Wexner Medical Center

Representative

Aaron L. Underhill, Underhill & Hodge, LLC

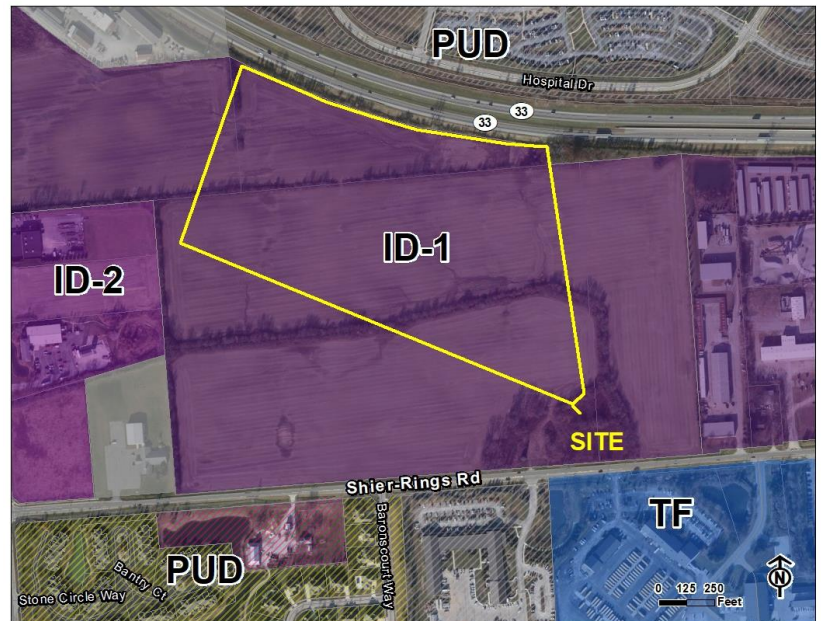
Applicable Land Use Regulations

Zoning Code Section 153.050-153.056

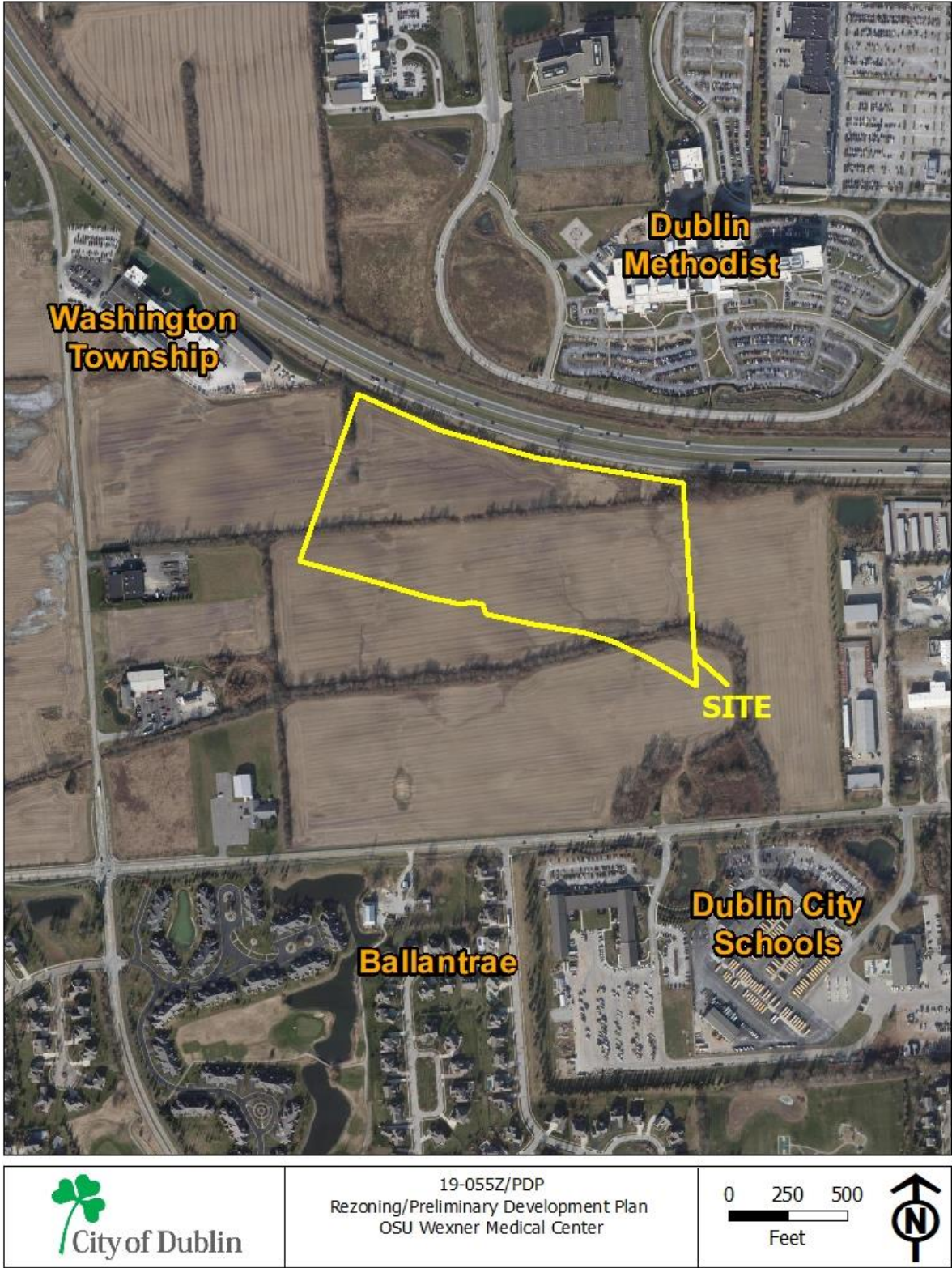
Case Manager

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Zoning Map



1. Context Map



2. Overview

Background

The approximately 34-acre site includes portions of three parcels, all of which are owned by the City of Dublin. The largest parcel is approximately 60 acres and was annexed to the City in 2004 (Ord. 47-04) and the City of Dublin purchased the parcel for economic development purposes in 2016. The other two parcels are approximately 25 acres combined and were annexed in 1996 (Ord. 64-96) and purchased by the City in 2018. All three parcels were rezoned in 2011 from R, Rural District and R-1, Restricted Suburban Residential District to ID-1, Research/Office District as part of an on-going effort to aid in the implementation of the long-term vision of this area as an important Economic Advancement Zone and Innovation District. No development has been proposed on either parcel to date.

In 2019, City Council approved an Economic Development Agreement (Ord. 08-19) with The Ohio State University, which authorized the conveyance of this site to the University to establish a comprehensive ambulatory medical facility, consistent with the City's Economic Development Strategy to encourage development and create and preserve employment opportunities within the City.

On August 22, 2019, the Commission reviewed and provided non-binding comments on an application for a Concept Plan. The Commission complimented and welcomed the applicant for choosing this location for their proposed facility as well as the quality and layout of the proposal. Commissioners suggested the applicant provide additional paths throughout the parking lots to break up the large parking areas and provide additional opportunities to navigate to the main building entrances. Seating along walkways was encouraged closer to the drop off at main entry areas. The Commission also requested that the applicant provide more opportunities to walk or bike through the natural areas along the site boundaries. Another comment requested more detail for the architecture of the buildings to truly create signature building within the West Innovation District. The Commission also requested additional information regarding the planned roadwork network surrounding the site.

A representative of the Ballantrae Board of Directors provided comments regarding the neighborhood's appreciation of OSU as a neighbor to their community and requested that the connectivity of the neighborhood to the improved roadway network be considered. Additional public comment centered on the connectivity of businesses along Eiterman Road to and from the north and the potential impact of an intersection with the road serving OSU and Eiterman Road and the relationship between the anticipated traffic and the facility.

Site Characteristics

Natural Features

The site is comprised of three parcels of unimproved, vacant, agricultural land. The property is rectangular in shape and generally flat. The southeastern portion of the subject property was formerly developed with farmstead structures, but is currently vacant.

A farm drainage ditch "Cosgray Ditch" runs east/west through the center of the western parcel, then turns south between the two southern parcels. The ditch is in a City Stream Corridor Protection Zone, which the City has studied for relocation during Fall 2016 and the US Army Corps of Engineers has issued the public notice for this application on August 16, 2019.

Historic and Cultural Facilities

The site does not contain any known historically contributing structures or artifacts.

Surrounding Zoning and Land Use

North: US 33

East: ID-1, Research/Office District (Avery Road Industrial Park, industrial and storage)

South: PUD, City of Dublin Service Center and TF, Tech Flex District, City of Dublin Fleet Maintenance and Dublin City Schools Transportation Department

West: Washington Township (church) and ID-2, Research/Flex District (Washington Township Administration building)

Road, Pedestrian and Bike Network

The site has frontage, but no direct access to US 33 to the north. A new transportation network will be needed to access the site.

Utilities

The site is currently not served by public utilities.

Proposal

This is a proposal for a medical campus to be developed in two phases. The applicant has stated that the initial phase of the project is anticipated to include an ambulatory care facility, medical office space, and other related uses. The term ambulatory care facility will provide outpatient medical procedures, testing, and treatment in addition to traditional physician consultations. Phase I will include approximately 250,000 square feet and Phase II may expand the first phase by up to an additional 300,000 square feet to include additional medical and related facilities.

Community Plan

<http://communityplan.dublinohiousa.gov/>

The Community Plan is the key policy guide for decision-making about the built and natural environments of the City of Dublin. The Community Plan text and associated maps contain detailed recommendations for future development including the appropriate location and density or intensity of residential and commercial uses; the general location and character of roads; the general location of parks, open space and public buildings among other information.

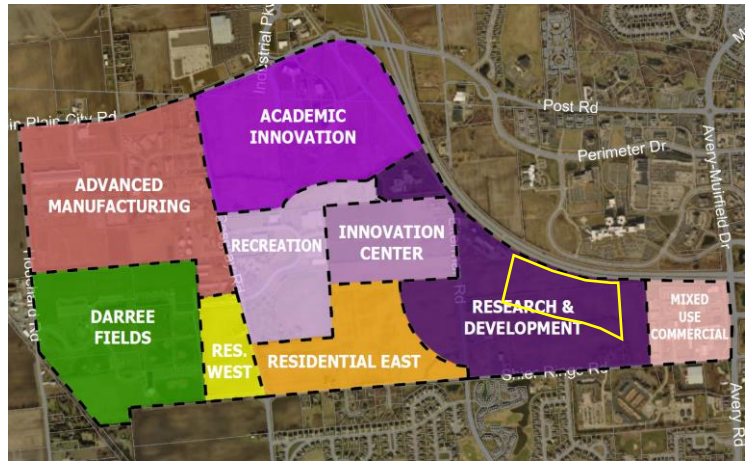
The Community Plan is a guide for City Council and the Planning and Zoning Commission as they assess the location, character, and extent of proposed public and private development in Dublin. The policies and recommendations within the Plan will be implemented over time through rezonings and subdivisions of land and the location and construction of public improvements by either the City or a developer.

Recommendations throughout the Plan are based upon a review of existing conditions and evaluation of future development scenarios for their impacts on infrastructure, roads and the fiscal health of the City. Dublin's ability to maintain high quality of services and quality of life depends on a careful review of development proposals for conformance with the Community Plan.

Future Land Use

The West Innovation District (WID) is designated as a Mixed Use Regional Center on the Future Land Use Plan. While an important district of the City, it serves a dual role as a regional economic node.

The characteristics of the Mixed Use Regional Center for the WID include a mixed-use environment of integrated academic, research, office and advanced manufacturing uses that are supported by residential, retail, personal services, entertainment and open spaces as amenities.



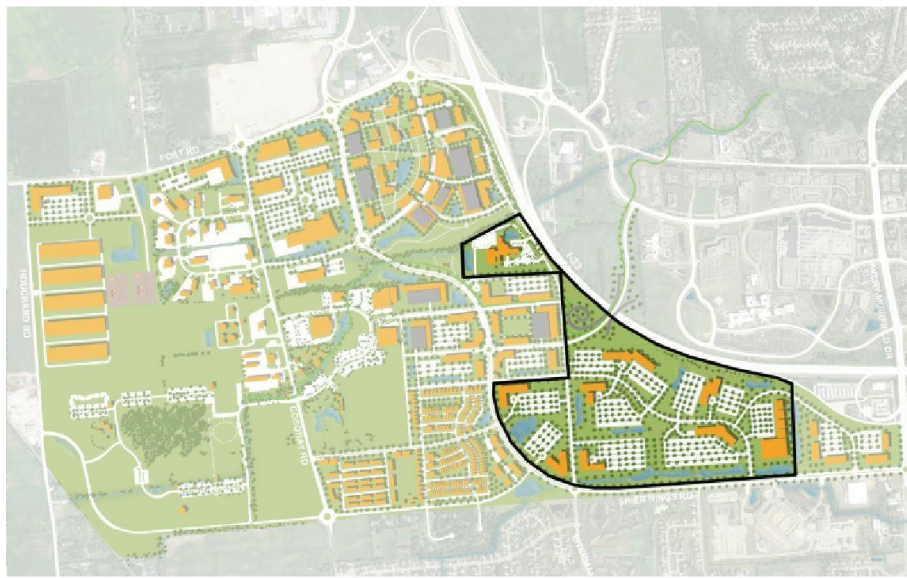
The Community Plan shows the future land use for this site as *MUR-Research and Development*, which is an area reserved for mature innovation companies that desire the autonomy of their own site and require ample space for expansion. This sub-district offers a limited number of larger sites with ample parking, as well as visibility along U.S. 33.

West Innovation District Special Area Plan

<http://communityplan.dublinohiousa.gov/special-area-plans/west-innovation-district/>

Special Area Plans provide a more in-depth depiction of how the Land Use and Transportation Plans may be implemented in key areas of the city that are expected to undergo significant change. These elements of the Special Area Plan serve to guide decision-making regarding the appropriateness of development proposals and the infrastructure improvements necessary to support future development. Special Area Plans are conceptual and intended as general guides to indicate potential development options. The concepts are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas, streets and access points will be determined through the public review process for individual development proposals.

In 2017, City Council approved Ordinance 69-17 for an amendment to the West Innovation District (WID) Special Area Plan as part of the City of Dublin Community Plan. The WID



encompasses 1,100 acres east of Houchard Road, west of Avery Road, north of Shier-Rings Road and south of US 33/State Route 161/Post Road. Following adoption of this update to the WID Special Area plan, it is the intent of staff to initiate an amendment to the existing WID

zoning to ensure consistency between the adopted plan and the zoning district.

The District is comprised of primarily undeveloped land and provides vast opportunities for walkable, mixed use, research and innovation development sites that can meet a host of business needs.

The District is designated as a *Mixed Use Regional Center* in the Plan. This designation reflects the functional role this district plays from a land use perspective. While an important district of the City, it serves a dual role as a regional economic node. Characteristics of this designation include a mixed-use environment with integrated land uses, densities that support a walkable built environment, sites that are development for a variety of corporate needs that range from the traditional suburban office uses to more walkable urban centers with higher intensity of land uses.

Appropriate land uses include office, research, medical with parking and laboratories listed as secondary uses. The Area Plan recommends a maximum density of 30,000 square feet per acre and a maximum story height of three stories. At a maximum build-out of 550,000 square feet on 34 acres, the proposed density is approximately 16,000 square feet per acre, which meets the Community Plan.

The Area Plan also addresses architectural character and materiality with an emphasis on modern architecture. Architectural design should not be overly restrictive in the District relative to the composition of the architectural character of buildings that would limit creativity. Glass, metal, stone, brick, concrete and wood.

Thoroughfare Plan

The Thoroughfare Plan map shows the needed width of right-of-way and identifies the number of lanes needed to accommodate year 2035 development in Dublin.

The Thoroughfare Plan recommends 100 feet of right-of-way for existing Shier-Rings Road and 70 feet for Eiterman Road. The Thoroughfare Plan includes planned roadway connections throughout the WID and currently depicts Shier-Rings Road moving north toward the Ohio University campus west of Eiterman Road. The Special Area Plan also shows this layout with a street connection from existing Shier-Rings Road east of Eiterman Road through the subject site north to intersect with Eiterman to provide access to the sites between these two roadways, south of US 33.

Neighborhood Contact

The HOA leadership of the Ballantrae Community as well as a few interested residents invited City staff to their recent meeting, which took place on September 5, 2019. During the meeting, staff had a chance to provide updates on the infrastructure network changes due to the roadway proposed to serve the proposed OSU facility and other adjacent sites. Based on the feedback from the earlier public meeting, staff is now moving forward with the existing Shier-Rings Road to remain in its existing location and as a way for Ballantrae residents and others to access Avery Road from the west. Staff will continue to work on finalizing the needed improvements including access arrangements for the public and private businesses along this corridor.

The applicant and the City of Dublin held a public meeting on August 8, 2019 to introduce the proposal and necessary transportation network improvements. Attendance at this meeting was approximately 100. Residents of Ballantrae voiced concerns focusing on the potential impact of roadway network changes on their neighborhood, particularly due to a current study to terminate existing Shier-Rings Road in a cul-de-sac, east of the neighborhood. Concerns were raised that this option would cause non-neighborhood traffic to use streets in Ballantrae to travel south or east. Other concerns centered on the potential of this proposal to increase crime in the area and decrease property values. Some residents appreciated the efforts made to relocate the through movement and access to the OSU site north from existing Shier-Rings and the ability to create buffering between the medical center and the neighborhood. Some residents also requested the City study the northward extension of Baronscourt Way to intersect with relocated Shier-Rings Road.

Staff has transcribed the comments made on comment cards during and after the meeting, which are included in the packet. In addition, Public Works has received e-mail correspondence resulting from meeting attendance, which has also been added to the transcript. Lastly, emails were also received after the Planning and Zoning Commission meeting notice was published. Those emails are also included.

Proposal Details

Layout

The proposal includes two site plans, one for Phase I and one for Phase II. The plans show the relocated of Shier-Rings Road as the southern site boundary. The Phase I plan shows a medical office building and the Ambulatory Care Facility. The building is proposed in the center of the site along the US 33 frontage with the main entrance located along the south façade. Parking in three distinct lots is located along the western portion of the site and in the southern portion of the site north of relocated Shier-Rings Road/University Boulevard in the Phase I plan. Drive aisles for circulation to the main entrance are indicated with walking paths connecting the parking to the front of the building. Along the southern façade, the plans show ample open space and landscape area to provide outdoor space for visitors, patients and staff. Several paths are also indicated along the northern portion of the site buffered from US 33 with trees and landscaping. In the Phase I plan, there is lawn space provided where the building and additional parking for Phase II will be located.

Both Phase I and Phase II plans show stormwater retention ponds for the site in the northwest, northeast and southeast. Access is shown off relocated Shier-Rings Road/University Boulevard with a roundabout as the main access point and secondary access in the west and east.

Phase II indicates an expansion of the parking lot east of the main entrance as well as an additional parking lot to the east between the two retention ponds. A hospital building is indicated to be attached to the Ambulatory Care Facility. Phase II continues a landscape theme along the front (south) façade to provide separation between drive aisles and to create high quality greenspaces to between the parking and the building. The access off relocated Shier-Rings Road does not change with Phase II, however there is a cross access drive aisle show for the site to the east.

Zoning

While the site is shown in the Community Plan Special WID Area Plan as Research and Development, the Zoning Code has not yet been updated to reflect this District and the site

retains the current zoning of ID-1, Research/Office District. All the proposed uses included in this proposal are permitted within the ID-1 District. Due to the unique nature and needs of a medical facility of this size and associated site improvements, the applicant and staff have agreed that a rezoning from ID-1 to a Planned Unit Development District (PUD) is the appropriate mechanism to ensure that the needs of the facility can be met. In addition, the City retains a higher level of involvement in ensuring the development will be sensitive to the surrounding area, provides for a high quality and cohesive development with appropriate development pattern, landscaping, and signs.

Site

As discussed above, the 34-acre site is a portion of three City-owned parcels. A new parcel and right-of-way will be created to facilitate this development. The City has prepared a preliminary plat application (Case 19-080PP) to coincide with the review of this rezoning application.

Access

Three driveways into this site from a new public roadway (University Boulevard) will provide vehicular access. A roundabout is planned at the main entrance and the other two driveways will be at traditional intersections. A Traffic Impact Study (TIS) has been performed by the applicant and submitted to staff for review. This study reviews the intersection control at the proposed driveways as well as several offsite intersections. Staff is working on the review of the study in coordination with the proposed public improvements to be constructed by the City. The applicant has agreed to participate in the funding of the public roadway improvements that will be built by the City. The site plan includes cross access to the parcels/developments that will be east and west of this site. This will aid in distributing the traffic onto the new roadway.

Utilities/Stormwater

This site will have access to public water for domestic and fire protection service by connecting public water main that will constructed with the University Boulevard project. Two separate water meter vaults will be placed at the western most and eastern most site drives. This site will have access to public sanitary sewer service by connecting services to public sanitary mains that will constructed with the University Boulevard project. This site is located within the Cosgray Santiary Sewer shed.

In terms of stormwater management, this site has proposed the construction of three separate wet retention basins. Two of the basins are proposed along the US 33 frontage, the third is proposed to the east of the eastern most drive. These basins are designed to meet the requirements of the City of Dublin's Chapter 53 Stormwater Management Code, and the requirement of the Ohio EPA. A preliminary stormwater management report has been submitted to demonstrate compliance with these rules and regulations.

Development Text

The development text is the regulating document that outlines the development standards for the development including uses, lot requirements, and architecture and materials. The applicant has provided a development text that largely lays out similar to the existing zoning regulations for the West Innovation District as part of the Zoning Code.

Uses

The proposed text excluded a number of the uses currently permitted or conditionally permitted within the ID-1 District. It is the intent to develop this site with the ambulatory care

facility/medical offices/hospital uses and, in the future, allow support services on adjacent parcels. Those prohibited uses include eating and drinking, personal services, animal services, daycare, industrial uses and residential.

Permitted uses are medical office, hospital, educational as related to post-secondary education, community education or medicine. Daycare, retail, parking structures, exercise and fitness are permitted as an accessory uses as is eating and drinking. Lastly, as currently permitted in the ID-1 District, the proposed text allows a heliport as a permitted accessory use as long as the use complies with Zoning Code Section 153.094, which regulates heliports.

Development Standards

The proposed text requires a minimum lot size of three acres and limits lot coverage to a maximum of 75%, which exceeds the Code by 5%.

The WID Special Area Plan suggests a maximum height of three stories in this portion of the District, while the Zoning Code does not limit the height of buildings in ID-1, but requires larger setbacks for taller buildings (75-foot side and rear setbacks for buildings taller than 51 feet). The proposed development text permits a height of up to 110 feet and seven stories. When questioned by residents during the Neighborhood Meeting as to the need for the height of the buildings, the applicant responded that interior space planning and efficient interior circulation mandate the height, while also allowing for a smaller building footprint. The building has been sited as far north on the site as possible to provide separation and space for buffer to the south.

Setback requirements are 100 feet from U.S. 33 for parking and pavement, with exceptions for walking paths, ground-mounted mechanical equipment that is completely screened and grass pavers required for vehicular access to any equipment. Along proposed University Boulevard pavement setbacks are required to be 25 feet and building setbacks 100 feet. Side yard setbacks are 15 feet for pavement and 50 feet for buildings. The applicant should clarify the development text that paths, outdoor amenity spaces or decorative walls are exempt from the setback requirements.

Architecture

The development text explains the unique architectural needs and building design for this type of facility as well as a facility operating under the OSU brand. As stated during the Concept Plan review, a significant amount of interior design is still to take place prior to finalizing all elevations, which will be required to be reviewed and approved by the Planning and Zoning Commission with the Final Development Plan. The applicant has provided the conceptual elevation previously shared with the Commission.

The text states that the goal of the architecture for the facility is to be high-quality with an attractive aesthetic design to meet and exceed the City's standards for quality of materials and design as a focal point in the community.

Requirements include a similar treatment of materials on all elevations with uninterrupted, blank facades prohibited if visible from the right-of-way or adjacent property. Permitted materials include brick, brick veneer, stone, stone veneer, manufactured stone, cast stone, architectural pre-cast concrete, metal, wood (including synthetic) and glass. Reflective or

mirrored glass is prohibited. Other prohibited materials include prefabricated metal and untreated masonry block.

The text permits building elements such as meter boxes, utility conduits, vents and exhaust pipes as well as dumpster to be designed, located or screened so as to minimize the visibility from off site. Planning requires that the text be revised that these elements be screened per Code in addition to the location requirements in this text. This should also apply to any mechanical equipment areas.

Landscaping

The text refers to the illustrative drawings and the preliminary landscape plan to illustrate the intended landscape treatment. The text requirements align with Code requirements. The text requires open space plantings for every 2,000 square feet of open space, while the Code requires this treatment for every 1,000 square feet. Staff is aware that the Code requirement is not practicable for the development pattern envisioned in this area and supports this deviation. The applicant should include peninsulas in the interior landscape requirements of the proposed development text, as some areas may count to meet Code. Both islands and peninsulas are required to include one tree, which is shown on the plans as 1.75 inches in caliper; this should also be included in the text. The text should also include bio-retention measures, as appropriate to be included in the parking lot areas to aid in stormwater management and provide for irrigation of trees, this should include the elimination of the requirement of curbed islands.

The Preliminary Development Plan continues to include details addressing the open space locations and programming for the site. In addition, new drawings have been provided to address made by the Commission during the Concept Plan review to illustrate pedestrian movements throughout the site as well as from parking areas to the building. Entry walls are shown to be of a modern limestone design to reflect the heritage of the City while also indicating the desire for modern design and innovation in the District. A courtyard for a café and a respite garden are proposed between in the center of the building on the south side, while an entry court as well as an entry green are designed to enhance the arrival experience to the facility whether walking from the parking lots or using the drop-off area. Landscape buffers are shown along all side of the site.

Tree Preservation and Replacement

The applicant does not require replacement of trees installed prior to Phase II that are removed during that construction in the development text. Staff prefers that the applicant work with staff to identify areas where new trees are appropriate to reduce the need for future removal. The text should be updated to indicate this preference. The text requires adherence to the Code for the remainder of the preservation and replacements requirements. Certain removals indicated on the plans along the U.S. 33 frontage identifies incorrect species, which should be addressed in the Final Development Plan. The applicant should also coordinate with ODOT for necessary approvals to remove any dead, invasive or hazardous vegetation along the frontage.

The Preliminary Development Plan shows significant upsizing in replacements trees planted throughout the site. While it is commendable that the applicant is attempting to provide as much replacement on-site rather than paying a fee, staff is concerned that availability and confirmation of these significant number of trees and at the sizes as currently shown will be difficult.

Parking

The text requires 2.25 parking spaces per 1,000 square feet of building area for this PUD, while the Zoning Code breaks out parking requirements by each individual use. Given the unique nature of this facility and the potential for various accessory uses as well as experience the applicant has with this type of facility, Staff supports this parking requirement. Additionally, it will significantly simplify the future administration of parking should uses or the size of uses change. Bicycle parking is required at one space per every 10,000 square feet of building.

Lighting

The proposed text requires adherence to the Zoning Code for lighting regulations, all of which will in detail reviewed as part of the Final Development Plan. The Code addresses height and lumen levels of fixtures and permitted levels of lighting at the property line. For parking lots exceeding 150 spaced, reduced lighting levels after 10 p.m. are required.

Signs

The applicant stated during the Concept Plan review as well as shared with staff, that the sign requirement for this type of facility are unique and flexibility and user experience will play an important role to the signage approach. The text requires approval of a sign plan as part of the Final Development Plan to provide additional details. The text refers to the sign plan for permitted sizes. However, the sign plan does not match the sign types in the text. This should be addressed prior to submitting for Council review and the text and plan should be updated to include the correct nomenclature, sizes and permitted lighting.

The text includes seven sign types: Building Identification Signs, Ancillary Wall Signs, Window Signs, Primary Entry Monument Signs, Secondary Entry Monument Signs, Directional Signs and Regulated Signs.

- Building Identification Signs: four such signs are permitted per the development text. Per the plan, this sign type is approximately 300 square feet, which meets the maximum sign size for buildings with Interstate frontage. The text states that the final locations and dimensions of these signs (with such dimensions not to exceed those shown in the accompanying sign plan) shall be provided by the applicant with the final development plan, with the provision that one such sign shall be located on the west-facing elevation of the medical office building, another shall be located on the east-facing elevation of the same building, and the third and fourth shall be located on the south-facing and north-facing elevations of the ambulatory care facility. Each sign is permitted to be located on the uppermost story, which is the mechanical room of each building. Allowances for sign relocation are included when the building in Phase II is constructed.
- Ancillary Wall Signs: the text does not include a number permitted for additional wall signs but states that their purpose is to identify particular uses within the building, to provide addresses for such uses, and to promote efficient wayfinding into the building(s). The applicant defers the details of such signs to the Final Development Plan.
- Window Signs: window signs are permitted based on the ID-1 District allowances, which limits them to one per building or use when the use has an individual entrance.
- Primary Entry Monument Sign: The text permits one such sign either east or west of the main entrance to the facility. The sign plan shows the height of this sign to be approximately 12 feet and the overall size is 66 square feet. At the Final

Development Plan Stage, the applicant will have to verify that this sign does not impede visibility for this intersection.

- Secondary Entry Monument Signs: the text permits two of these types of signs at the westernmost and easternmost access drive into the site. The sign plan shows that these signs may be five feet tall and 3'6" wide for a total size of 17.5 square feet. The sign plan indicates four locations for these signs while the text limits them to two. The applicant needs to address this discrepancy.
- Directional Signs: As is the case for these large medical facilities, directional signs primarily designed for vehicular use are an essential wayfinding element. The proposed text does not limit the number of directional signs and the plan provides for a height and size that exceeds Code. The height is shown at 7'10" with a size of 17.5 square feet. All other details are deferred until the next review by the Commission. After approval of the sign plan as part of the final development plan, changes may be approved administratively.
- Regulated Signage: The text includes this sign type due to mandated specifications pursuant to federal and/or state laws and other regulations and allows such signs shall be permitted in accordance with laws and regulations while not requiring review and approval as part of a Final Development Plan.

3. Proposed Plan



4. Criteria Analysis

Rezoning with Preliminary Development Plan Analysis [§153.055A]

- 1) The proposed development is consistent with the purpose, intent and applicable standards of the Zoning Code;
Criterion met with Conditions. This proposal is consistent with the purpose, intent and applicable development standards of the Zoning Code requirements, except as altered in the proposed development text to create unique and specific standards for this proposal.

Sign allowances for this development appropriately deviate from the Code given that wayfinding requirements for this type of facility are unique and flexibility and user experience play an important role to the signage approach. However, there are discrepancies between the proposed development text and the sign plan, which must be addressed prior to Council review, including the correct nomenclature and permitted sizes, permitted lighting and permitted number of secondary monument signs.

- 2) The proposed development is in conformity with Community Plan, Thoroughfare Plan, Bikeway Plan, and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;
Criterion Met. Based on previous discussions with the Commission, the proposal was deemed to be largely consistent with the Community Plan recommendations, particularly given the high quality of open space areas, the site layout and architecture.
- 3) The proposed development advances the general welfare of the city and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;
Criterion met. This proposal along with planned infrastructure improvements will provide for an orderly development and improve the surrounding area as one of the first developments in the WID. It meets the Community Plan for permitted uses as well as the desired design of sites within the District.
- 4) The proposed uses are appropriately located in the city so that the use and value of property within and adjacent to the area will be safeguarded;
Criterion met. The development is appropriately located within the City in the West Innovation District and is an example of the type of development for which the District was first established and continuously updated as a Special Area Plan.
- 5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
Criterion Not Applicable. There is no open space provision required for non-residential development. The applicant has; however included ample open spaces within this site for different types of open space activity and patient and staff needs. In addition, plans includes, paths, benches and formal and informal plantings for open space.
- 6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
Criterion met. The development text addresses tree preservation and replacement adequately and the plans cluster development so as to retain more trees on site.

- 7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;
Criterion met. The applicant has worked extensively with staff to ensure the proposal includes adequate utilities, roads, drainage, and retention facilities to serve the proposed development.
- 8) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;
Criterion met. Access to the proposed lots will be provided from Shier Rings and Eiteman Roads via University Boulevard, which is a responsibility of the City of Dublin, per the Economic Development Agreement. University Boulevard will be an arterial street with four travel lanes and bike lanes. The applicant is providing paths from University Boulevard to the site and throughout the site.
- 9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PD and the larger community and maintains the image of Dublin as a quality community;
Criterion met. The proposal sites the facility as far north on the site as possible while also providing open space amenities along U.S. 33. The development text includes requirements for high-quality building materials and site landscaping, screening and buffering.
- 10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plans contribute to the orderly development of land within the city;
Criterion met with Condition. The proposed layout and intensity are appropriate for this site in the West Innovation District. There are several landscape requirements in the development text and on the plans that should be revised to ensure that the open space areas thrive and the parking areas are appropriately landscaped. The applicant should include peninsulas in the interior landscape requirements of the proposed development text as some areas may count to meet Code. Both islands and peninsulas are required to include one tree, which is shown on the plans as 1.75 inches in caliper; this should also be included in the text. The text should also include bio-retention measures, as appropriate to be included in the parking lot areas to aid in stormwater management and provide for irrigation of trees, this should include the elimination of the requirement of curbed islands.
- 11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;
Criterion met with Condition. The development includes provisions for stormwater management via storm sewer and retention basins. The applicant will be required to continue to work with Engineering to demonstrate compliance with stormwater requirements as defined in Chapter 53 to the satisfaction of the City Engineer.

- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;
Criterion met with Conditions. The proposed design, site arrangement and anticipated benefit to the City will be ensured through the proposed development text, which largely matches the Zoning Code for the ID-1 District. Certain deviations as noted below appear unintended or unnecessary and the applicant should address them prior to submitting for Council review.

The text permits building elements such as meter boxes, utility conduits, vents and exhaust pipes as well as dumpster to be designed, located or screened so as to minimize the visibility from off site. Planning requires that the text be revised that these elements be screened per Code in addition to the location requirements in this text. This should also apply to any mechanical equipment areas.

Staff prefers that the applicant work with staff to identify areas where new trees are appropriate to reduce the need for future removal when Phase 2 is under construction. The applicant should also coordinate with ODOT for necessary approvals to remove any dead, invasive or hazardous vegetation along the frontage.

- 13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the city;
Criterion met. The preliminary development includes character images for the proposed building as well as for the outdoor amenities and landscape areas. The text includes material and designs standards, which will create a cohesive high quality development.
- 14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;
Criterion met. The development will be completed in two phases and the plans and text address this intent appropriately.
- 15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area;
Criterion met. The development will be adequately serviced by planned infrastructure improvements and the completion of those is the responsibility of the City, therefore they are public projects held to the same standard as all City infrastructure projects.
- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.
Criterion met. All contributions to infrastructure have been agreed upon and approved as part of the Economic Development Agreement.

5. Recommendations

The proposal is consistent with all of the applicable review criteria contained in the Zoning Code and **Approval** is recommended with the following conditions:

- 1) That the development text and the sign plan be updated to address the discrepancies prior to Council review, including the correct nomenclature and permitted sizes, permitted lighting and permitted number of secondary monument signs;
- 2) That the applicant update the development text to clarify that peninsulas may count in the interior landscape requirements;
- 3) That the smaller trees shown on the plans in the interior landscape areas be permitted on the development text;
- 4) That the development text be revised to include bio-retention measures, as appropriate; in the parking lot areas to aid in stormwater management and provide for irrigation of trees, this should include the elimination of the requirement of curbed islands;
- 5) That the applicant continue to work with Engineering to demonstrate compliance with stormwater requirements as defined in Chapter 53 to the satisfaction of the City Engineer;
- 6) The building elements and mechanical equipment areas be screened per Code in the text;
- 7) That the applicant work with staff to identify areas where new trees are appropriate to reduce the need for future removal during Phase 2 and update the text accordingly; and,
- 8) That applicant coordinate with ODOT for necessary approvals to remove any dead, invasive or hazardous vegetation along the frontage.