

To: Members of Community Development Committee

From: Dana L. McDaniel, City Manager

Date: June 11, 2020

Initiated By: Jennifer Rauch, AICP, Planning Director
Tammy Noble, Senior Planner
Devayani Puranik, Senior Planner

Re: Dublin Corporate Area Plan Implementation- Phase 1 Draft Zoning Code and Guidelines

Summary

The Dublin Corporate Area Plan (DCAP) was adopted in September 2018 by City Council as a Special Area Plan within the City of Dublin Community Plan. Following plan adoption, staff analyzed various options to effectively implement the plan's recommendations and zoning strategies. Staff and consultant, Greg Dale, FAICP from McBride Dale Clarion, presented the implementation options and strategies to the Community Development Committee (CDC) on March 4, 2019, and Committee recommended a "phased" approach for implementation. A public meeting for commercial property owners within Phase 1 was held on July 25, 2019. Staff presented public input from the July, 2019 meeting and an outline of the proposed code and guidelines at a work session with CDC on August 20, 2019. Based on this discussion and public input received thus far, Code and Guidelines have been drafted for Phase 1 (MUR-4) to seek early feedback and direction from CDC.

This Memo summarizes previous CDC direction, draft Code and Guidelines for Phase 1- MUR-4, public engagement, and next steps in the process.

Background

Zoning Implementation Considerations

The DCAP includes an overall strategy of encouraging certain uses, mixes, and forms of development that will help maintain the viability of the planning area. As the plan notes, the DCAP area is aging and has been at risk of disinvestment, particularly from companies that desire more mixed-use walkable environments with more amenities such as dining and service options. The plan creates a redevelopment and infill vision of new investment, and the City's strategy should be to facilitate that reinvestment, while still providing protections to the City and surrounding neighborhoods.

Over half of the DCAP planning area is currently zoned a mix of standard zoning districts (SO: Suburban Office and Institutional District, OLR: Office, Laboratory, and Research District, TF: Technology Flex District, BSD-CC: Bridge Street District-Community Commercial), with the balance zoned under multiple planned districts (PUDs). The DCAP recommends land use changes for SO, OLR, and PUDs and no changes to existing TF and BSD-CC districts.

Phase 1 - MUR-4 Rezoning (Llewellyn Farms Office)

The DCAP future land use plan (Attachment 1) identifies the area east of Frantz Road as Mixed Use Regional - 4 (MUR-4). Throughout the DCAP planning process, adjacent neighbors have raised issues to reduce potential adverse impacts that may result from future development. To address these concerns, the CDC directed that Phase 1 would include rezoning the parcels within MUR-4 district (Attachment 2) except for the vacant farm north of Rings Road and east of Frantz Road (currently outside of the City boundary)

Phase 1 Stakeholder Meeting



Staff and consultant conducted a stakeholder meeting on July 25, 2019 and invited commercial property owners within the Phase 1 area. Only one representative of the property owners within the Phase 1 area attended the meeting. That owner representative had no substantive comments or concerns about the proposed implementation.

Ten residential property owners located immediately outside or near the area attended, some of which had attended previous residential stakeholder meetings. The meeting was productive in helping residents further understand the proposed approach. The points of emphasis were the limitation of uses to offices, the limitation of heights to two stories (2-3 stories south of Tuttle Road to reflect existing pattern of development), and the inclusion of buffer standards and guidelines, all of which are consistent with the approved in the Dublin Corporate Area Plan recommendations. The use of both zoning regulations and design guidelines was

also explained. The residents appreciated the city's intent to proceed first with Phase 1, since that area potentially impacts their properties most directly

Phase 1 Zoning Code and Guidelines Structure and key focus areas

Draft zoning code and design guidelines (included in the packet) will initially focus on Phase 1- MUR-4, with the intent that all future phases will be added to regulations and guidelines as directed by Council. The proposed outline provides an overall MUR framework with formalized content for MUR-4 and placeholders for the future MUR-1, MUR-2, and MUR-3 districts.

The draft Code and design guidelines follow similar format of recent updates to Historic District code and guidelines.

The goal for this project is to deliver zoning solutions for balancing neighbor expectations for development standards and providing ease of the process for developers and property owners for revitalization of the area. Building on this goal, the key focus areas within Draft Code for MUR-4 include-

- Uses table (Draft Code Page 5)
- Use specific standards (Draft Code Page 6)
- Architectural Requirements (Draft Code Page 10)
- Review Process Draft Code Page 23)
 - Since the current review process includes review by PZC for areas under PUD and site plan review for areas under straight zoning districts, consistency is desired to set the expectations for both, neighbors and property owners.
 - However, since the character of MUR-4 is different than rest of the MUR districts with its adjacency to residential neighborhoods, options for review could include-
 - A different review process for parcels within MUR-4 than other MUR districts by adding a neighborhood review step.

Key focus areas for CDC consideration for Design Guidelines include:

- Overview (Draft Guidelines Page 1)
- Application of Guidelines (Draft Guidelines Page 8)
- Design Guidelines (Draft Guidelines Page 9)

Phase 2 MUR-1 and MUR-2 Rezoning (Metro Center and Frantz Road Corridor)

The DCAP recommendations identify the Frantz Road Corridor needs aesthetic and functional updates. To prioritize the investment along the corridor, the plan recommends defining uses that encourage supporting amenities and to define design standards for any new development and redevelopment to mitigate potential negative impacts on neighboring residential developments. The CDC directed staff that Phase 2 should focus on rezoning the parcels along the west side of Frantz Road corridor, north of Rings Road to MUR districts identified on Addendum 2.

Phase 3 Long Term – Existing PUD Analysis and Potential Rezoning

Phase 3 will focus on rest of the planning area for MUR 2 and 3 districts identified on Attachment 5. Staff will research the existing PUDs for the rest of the planning area for development standards and uses as they relate to creating new development opportunities within the area and consistency with the vision of the DCAP. The implementation of Phases 2 and 3 discussed in this memo will also provide insights regarding the rezoning process and its impact on opportunity creation.

Next Steps

Following the Committee and Council's direction, staff will take the following steps:

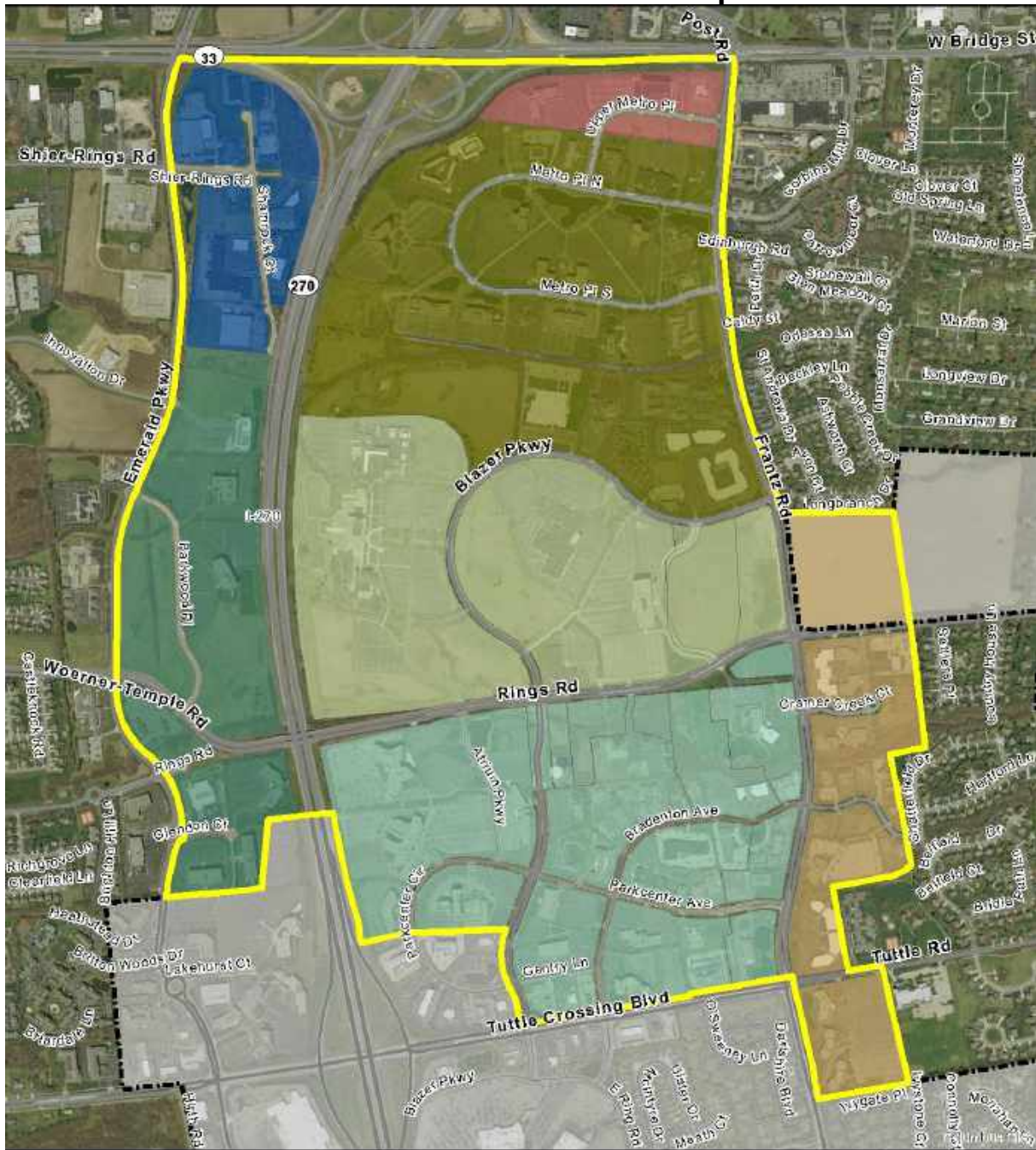
- Update draft code and guidelines to incorporate CDC feedback.
- Connect with commercial property owners, as well as with the residential property owners within and adjacent to Phase 1 including a Public Meeting and offer one-on-one discussion opportunities if needed.
- Provide meeting and code and guidelines edit update to City Council.
- Conduct a public review and adoption process through PZC and Council.

Feedback and Discussion

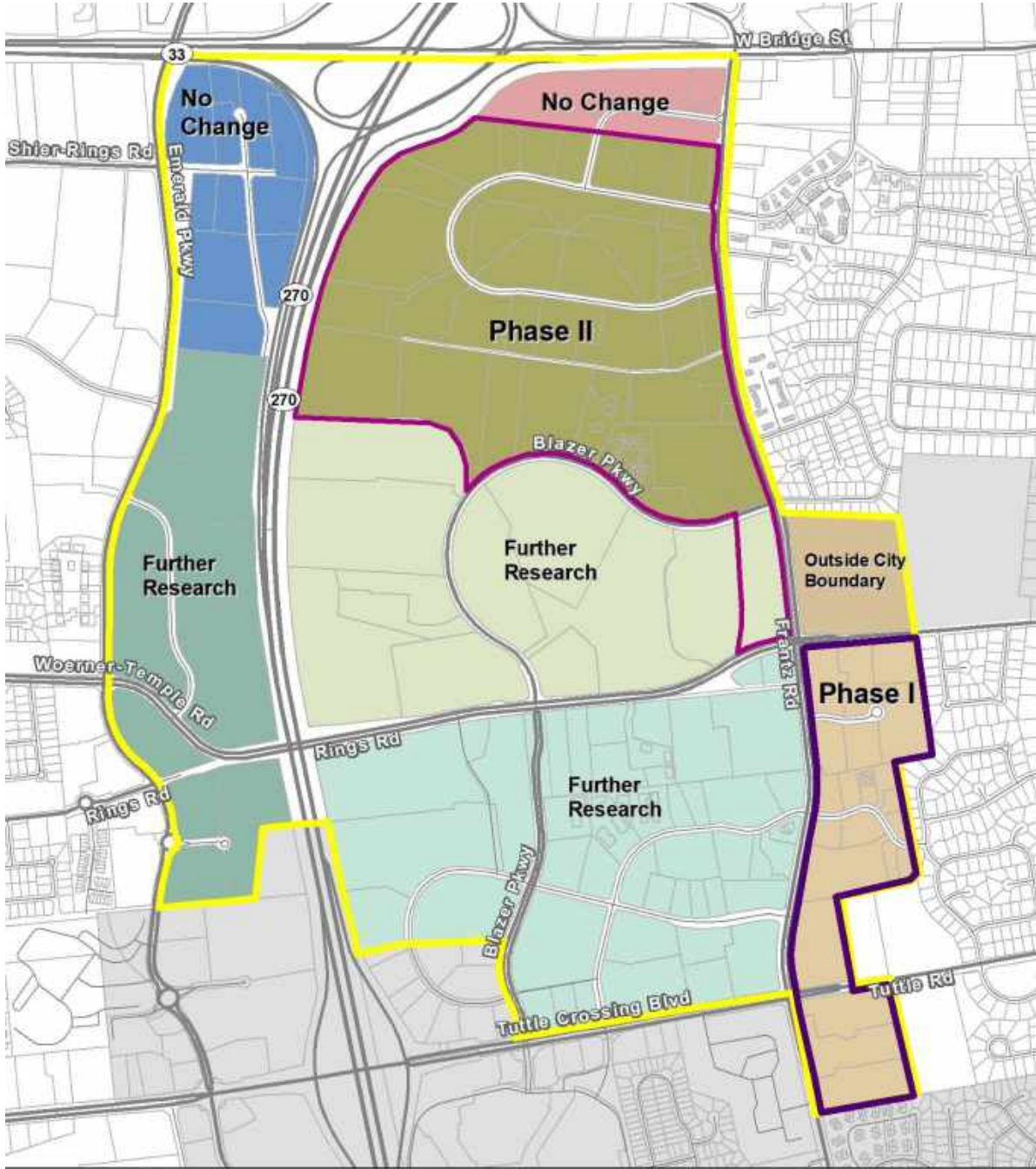
This meeting is intended to receive early feedback from CDC and incorporate necessary updates for further code development prior to engaging with public. Staff requests CDC feedback on following topics-

- Overall outline and structure of the zoning code for all MUR districts
- Uses and details listed for MUR-4
- Review process distinction between MUR-4 and other districts
- Overall outline and structure for design guidelines
- Details listed for MUR-4
- Review process in conjunction with code and guidelines

Attachment 1 DCAP Future Land Use Map



Attachment 2
DCAP Implementation Phase 1 MUR-4 and future phases



Dublin Corporate Area Plan (DCAP) Implementation-Phase 1

DCAP Implementation Phase 1 focuses on establishing updated zoning regulations and rezoning properties within the DCAP planning area east of Frantz Road for clear alignment with the plan's recommendations. The goal is to deliver zoning solutions that allow for revitalization of this area with the introduction of uses and development standards that complement the needs of area businesses, employees, and residents of surrounding neighborhoods while ensuring an appropriate and cohesive transition between commercial and residential land uses.

Key Outcomes/Deliverables

- New, modernized zoning regulations with guidelines for implementation within the portion of the DCAP planning area east of Frantz Road.
- Clear review process for the adoption of Phase 1 (MUR 4)
- Adopted zoning regulations and implementation guidelines for Phase 1 (MUR 4)

Stakeholders

- Property owners
- Business owners
- Employees of businesses within this district
- Developers and commercial real estate brokers
- Residents of adjacent neighborhoods
- City Council
- City Manager
- City Departments
- Boards and commissions
- Consultants

Team Members

Internal

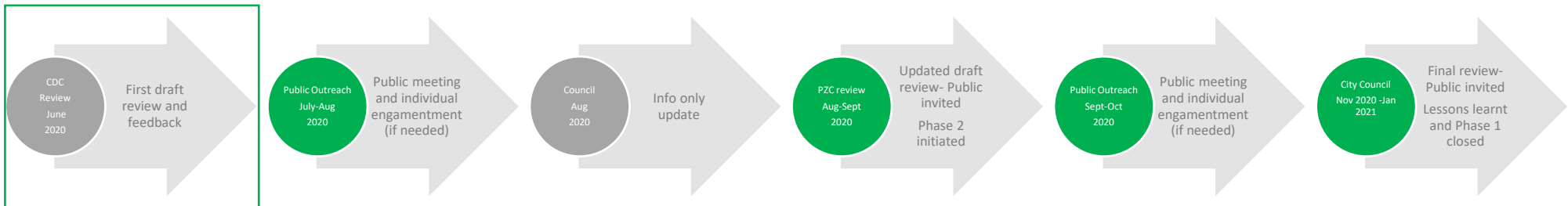
- Planning
- Economic Development
- Other departments
- CMO

External

- Consultant- McBride Dale Clarion

Budget/Costs

- Established with contract



In Scope

- Begin: Phase 1 Initiation
- End: Phase 1 Completion and Phase 2 initiation
- Framework for entire DCAP area zoning code and implementation design guidelines
- Details for zoning regulations and design guidelines for Phase 1 (MUR-4)
- Review process for Phase 1 (MUR-4)

Not in Scope

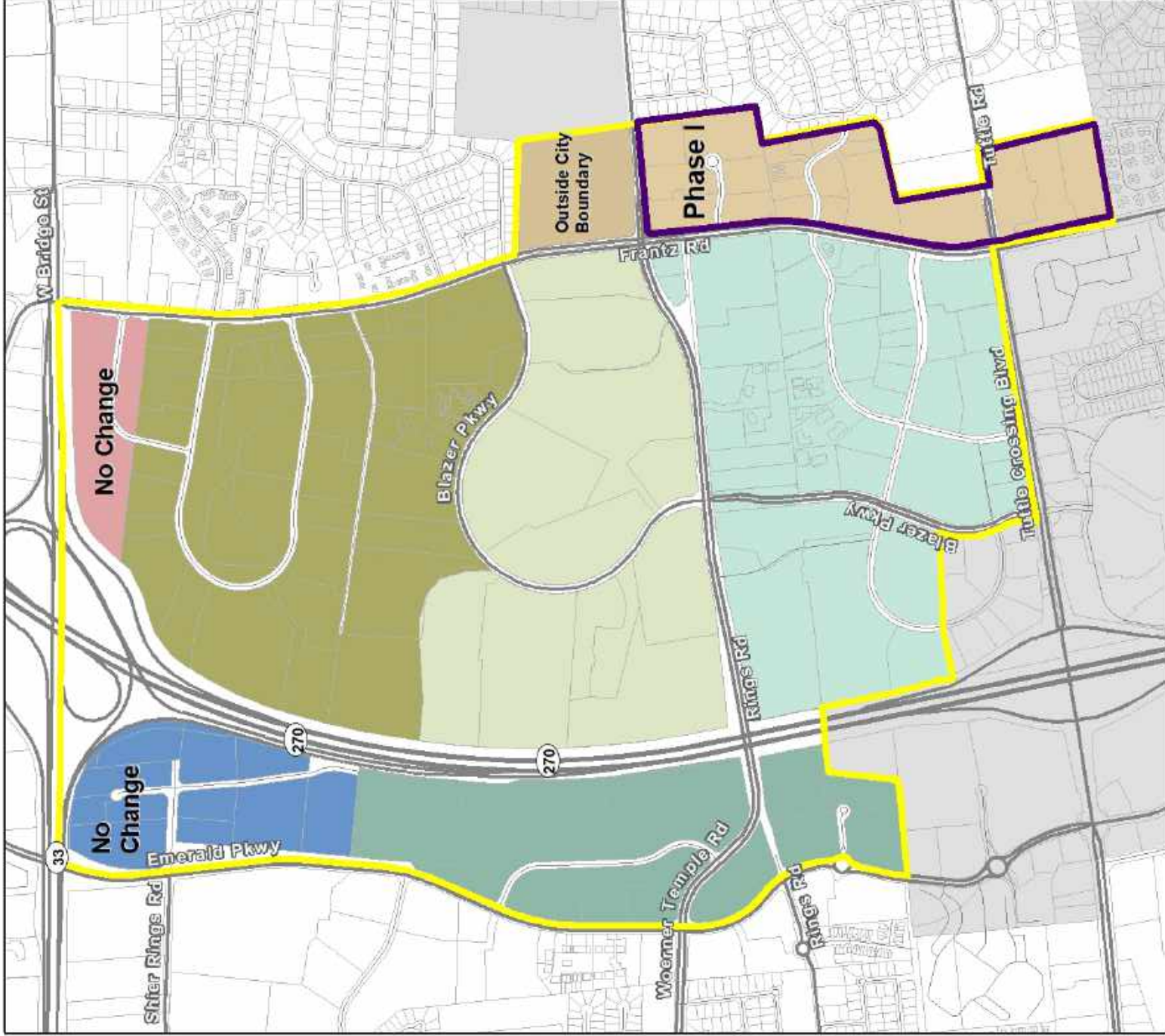
- Detail zoning regulations and design guidelines for other sub-districts (MUR-1,2,3). This will occur with Phases 2-3.
- Updates to DCAP based on zoning research. Any changes to the DCAP must be processed as an amendment to the Dublin Community Plan.

Risks

- Enough buy-in from property owners
- Enough buy-in from residents of adjacent neighborhoods
- Review process becomes more complicated than what currently exists
- Subsequent phases are not completed and MUR-4 will be the only district with MUR designation
- Non-conforming uses

Project Notes

- Phases 2 and 3 initiation will overlap with adoption cycle of Phase 1.



- Future Land Use**
- MUR-2 Tuttle/Rings (North)
 - MUR-2 Tuttle/Rings (South)
 - MUR-3 Emerald
 - MUR-4 Llewellyn Farms Office
- Phases**
- Flex Office/Research & Development
 - Mixed Use Urban Core
 - MUR-1 Metro/Blazer
- Other**
- No Change
 - Phase I
 - Outside City Boundary

Dublin Corporate Area Plan (DCAP) Implementation-Phase 1

Mixed Use Regional (MUR) Districts – DRAFT

§ 153.XXX MUR DISTRICTS PURPOSE AND INTENT

(A) **Purpose**

The Mixed Use Regional Districts are intended to implement the vision set forth in the Dublin Corporate Area Plan, which promotes a vision of a walkable, mixed use district that is comprised of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses as well as supporting residential and recreational uses, and pedestrian amenities.

(B) **Applicability**

Any development proposed to occur on land designated as MUR-1, MUR-2, MUR-3, and MUR-4 shall be required to meet the requirements of the MUR Districts as specified herein.

(C) **Conflicts**

If the regulations within this section conflict in any manner with the City of Dublin Codified Ordinances, the provisions of the districts shall prevail. All matters not covered by the districts and their requirements shall be regulated by the requirements and standards contained in the City of Dublin Zoning Code.

(D) **Relationship to Design Guidelines**

In addition to the regulations contained within this section, new development within the MUR Zoning Districts shall comply with the Mixed Use Regional Design Guidelines. The guidelines supplement the regulations contained within the code and will guide the Planning and Zoning Commission in determining requests for approvals.

(E) **Intent**

The titles of each zoning district reflect the general location of each district within the overall mixed use regional area as depicted in the Dublin Corporate Area Plan. The following further describes the intent of each of the MUR districts.

(1) *MUR-1: Metro/Blazer District.*

(2) *MUR-2: Tuttle/Rings District.*

(3) *MUR-3: Emerald District.*

(4) *MUR-4: Llewellyn Farms Office District.* The Llewellyn Farms Office District is different in character from the other MUR districts due to its proximity to existing residential neighborhoods. The permitted uses and development standards are sensitive to this and intend to provide a cohesive transition between residential and non-residential development.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

§ 153.XXX USES

(A) **Intent**

This section establishes the desired uses for land and buildings in each of the MUR Districts. This is achieved through the variety of permitted, conditional, accessory, and temporary uses allowed in each district. In some cases, special siting, and size limitations to establish the desired development character apply.

(B) **General Provisions**

(1) Permitted and conditional uses in each of the MUR Districts are shown in Table 1. Permitted and conditional uses may be restricted by location, size, period of operation, or other use-specific standards as designated herein.

(2) *Explanation of Terms*

(a) Listed uses are defined in §153.002: Definitions.

(b) A “**P**” in a cell indicates a use that is permitted by right in that zoning district, subject to compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.

(c) A “**C**” in a cell indicates a use that is allowed in that zoning district only upon approval of a conditional use as described in §153.236 and compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.

(d) An “**S**” in a cell indicates a use that is allowed in that zoning district only if limited in size, subject to compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.

(e) A “**T**” in a cell indicates a use that is allowed in that zoning district for a limited period of time pursuant to a permit from the City, subject to compliance with any use specific standards referenced in Table 1 and the applicable provisions herein.

(f) A blank cell indicates that the use is prohibited in that district.

(3) *Use Specific Standards.* Additional standards may apply to either permitted or conditional uses in the MUR Districts. These additional standards are cross-referenced in the last column of Table 1.

(4) *Existing Uses*

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) All uses that were permitted or conditional uses under the zoning applicable to a property immediately prior to its rezoning into a MUR Zoning District shall continue to be allowed as permitted or conditional uses on the property, including any expansions of uses within existing structures as permitted by § XXX, in addition to the permitted and conditional uses under the applicable MUR Zoning District, provided that at least one of the permitted or conditional uses under the prior zoning has been operated continuously in an existing structure and/or associated use areas on the property within the 12 months prior to the rezoning of the property into a MUR Zoning District.
- (b) Once a use that complies with the applicable MUR Zoning District is established on a lot or parcel, no use that is not permitted in the applicable MUR Zoning District may be re-established. For multi-tenant buildings in existing structures, a use that is not permitted in the applicable MUR Zoning District may not be re-established after the entire multi-tenant building is abandoned or all tenant spaces have established uses that comply with those listed for the applicable MUR Zoning District.
- (c) *Abandonment of an Existing Use*
 - 1. If an existing use is abandoned for any reason for a period of more than 12 months, any subsequent use shall conform to the requirements of §153.XXX. As applied to a multi-tenant building, the term “existing use” means all of the existing uses in that building.
 - 2. An existing use shall be determined by the Director to be abandoned if one or more of the following conditions exist:
 - A. Utilities, such as water, gas, or electricity to the property, have been disconnected;
 - B. The property, buildings, or grounds have fallen into disrepair;
 - C. Signs or other indications of the presence of the use have been removed;
 - D. Equipment or fixtures necessary for the operation of the use have been removed; or
 - E. Other actions that, in the opinion of the Director, constitute an intention of the property owner or lessee to abandon the use.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (d) *Expansion of Existing Uses.* An existing use may be enlarged, increased, or extended to occupy a greater area of buildings and lands only after a finding by the Planning and Zoning Commission that the enlargement, increase, or extension meets all of the following standards:
1. The expansion does not have a substantial detrimental effect on, or materially impair the use and enjoyment of, adjacent uses or lots, and does not limit the ability for adjacent lots to develop in accordance with this Chapter;
 2. The buildings and area in which the existing use is being expanded complies with all parking, sign, or other regulations applicable to the area affected by the proposed enlargement, increase, or extension of use area; and
 3. The buildings and area encompassing the expansion of the existing use complies with any reasonable conditions imposed by the Planning and Zoning Commission that are necessary to ensure that the proposed enlargement, increase, or extension of use area will not create impacts detrimental to adjacent properties or the surrounding community.
- (e) Any existing use may be extended throughout any existing buildings or parts of a building that were clearly arranged or designed for that use at the time of adoption of this amendment, but the use shall not be extended to occupy any land outside the existing building except as permitted by §153.XXX.
- (5) *Similar Use Determination*
- (a) When a proposed land use is not explicitly listed in Table 1, the Director shall determine whether it is reasonably included in the definition of a listed use, or that the proposed use meets the following criteria to the extent that it should be treated as a permitted or conditional use in the district.
1. The use is not specifically listed in any of the MUR Districts.
 2. The use is generally consistent with the intent of the MUR Districts and this chapter.
 3. The use will not materially impair the present or potential use of other properties within the same district or bordering districts.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

4. The use has no greater potential impact on surrounding properties than those listed in the district in terms of aesthetics, traffic generation, noise, potential nuisances, and other impacts related to health, safety, and welfare.
 5. The use will not adversely affect the relevant elements of the Community Plan, the MUR Design Guidelines, and any other relevant plans or documents.
- (b) The Director’s written determination shall be provided to the applicant and may be appealed to the Board of Zoning Appeals.
- (6) *Principal Uses.* Any property is permitted any combination of principal uses in accordance with the requirements of this section and other applicable provisions of this code.
- (7) *Accessory Uses*
- (a) Accessory uses are permitted only in connection with a permitted or approved conditional use on the same property and must be clearly subordinate and incidental to that use.
 - (b) Temporary uses are governed by time limits as provided by this code.
 - (c) Any principal use listed in a zoning district in Table 1 shall be permitted as an accessory use in the same zoning district.
- (8) *MUR District Permitted Use Table*

Table 1: MUR District Permitted Uses					
<i>P=Permitted C=Conditional S=Size Limited T=Time Limited</i>	Metro/Blazer (MUR-1)	Tuttle/Rings (MUR-2)	Emerald (MUR-3)	Llewellyn Farms (MUR-4)	Use Specific Standards
<i>Civic/Public/Institutional Permitted Uses</i>					
Day Care, Adult and Child				P	YES
Government Services, Safety				P	
Park or Open Space				P	
<i>Commercial Permitted Uses</i>					

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

Table 1: MUR District Permitted Uses					
<i>P=Permitted C=Conditional S=Size Limited T=Time Limited</i>	Metro/Blazer (MUR-1)	Tuttle/Rings (MUR-2)	Emerald (MUR-3)	Llewellyn Farms (MUR-4)	Use Specific Standards
Bank				P	YES
Office, General				P	
Office, Medical				P	
Professional/Technical Training Facilities				P	YES
Research & Development				P	YES
Tutoring Services				P	
Wireless Communications					Refer to Chapter 99 of Dublin Code of Ordinances
Accessory and Temporary Permitted Uses					
Bicycle Facilities				P	YES
Day Care, Adult and Child				P	YES
Exercise and Fitness				P	
Parking, Surface				P	
Renewable Energy Equipment				P	YES
Transportation, Transit Stop				P	
Vehicle Charging Station				P	YES
Wireless Communications					Refer to Chapter 99 of Dublin Code of Ordinances

(C) Use Specific Standards

(1) Banks

- (a) Banks are limited to a maximum of two drive-thru lanes.
- (b) Drive-thru lanes shall be located on the rear or side of the building.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) Each drive-thru lane shall provide a minimum of four stacking spaces.
 - (d) Off-street parking spaces shall be located in a manner to provide safe pedestrian connections to the primary building entrance.
- (2) *Day Care, Adult and Child*
- (a) The use shall at all times comply with the requirements of O.R.C. 5104.
 - (b) Outdoor recreation areas shall not be located in front of the primary entrance of the building and shall be enclosed with a permitted fence. The outdoor recreation area shall be screened using fencing and/or landscaping to provide a minimum 50% opaque screen.
- (3) *Professional/Technical Training Facilities*
- (a) Professional/technical training facilities are permitted in the MUR Districts that are up to 10,000 square feet in floor area. Such uses that exceed 10,000 square feet in floor area and up to 20,000 square feet in floor area may be permitted in the MUR Districts with the approval of a Conditional Use Permit.
 - (b) Professional/technical training facilities shall not have outdoor activities or outdoor storage unless specifically permitted herein.
- (4) *Research and Development*
- (a) Research and development facilities are permitted in the MUR-4 District that are up to 10,000 square feet in floor area. Such uses that exceed 10,000 square feet in floor area and up to 20,000 square feet in floor area may be permitted in the MUR-4 District with the approval of a Conditional Use Permit.
 - (b) Research and development facilities shall not have outdoor activities or outdoor storage unless specifically permitted herein.
- (5) *Accessory Uses*
- (a) *Bicycle Facilities.* Bicycle Facilities are subject to the regulations set forth in §153.XXX(G)(7).
 - (b) *Day Care, Adult and Child*
 - 1. The use shall at all times comply with the requirements of O.R.C. 5104.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

2. Outdoor recreation areas shall not be located in front of the primary entrance of the building and shall be enclosed with a permitted fence. The outdoor recreation area shall be screened using fencing and/or landscaping to provide a minimum 50% opaque screen.
- (c) *Renewable Energy Equipment*
1. In the MUR Zoning Districts, only equipment for the collection of solar and geothermal energy is permitted.
 2. Ground-mounted equipment shall adhere to the following requirements:
 - A. The collection of geothermal energy is permitted only to the rear of and within five feet of the principal structure.
 - B. Ground-mounted equipment for the collection of solar energy is permitted to the side or rear of the principal structure, but not within five feet of a side or rear property line.
 - C. Ground-mounted renewable energy equipment shall be sited to minimize view from the public right-of-way and adjacent properties and shall be camouflaged to the extent that the equipment can function normally.
 3. Roof-top and building-mounted equipment shall adhere to the following requirements:
 - A. Rooftop equipment for the collection of solar energy is permitted provided it extends no more than 18 inches beyond the maximum permitted height of the principal structure.
 - B. Building-mounted renewable energy equipment shall be integrated into the architectural character of the principal structure.
- (d) *Vehicle Charging Station.* Any sign or advertising located on the vehicle charging station or related structures shall be permitted a one-square-foot sign. Additional sign area above the one-square-foot will be counted towards the sign allowance for that type of sign applicable to the primary structure on that lot.

§ 153.XXX SITE DEVELOPMENT STANDARDS

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

(A) Intent

The intent of the MUR Districts is to foster appropriate development standards that encourage a development pattern and form that is set forth in the Dublin Corporate Area Plan and the MUR Design Guidelines, emphasizing the creation of a walkable, mixed use environment.

(B) Applicability

The standards set forth in this chapter establish the regulations for the arrangement and development of land and structures within the MUR Districts.

(C) General Development Standards

Table 2 outlines the general development regulations for land and structures within the MUR Districts.

Table 2: MUR Districts – General Development Standards				
Development Standard	Metro/Blazer (MUR-1)	Tuttle/Rings (MUR-2)	Emerald (MUR-3)	Llewellyn Farms (MUR-4)
Minimum Lot Size				20,000 sq. ft
Minimum Lot Width				100'
Maximum Lot Coverage				75%
Maximum Building Height				2 stories or 25 feet, whichever is less, north of Tuttle Crossing Blvd. 3 stories or 40 feet, whichever is less, south of Tuttle Crossing Blvd.
Maximum Building Footprint				N/A
Minimum Front Yard Setback				30'
Maximum Front Yard Setback				N/A
Side Yard Setback				10'
Rear Yard Setback				50'
Front Yard Pavement Setbacks				30'
Rear Yard Pavement Setbacks				30'
Parking Location				N/A

(D) Additional Development Standards

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (1) *Outdoor Storage.* Exterior storage shall not be permitted in the MUR Zoning Districts, unless it is determined by the Director that the proposed outdoor storage is harmonious to the surrounding area and is adequately screened.
- (2) *Service Areas and Structures.*
 - (a) Overhead doors shall be located to the side or rear of structures to minimize visibility from public streets. Open service areas and loading docks shall be screened by walls a minimum of six feet in height, but not greater than 12 feet. Walls, fences, or landscape screening shall have 100% opacity to effectively conceal service and loading operations from an adjoining public right of way and from any residential zoning district or residential use.
 - (b) Service structures shall be screened consistent with the regulations set forth in §153.077 of the City of Dublin's Zoning Regulations.
- (3) *Mechanical Screening*
 - (a) *Roof-mounted equipment.* All roof-mounted mechanical equipment (including but not limited to HVAC equipment, exhaust fans, cooling towers, and related guard rails or safety equipment) shall be fully screened from view at ground level on all sides of the structure, to the extent practicable, from adjacent buildings of similar height.
 - (b) *Ground-mounted equipment.* All ground-mounted mechanical equipment shall be incorporated within the footprint of a principal or accessory structure or shall be fully screened from view on all sides.
 - (c) *Exemptions.* The requirement to screen roof-mounted or ground-mounted equipment shall not apply if the only feasible location for screening would impede the functioning of solar, wind, or geothermal energy equipment or systems.

(E) **Architectural Requirements**

- (1) *Applicability.* Architectural requirements as specified in this section shall apply to new construction. New construction is also subject to the MUR Design Guidelines as applicable. Design of additions to structures existing as of the date of this amendment may coordinate with the architecture of the existing structure, but to the extent possible shall meet the requirements of this section.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (2) *Windows.* Building walls facing public streets, residential zoning districts, or residential uses shall incorporate windows or glass openings to effectively avoid blank and undifferentiated elevations while balancing the needs of internal space needs and operations. Windowless exterior walls are prohibited.
- (3) *Roofs*
 - (a) Downspouts and scuppers shall be carefully integrated into the façade design.
 - (b) Roof penetrations (fans, exhaust, vents, etc.) shall be concealed and shall not be visible from the building's principal frontage street.
- (4) *Exterior Materials.* At least 80% of the exterior walls shall be constructed out of one or more of the primary materials listed below:
 - (a) *Primary Materials*
 1. *Brick.* Brick shall be uniform in color within any one specific color range but using more than one color range to create patterns is acceptable. Bricks that have been flashed to change color in the individual unit, distressed bricks, and wood mold bricks are not acceptable.
 2. *Glass.* Transparent, tinted, reflective, coated, opaque, translucent, and textured glass, as well as glass block, is permitted.
 3. *Stone.* Stone such as limestone, granite, and marble are acceptable. Synthetic stone of a high quality that is indistinguishable from natural stone is also acceptable.
 4. *Pre-cast concrete.* Pre-cast concrete panels developed with shadow lines, reveals, textural changes, color variations, and/or exposed aggregate are acceptable.
 5. *Architectural metal.* Smooth face, textured face, and corrugated type insulated, or un-insulated metal panels are acceptable. Careful attention to how the panels is adjoined, detailed at corners, and attached is required. Long span, high profile fluted, or ribbed metal panels are prohibited.
 6. *Synthetics.* Synthetic siding materials such as fiber cement siding and EIFS are acceptable if carefully integrated into the building's design and detailed with a high level of shadow lines and reveals.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

7. Other primary building materials may be approved by the Planning and Zoning Commission if demonstrated to be of similar quality to the permitted primary materials.

(b) *Secondary Materials*

1. Any primary material listed above may be considered as a secondary material.
2. Gypsum fiber reinforced concrete (GFRC), wood siding, fiber cement siding and Exterior Insulation and Finishing Systems (EIFS) may be used for trim, detailing, and architectural features.
3. Other secondary building materials may be approved if demonstrated to be of similar quality to the permitted secondary materials.

- (5) *Accessory Structures.* Attached or detached accessory structures shall be constructed similar in design, style, quality, and appearance with identical materials as the principal structure.

(F) **Landscaping and Tree Preservation**

(1) *General*

- (a) The provisions of §153.130 through §153.149 shall apply to the MUR Zoning Districts, unless specifically modified or waived by the Planning and Zoning Commission.
- (b) Site landscaping shall comply with the general character and design components as prescribed in the Dublin Corporate Area Plan and the MUR Design Guidelines.

- (2) *Perimeter Landscape Buffer.* The following landscape regulations apply to properties contained within the MUR-4 Zoning District:

- (a) Perimeter landscape buffer is required when a non-residential land use is adjacent to a residential zoning district or use (regardless of whether there is an intervening street, alley, driveway, or easement). Such buffer shall be planted with one tree per 40 lineal feet or fraction thereof plus a continuous six-foot high opaque screen constructed out of plantings, a hedge, wall, fence, earth mound, or combination thereof.
- (b) These requirements apply when a site that is subject to these requirements is developed or redeveloped. No existing development shall be required to install

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- perimeter landscape buffering because of a change in the nature, character, or zoning classification of an adjacent parcel.
- (c) The required perimeter landscape buffer area may be located within a utility or other easement with the prior approval of the City Engineer provided all of the landscape requirements are met.
 - (d) Required buffer materials must be placed on the parcel where development or redevelopment is occurring, unless both the parcel providing the buffering and the parcel being buffered are in common ownership, in which case the buffer may be provided on either or portions of both properties.
 - (e) Vehicles or other objects shall not overhang or otherwise intrude upon the required perimeter landscape buffer. Refer to §153.XXX(G)(7) for curb and wheel stop requirements.
 - (f) Existing landscape material in good or fair condition may be used to satisfy these requirements with the prior approval of the Director.
- (3) *Surface Parking and Circulation Area Landscaping.* All surface parking lots located within the MUR-4 Zoning District that contain ten or more parking spaces and other vehicular use areas shall provide landscaping as required by this section.
- (a) *Street Frontage Screening.* Surface parking lots and other vehicular use areas located within 40 feet of a public street shall be landscaped along the parking lot boundary facing the street to create a visual edge along the public right-of-way.
 - (b) *Perimeter Buffering.* Where a surface parking lot is located within 50 feet of a side, or rear lot line, and the adjacent property contains a residential zoning district or use, the property owner shall install perimeter buffering meeting the requirements of §153.XXX(F)(2).
 - (c) *Interior Landscaping.* Parking lot islands shall be strategically distributed throughout paved parking areas and shall be consistent with section 3.3 of the MUR Design Guidelines. Interior landscaping is not required in the interior of service courts and loading docks.
- (4) *Foundation planting.* Building foundation landscaping is required along all sides of a building facing a public street or private drive, a residential zoning district or use, open space, or facing a surface parking area located on the same lot.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (5) *Use of Mounding.* The general design of sites shall avoid the use of uniform mounding to meet screening and buffering requirements. Integration of mounding as one of the forms of screening should focus on landforms of varying width and height that will achieve a more natural and less “engineered” appearance.
- (6) *Street Trees.* Street trees are required along all public streets per the regulations set forth in §153.134.
- (7) *Tree Preservation.* All sites within the MUR Districts are expected to retain and protect natural features to the greatest extent practicable as part of the development process. Sites shall also comply with the procedures for §153.140 to §153.149.

(G) **Parking Requirements**

- (1) Parking shall comply with §153.200 through §153.212, unless specifically provided herein. In the case of conflicts, regulations for the MUR Districts will prevail.
- (2) Parking shall not be located within a setback, as outlined in Table 2, except that parking areas may extend across contiguous lots in developments with coordinated site design, shared access points and/or shared parking arrangements.
- (3) *Applicability.* Any existing structure which does not have the minimum number of parking spaces or loading areas as required by this section, and which thereafter provides additional parking and/or loading spaces in conjunction with an improvement, shall be required to meet the minimum number of parking spaces as provided by Table 3 unless an adjustment is granted per §153.XXX(parking adjustments).
- (4) *Parking Requirements*
 - (a) *Minimum Amount Required and Maximum Amount Permitted*
 1. Each use shall provide the minimum amount of parking required for that use listed on Table 3 and shall be permitted to provide up to the maximum amount of parking on-site, as indicated for that use in Table 3, except as may be modified by the required reviewing body.
 2. When calculating minimum and maximum parking requirements, fractional numbers shall be increased to the next whole number.
 3. Unless otherwise noted, all square footage requirements are based on indoor gross floor area.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

4. Except as noted in Table 3, no additional parking is required for accessory or temporary uses when the square footage of the uses is included in the parking calculation for the gross floor area of the principal use.
5. Parking and loading spaces for uses not addressed in Table 3 shall be determined by the Director based on the anticipated parking impacts of the proposed use, its similarity to characteristics of other listed uses, and supporting documentation that may be provided by the applicant.

Table 3: Parking Space Requirements

Use	Minimum Required		Maximum Permitted
Bank	2.5 per 1,000 sq. ft		150% of minimum
Day Care, Adult and Child	1 space per 10 clients at licensed capacity		
Government Services, Safety	2 per 1,000 sq. ft.		150% of minimum
Office, General	Less than 50,000 sq. ft.	2.5 per 1,000 sq. ft.	125% of minimum
	50,000 – 150,000 sq. ft.	3 per 1,000 sq. ft.	
	Greater than 150,000 sq. ft.	4 per 1,000 sq. ft.	
Office, Medical	2.5 per 1,000 sq. ft.		125% of minimum
Park or Open Space	Per approved parking plan		
Professional/Technical Training Facility	2 per classroom plus 1 for every 20 students for which the facility is designed		125% of minimum
Research & Development	2 per 1,000 sq. ft.		125% of minimum
Tutoring Services	2 per classroom plus 1 for every 20 students for which the facility is designed		125% of minimum

(5) *Parking Plan*

- (a) A parking plan demonstrating compliance with the provisions of §153.XXX(G) is required for the following conditions and may be submitted as a Minor Project:
 1. Applications for a Final Development Plan;

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

2. Applications that include a request for off-site parking;
 3. In cases where a modified parking agreement necessitates a new or modified parking plan;
 4. Applications involving a use listed in Table 3 for which the parking requirement is specifically noted as being determined by an approved parking plan;
 5. Applications that include a request for an adjustment to required vehicle parking;
 6. Applications that include a request for an adjustment to the number or location of required loading spaces;
 7. Applications for a Minor Project for a change of use that requires 25% or more parking spaces than the previous use; or
 8. Other circumstances determined by the Director to require a parking plan, which shall be reviewed with the Minor Project application.
- (b) A parking plan shall include, at a minimum, the following, as applicable:
1. Required parking and loading computations in accordance with Table 3 and 4 and the numbers of parking spaces and loading spaces to be provided.
 2. Information regarding any requested parking adjustments.
 3. Signed and executed easements, agreements, or other documentation required to ensure that spaces counted toward the parking requirements are properly secured.
 4. Plan(s) for planned parking areas covered by the parking plan indicating locations of planned parking, names of property owners for properties not under direct control of the applicant, and any other related site details relevant to the parking plan application.
 5. Any other information required by the Director to ensure an adequate review of the parking plan information.
- (c) *Demonstration of Parking Need.* The PZC shall be permitted to approve a parking plan for fewer than the minimum required parking spaces or more

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

than the maximum permitted parking spaces based on a demonstration of parking need by the applicant. The required reviewing body shall consider:

1. The land use and development character of the area to be served by the parking facility;
 2. The availability of other publicly available parking in the area;
 3. The timing of parking use relative to other uses in the area;
 4. The parking requirement for similar uses as may be determined by the Director;
 5. Whether the provided parking meets the location requirements;
 6. Whether compliance with Table 3 is made to the maximum extent practicable;
 7. Whether other adjustments as described in this section should apply in conjunction with or in lieu of the requested need-based adjustment; and
 8. Whether supporting documentation, if provided, adequately demonstrates that sufficient parking is available to meet projected typical demand.
- (d) Off-street parking requirements may be met in a shared parking lot located within 600 feet of building/structure served.
- (6) *Alternative Parking Space Dimensions*
- (a) A property owner may request an adjustment to parking space dimensions for no more than 5% of required parking spaces, based on documentation of a formal policy or program to encourage the use of compact vehicles by employees or visitors, as approved by the PZC.
 - (b) Where alternative dimensions are approved, which would have the effect of reducing the number of required spaces meeting the standard dimension requirements, the remaining standard spaces shall be subject to the deferred parking requirements.
- (7) *Curbs and Wheel Stops*

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) Raised or rolled concrete curbs or wheel stops at least five inches high shall be installed where necessary to prevent vehicle conflicts with abutting landscape areas, sidewalks, streets, buildings, or lot lines. There shall be a minimum of four feet of clear walkway area and at least two and one-half feet between a curb or wheel stop and any property line, planting area, street, or building.
 - (b) Planted areas shall be installed at a lower grade than the parking lot pavement, include curbing at the edge of a landscaped area and have openings or gaps allowing drainage from the pavement to enter and percolate through the landscaped areas when used for stormwater management purposes, or if required by the City Engineer.
 - (c) Wheel stops may be used in conjunction with accessible parking spaces where an adjacent walkway is installed at the same grade as the parking space. Wheel stops may be used in addition to raised curbs where necessary to prevent vehicle overhang onto adjacent walkways or near buildings, or in conjunction with curb breaks used for stormwater drainage. Curbs shall be required in all other circumstances.
- (8) *Bicycle parking*
- (a) One bicycle parking space shall be required for every 20 parking spaces required, or fraction thereof. A minimum of four spaces shall be provided whenever bicycle parking is required. Parking lots containing less than 20 spaces are not required to provide bicycle parking.
 - (b) Every effort should be made to provide clear pedestrian connectivity from the public street to the main entrance of buildings. Clear path of travel through parking areas should be designed in a manner to effectively minimize conflict with vehicles.
 - (c) Bicycle parking shall be located within 100 feet of the entrance to a principal structure. Parking may be located within the principal structure and should be located where conflicts with pedestrian or vehicular travel can be avoided.
 - (d) Bicycle parking racks, docks, or posts shall be designed and installed to provide two points of contact to an individual bicycle frame when used as intended. Enclosed locker-type facilities may be provided in lieu of open racks. Racks and lockers must be designed to allow a bicycle to be locked to a structure attached to the pavement, building, or other permanent structure.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (e) Bicycle racks shall be installed according to the dimensional requirements set forth by the bike rack manufacturer and the latest edition of the APBP Bicycle Parking Guidelines, or similarly acceptable industry publication.
 - (f) A minimum five-foot access aisle or maneuvering zone shall be provided for each bicycle parking facility.
- (9) *Vehicle Charging Stations.* Parking lots shall provide at least one vehicle charging station for every 200 parking spaces unless waived by the PZC. Plug-in points shall be associated with an individual parking space and shall be installed according to appropriate design standards, as approved by the Director. Plug-in points are exempt from the service structure screening requirements of section 153.XXX(D)(3).
- (10) *Loading Areas*
- (a) *Number.* The minimum number of loading spaces shall be provided in accordance with the loading space requirements table below. Requirements may be modified upon approval of a Parking Plan and upon making the determination that another measure would be more appropriate because of the number or type of deliveries experienced by a particular business or use.

Table 4: Minimum Loading Spaces Required Per Principal Structure	
25,001 – 50,000 sq. ft. GFA	1 space
50,001 – 100,000 sq. ft. GFA	2 spaces
100,001 sq. ft. and above GFA	3 spaces

- (b) *Location.* Loading/unloading areas and docks shall be prohibited in the front yard. Loading or unloading spaces or docks are prohibited within 50 feet of any residential use unless completely enclosed or screened from view in accordance with the Zoning Code.
- (c) *Design Requirements*
 - 1. An alley or front service drive may be used where a single loading space is required. In all cases, service vehicles must be able to maneuver on-site without interfering with travel on a public street, with off-street parking or the normal movement of vehicles and pedestrians on-site.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

2. Loading spaces separate from docks shall be at least 12 feet wide, 30 feet long and 14 feet high for adequate clearance.
 3. No loading docks are permitted on front elevations facing the public street.
- (d) All service vehicles and/or fleet parking must be maintained within appropriately screened areas and shall not be placed forward of the structure.

(H) Circulation and Access

- (1) *Rights-of-way Dedication.* Private development shall include the dedication of rights-of-way for the future expansion and widening of public roads to serve properties in accordance with the City's Thoroughfare Plan.
- (2) *Site Access.* All access from public rights-of-way shall be provided at locations approved by the City for the purposes of access management and safety. Cross access easements shall be provided for all shared driveways, and all sites shall comply with the City's Administrative Policy for Intersection Visibility Triangles at proposed access points. Cross access easements shall extend all the way to the property line.
- (3) *Construction Durability.* All private drives, parking areas, pedestrian paths, and sidewalks shall meet at least the minimum requirements established by the City.
- (4) *Paths and Connections*
 - (a) Public access easements shall be provided in all cases where shared-use paths are provided through a site and not along a public street.
 - (b) Installation of sidewalks and shared-use paths on site shall be made in compliance with the Dublin Corporate Area Plan and other City plans and policies.
 - (c) Pedestrian access shall be provided from all building entrances to public sidewalks along the street right-of-way. Continual maintenance of all access on a site shall be the responsibility of the property owner.
 - (d) A minimum four-foot sidewalk shall be required along the edge of all parking lots on sides adjacent to buildings to adequately facilitate pedestrian access into the building.

(I) Signs

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

Signs shall comply with §153.150 through §153.164 unless specifically provided for in the following section or by the approval of a Master Sign Plan per §153.XXX(master sign plan). In the case of conflicts, regulations for the MUR Zoning Districts will prevail.

- (1) *Table of Height, Area, & Setbacks.* Table 5 shall provide for the implementation of sign requirements for the MUR Zoning Districts:

Table 5: Sign Regulations									
Uses	Wall Signs		Monument Signs			Window Signs	Projecting Signs (Wall or Post Mounted)		
	Maximum Area (sq. ft.)	Maximum Height (ft.)	Maximum Area (sq. ft.)	Maximum Height (ft.)	Minimum Setback (ft.)	Maximum Area (sq. ft.)	Maximum Area (sq. ft.)	Maximum Height (ft.)	Minimum Setback (ft.)
Day Care, Adult and Child, Tutoring Services, Government Services, Safety	30	15	30	8	8	N/A	6	6	6
Office, General and Medical, Professional/ Technical Training, Research and Development	50	15	50	8	8	6	N/A	N/A	N/A
Other uses not listed in this table	30	15	30	8	8	6	N/A	N/A	N/A
Joint Identification	N/A	N/A	50	8	8	6	N/A	N/A	N/A

- (2) *Table of Numbers.* The following summarizes the number of signs permitted within the MUR Zoning Districts. The intent of the Districts is that each site is permitted one monument and wall or projecting sign as its primary identification. For designated uses an additional window sign can be used to identify main entrances. An additional sign may be permitted in instances where support services available to the public area integrated within the first floor of a primary structure such as a large office complex. In no case shall more than one sign identifying a particular business be oriented toward the same property line.

Table 6: Sign Type and Number	
Sign Type	Number Permitted
Wall Sign	<ul style="list-style-type: none"> 1 sign per building or use

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

	<ul style="list-style-type: none"> • For multiple street frontages, 1 sign per frontage, not to exceed a total of 2 (provided a minimum of 100 feet of frontage on each street) • For multi-user buildings where tenants have individual entrances, 1 wall sign per tenant space is permitted to a size as defined by the Sign Code • In larger office/research complexes with multiple building wings connected by a shared atrium, 1 wall sign may be permitted for each wing.
Monument Sign	<ul style="list-style-type: none"> • 1 sign per lot or multiple lots if devoted to one specific use or user • For multiple street frontages, 1 sign per frontage, not to exceed a total of 2 (provided a minimum 100 feet of frontage on each street)
Window Signs	<ul style="list-style-type: none"> • 1 sign per business or use when the use has an individual entrance (in addition to any monument, wall, or projecting sign)
Projecting Signs	<ul style="list-style-type: none"> • Generally limited to 1 per building or use

- (3) *Joint Identification Signs.* No more than four tenant panels may be provided on one monument sign. Tenant panels must include a frame to visually separate the individual panels.
- (4) *Wall Signs.* Based upon the specific architecture of buildings, wall signs may be administratively approved by the PZC at a greater building height, not to exceed the primary roof line.
- (5) *Secondary Image.* Secondary images for signs within the MUR Zoning Districts may be designed up to 30% of the maximum permitted area of the sign face.
- (6) *Sign Types.* To better accommodate contemporary architecture, sites permitted multiple signs may utilize a combination of sign types.
- (7) *Sign Lighting.* Signs may be illuminated per the requirements in §153.159(E) except that no internally illuminated signs shall be located on a building wall that faces a residential zoning district or use.

(J) Site Lighting

The lighting standards within this section are intended to allow adequate night time lighting to protect public safety while also protecting adjacent residential uses, where applicable, from excessive night time light and glare, protecting motorists from glare among public rights-of-way, reducing consumption of electricity for lighting purposes, and prohibiting excessive light trespass beyond property lines.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (1) *Exemptions*
 - (a) Pedestrian walkway ground lighting; and
 - (b) Street lighting.
- (2) *Fixture Power and Efficiency. All light fixtures shall meet the standards in Table 7.*

Table 7: Fixture Power and Efficiency	
Maximum permitted initial lamp lumens per sq. ft.	9.7 lumens/sq. ft.
Maximum lamp allowance	44,000 lumens
Minimum lumens per watt or energy consumed (as documented by manufacturers specifications or results of an independent testing laboratory)	80 lumens/watt

- (3) *Shielding*
 - (a) All exterior light sources and lamps that emit more than 900 lumens shall be concealed or shielded with an Illuminations Engineering Society of North America (IESNA) full cut-off style fixture with an angle not exceeding 90 degrees to minimize the potential glare and unnecessary diffusion on surrounding property. No portion of the lamp, reflector, lens, or refracting system may extend beyond the housing or shield, with the exception of pedestrian lighting.
 - (b) All light sources shall be designed, located, and installed so that the light source is not directly visible from any surrounding property in a residential district.
- (4) *Lighting Uniformity.* Lighting across a horizontal surface shall have an average range from one to three footcandles.
- (5) *Light Trespass.* Light generated on site shall not add more than one footcandle to illumination levels at any point at grade level 10 feet beyond the property line.
- (6) *Lighting Plans.* Lighting plans submitted as part of applicable minor projects or final development plans shall include existing lighting from streets and surrounding buildings developed under these standards, and proposed lighting generated from light poles and building lighting.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

(7) *Light Poles*

- (a) The base of light poles in parking areas shall be either flush with grade or mounted on a concrete foundation projecting no more than 36 inches above grade. The base of light poles in non-parking areas shall be either flush with grade or mounted on a concrete foundation projecting no more than six inches above grade.
- (b) Light poles should be a maximum of 16 feet in height.

(8) *Wall Lighting*

- (a) Decorative wall lighting may be used to provide up-lighting, downlighting, or other types of lighting accents for buildings within the MUR districts. Decorative lighting shall not exceed 900 lumens unless installed and shielded in accordance with this section.
- (b) Ground or pole-mounted floodlights are not permitted for façade lighting.

(K) **Utility Undergrounding and Screening**

- (1) In the MUR Zoning Districts, all utility lines including but not limited to water supply, sanitary sewer service, electricity, telephone and gas, and their connections or feeder lines shall be placed underground.
- (2) All utility connections shall be kept to the rear or the side of the building, out of view or screened. Applicants shall coordinate with utility providers to site transformers and other similar utility structures to the rear or sides of buildings, or otherwise out of view or screened.
- (3) Existing above-ground utility lines shall be required to be buried with the provision of new streets, or as otherwise required by the City Engineer.

§ 153.XXX REVIEW AND APPROVAL PROCEDURES AND CRITERIA

(A) **Process Purpose and Intent**

The purpose of this section is to provide adequate review of applications for rezoning and/or development within the MUR Zoning Districts. These procedures are intended to create an efficient and predictable review process for projects within these districts.

(B) **Process Summary Table**

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

Table 8: Process Summary Table						
<i>R=Recommendation D=Decision A=Administrative Appeal RF=Review & Feedback</i>						
<i>Reviewing Body</i>	<i>Planning Director</i>	<i>Administrative Review Team</i>	<i>Board of Zoning Appeals</i>	<i>Planning and Zoning Commission</i>	<i>City Council</i>	<i>Zoning Code Reference</i>
Zoning Code Approvals						
Zoning Map or Text Amendment	R			R	D	§153.234
Conditional Use	R			D		§153.236
Special Permit	R		D			§153.231(G)
Use Variance	R		R		D	§153.231(H)(3)
Non-Use (Area) Variance	R		D			§153.231(H)(2)
MUR District Applications						
Pre-Application Staff Meeting	RF					§XXX(C)
Informal Plan	R			RF		
Concept Plan	R			D		§XXX(D)
Concept Plan with a Development Agreement	R			R	D	§XXX(D)(1)(e)
Final Development Plan	R		A	D		§XXX(E)
Minor Project	R	D		A		§XXX(F)
Waivers	R			D		§XXX(G)
Administrative Departure	D		A			§XXX(H)
Master Sign Plan	R			D		§XXX(I)
Administrative Approvals	D					§XXX(J)
Certificate of Zoning Plan Approval	D					§153.233/ §153.066(O)

(C) Pre-Application Staff Meeting

(1) Purpose and Applicability

- (a) The purpose of the Pre-Application Staff Meeting submittal is to provide a potential applicant with a non-binding review of a development proposal and to provide information on the procedures and policies of the City, including application review procedures.
- (b) Pre-Application reviews do not result in a development decision or permit and shall not obligate the City or the applicant to take any action on the proposal.

(2) Review Procedures

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) A request for a pre-application review shall be made in accordance with the provision of division (M)(1) of this section.
- (b) Requests shall be submitted to the Director, who shall be responsible for circulating any submittal material to the applicable departments for input.
- (c) The Director and staff shall use reasonable efforts to conduct an expeditious review of the submitted materials and provide non-binding input and recommendations.
- (d) The Director may schedule a meeting with the potential applicant to discuss the request or may provide a written summary of the staff review.
- (e) Additional staff reviews of the pre-application submittal may be requested by the applicant prior to filing a formal application.
- (f) Any and all written summaries of the pre-application review shall be forwarded to the required reviewing body with a formal application.

(D) **Informal Plan**

Prior to submittal of an application for a Concept Plan (CP), an applicant may submit an Informal application for review of a development concept with the PZC. Such submittal shall include a completed application form and supporting material sufficient to describe the development concept. The review of the Informal submittal shall be non-binding upon the PZC and the applicant, however, it is intended to provide feedback by the PZC that should inform the preparation and subsequent review of the CP. The Planning Director shall prepare a brief analysis and comments that will be submitted to the PZC with the application.

(E) **Concept Plan**

(1) *Purpose and Applicability*

- (a) The purpose of the Concept Plan (CP) is to provide a general outline of the scope, character, and nature of the proposed development to determine if it is consistent with the policy direction and recommendations set forth in the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, the requirements of the MUR Zoning Districts, and applicable Zoning Code requirements.
- (b) The CP review provides an opportunity for public input at an early stage of the development process.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) The CP review is intended to provide clear direction to the applicant by the required reviewing body resulting from its review and approval of the application.
 - (d) If the CP is approved by the reviewing body, it shall serve as a basis for preparation by the applicant of the FDP for the proposed development.
 - (e) For projects that will propose a development agreement due to the need for development timeframe, public infrastructure, public and private contributions, development restrictions, or other related items, City Council shall serve as the required reviewing body for the CP. In those cases, the Director and the Planning and Zoning Commission shall each review the CP and provide a recommendation to Council to approve, approve with conditions, or disapprove the CP.
- (2) *Review Procedures*
- (a) The CP is a mandatory step in the development review and approval process.
 - (b) An application for a CP shall be made in accordance with the provisions of division (M)(1) of this section.
 - (c) The Planning and Zoning Commission shall be required reviewing body for the CP in the MUR Zoning Districts, unless a development agreement is proposed in conjunction with a proposed project, then City Council shall be required reviewing body for the CP.
 - (d) The CP shall be forwarded to the PZC for approval, approval with conditions, or denial of the application under the criteria of division (E)(4) of this section.
 - (e) The PZC shall review the CP application, the Director's recommendation, and render its decision based on the criteria of division (E)(4). In the instance the PZC is the required reviewing body, the Commission will render a decision for approval, approval with conditions, or denial and written record of the Commission's decision shall be provided.
 - (f) In the instance of a CP associated with a proposed development agreement, the Commission will make a recommendation of approval, approval with conditions, or denial to City Council.
 - (g) City Council shall review the CP application and the recommendations of PZC and the Director, and render its decision based on the criteria of division (D)(3) of approval, approval with conditions, or denial.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (3) *Submittal Requirements.* It is the intent of these regulations that the CP shall indicate overall design of the proposed project. Information submitted should be comprehensive enough to enable the required reviewing body to understand the existing site and concept for the proposed development, and to evaluate consistency with the review criteria in division (E)(4). The applicant shall submit an application and supplemental materials as outlined in division (M)(1) and determined by the Director.
- (4) *Review Criteria.* The required reviewing body shall make its decision on an application for a CP based on each of the following criteria and may consider the recommendation of the Director and, if City Council is the required reviewing body, the recommendation of the PZC. For applications associated with a development agreement, the PZC shall apply these criteria in the formulation of its recommendation to City Council.
 - (a) The CP is consistent with the applicable policy guidance of the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, the requirements of the MUR Zoning Districts, other applicable Zoning Code requirements, and other applicable City plans, and citywide administrative and financial policies;
 - (b) The CP conforms to the applicable requirements of the Code;
 - (c) The illustrative lots, supporting street and pedestrian network, and internal circulation provide a coherent development pattern and the conceptual locations of access points to surrounding streets will avoid adverse impacts on surrounding neighborhoods and traffic infrastructure;
 - (d) The proposed land uses allow for appropriate integration into the community, consistent with adopted plans, and align with the requirements of § XXX Uses;
 - (e) The conceptual buildings are appropriately sited and scaled to create a cohesive development character that complements the surrounding environment, and conforms to the architectural requirements of § XXX Design Standards and the MUR Design Guidelines;
 - (f) The conceptual design of open spaces, including location and relationship to surrounding buildings, provides for meaningful public gathering spaces that benefit the community both within and outside the proposed development; and

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (g) The CP allows for the connection and or expansion of public or private infrastructure and the continued provision of services required by the City or other public agency.

(F) **Final Development Plan**

(1) *Purpose and Applicability*

- (a) The purpose of the Final Development Plan (FDP) is to confirm compliance with the CP, all applicable requirements of the Code, Community Plan, Dublin Corporate Area Plan, MUR Design Guidelines, and other adopted plans, policies, and regulations, and the review criteria.
- (b) The FDP allows the PZC to ensure that the proposed development is compliant with the following:
 1. That the street network provides a coherent and rational development pattern, and the site provides for clearly identified pedestrian accessible routes and connections;
 2. That the proposed building(s) are appropriate to the location and neighborhood, including assuring that the dimensions of a parcel meet the lot size requirements for the applicable zoning district;
 3. That the architecture, building materials and colors, landscaping and buffering, and site layout create a functional, aesthetically appealing place;
 4. That planned open spaces and building are integrated in order to complement each other;
 5. That the proposed development is consistent with the general development requirements of the City with respect to such elements as infrastructure, transportation, and environmental considerations; and
 6. That the proposed development will contribute to the creation of signature places in the City.
- (c) The FDP is intended to verify the proposed development, or phases of development, is in compliance with all applicable code requirements and design guidelines and is consistent with the CP.
- (d) All development within the MUR districts shall require an approved FDP prior to applying for site disturbance approval, Certificate of Zoning Plan Approval

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

(CZPA), and/or building permits. In addition, the following development activities shall also require an approved FDP:

1. When a project involves the design or construction of new streets, or a proposed realignment or relocation of any street that is required or permitted by the City;
 2. When a project requires land subdivision in accordance with Chapter 152; or
 3. When a project does not meet the criteria for a Minor Project (MP).
- (e) Applications for a FDP shall be reviewed by the PZC, whose approval shall be binding and shall serve as the regulatory and administrative document for zoning compliance.
- (2) *Review Procedures*
- (a) An application for a FDP shall be submitted in accordance with the provisions of divisions (F)(4) and (M)(1) of this section.
 - (b) The PZC shall be the required reviewing body for the FDP within the MUR Zoning Districts.
 - (c) The Director shall make a recommendation to the PZC for approval, approval with conditions, or denial of the FDP application under the criteria of division (F)(4) of this section.
 - (d) The PZC shall review the FDP application and the recommendation of the Director and render its decision based on the criteria of division (F)(4) of this section for approval, approval with conditions, or denial. A written record of the Commission's decision shall be provided.
- (3) *Submittal Requirements.* It is the intent of these regulations that a FDP shall provide final project information that is sufficient to ensure general conformity to an approved CP. Information should be sufficiently detailed to enable the PZC to understand the existing site and the FDP for the proposed project or a portion thereof, and to evaluate consistency with the review criteria in division (F)(4). The applicant shall submit an application and supplemental materials as outlined in division (M)(1) and determined by the Director.
- (4) *Review Criteria.* The PZC shall make its decision on an application for a FDP based on each of the following criteria:

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) The FDP shall be substantially similar to the approved CP, and consistent with the record established by the required reviewing body, the associated Staff Report, and the Director's recommendation;
- (b) The proposed development is consistent with the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, other adopted City plans, and citywide administrative and financial policies;
- (c) The proposed land uses conform to all applicable requirements and use specific standards of § XXX Uses;
- (d) The proposed buildings are appropriately sited and conform to the requirements of § XXX Site Development Standards;
- (e) The proposed street layout and lots conform to the requirements;
- (f) The proposed design of the internal circulation system, driveways, and any connections to the public realm provide for safe and efficient access for pedestrians, bicyclists, vehicles, and emergency services;
- (g) The proposed building design, site design, landscaping and buffering plan, and open spaces are consistent with the MUR Design Guidelines;
- (h) The scale and design of the proposed development allows for the adequate provision of services currently furnished by or that may be required by the City or other public agency including, but not limited to, fire and police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services;
- (i) The proposed development provides adequate stormwater management systems and facilities that comply with the applicable regulations of this code and any other applicable design criteria or regulations as adopted by the City or required by other government entities;
- (j) The proposed development can be adequately serviced by existing and/or planned public or private infrastructure consistent with the City's most recently adopted capital improvements program;
- (k) If the development is proposed to be implemented in phases, each phase has adequate infrastructure to serve the development independently without the need for further phased improvements; and

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (l) The proposed development demonstrates consistency with the recommendations, principles, and intent of all applicable design standards and guidelines, including but not limited to buildings, open spaces, and streetscapes.

(G) **Minor Project**

- (1) *Purpose and Applicability.* The purpose of the Minor Project (MP) is to provide an efficient review process for smaller projects that do not have significant community effects.
- (2) *Minor Projects Defined.* The following projects shall be considered eligible for review and approval as a Minor Project:
 - (a) Individual single-family detached dwelling units.
 - (b) Development of mixed use and nonresidential principal structures of 10,000 square feet or less gross floor area and associated site development requirements.
 - (c) Additions or modifications to principal structures that increase the gross floor area by not more than 25%, or not more than 10,000 square feet gross floor area, whichever is less, existing as of the effective date of this amendment, or when first constructed, and associated site development requirements.
 - (d) Exterior modifications to principal structures involving not more than 25% of any individual façade elevation of the structure. The repainting of a façade, either partially or fully, shall be considered a Minor Project.
 - (e) Signs, landscaping, parking, and other site related improvements that do not involve construction of a new principal building.
 - (f) Accessory structures and uses.
 - (g) Parking plans when not associated with a FDP.
- (3) *Review Procedure*
 - (a) An application for a Minor Project (MP) shall be made in accordance with the provisions of divisions (G)(5) and (M)(1) of this section.
 - (b) The ART shall be the required reviewing body for the MP.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) The Director shall make a recommendation to the ART for approval, approval with conditions, or denial of the MP under the criteria of division (G)(5).
 - (d) The ART shall review the MP application and the Director’s recommendation, and render its decision based on the criteria of (G)(5) of this section for approval, approval with conditions, or denial. A written record of the PZC’s decision shall be provided.
 - (e) If the application is not approved by the ART, the applicant shall be given the opportunity to revise the application in response to the ART comments and resubmit for reconsideration.
 - (f) Decisions of the ART are appealable to the PZC.
- (4) *Submittal Requirements.* It is the intent of these regulations that an application for a MP provides sufficient information to ensure general conformity to the applicable provisions of this code. The information should be sufficiently detailed to enable the required reviewing body to understand the existing site and the MP request for the proposed project or a portion thereof. The applicant shall submit an application and supplemental materials as outlined in division (M)(1) and determined by the Director.
- (5) *Review Criteria.* The Planning and Zoning Commission shall make its decision on an application for a MP based on each of the following criteria and the recommendation of the Director:
- (a) The MP shall be consistent with the Community Plan, the Dublin Corporate Area Plan, applicable Zoning Code requirements, MUR Design Guidelines, and adopted plans, policies, and regulations;
 - (b) In cases where a MP is proposed within or as part of an approved FDP, the MP shall be consistent with such approved FDP;
 - (c) The MP shall be consistent with the record established by the required reviewing body, the associated Staff Report, and the Director’s recommendation;
 - (d) The proposed land uses meet all applicable requirements and use specific standards of §153.XXX Uses; and
 - (e) The proposed site improvements, landscaping, screening, and buffering shall meet all applicable requirements of the Code and respond to the standards of the MUR Design Guidelines.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

(H) **Waivers**

- (1) *Purpose and Applicability.* Under the provisions of this section, Waivers are a process to allow deviations from specific code requirements that may only be granted by the PZC.
- (2) *Waivers Defined.* A Waiver is defined as a request for a deviation from the requirements of §153.XXX (site development standards) and §153.XXX (design standards), which do not otherwise qualify for an AD under the provisions of division (I) of this section.
- (3) *Review Procedure*
 - (a) An application for a Waiver shall be made in accordance with the provisions of divisions (H)(2) and (M)(1) of this section.
 - (b) The Waiver may be submitted with any application for a FDP or a MP.
 - (c) The Director shall make a recommendation to the PZC for approval, approval with conditions, or denial of the Waiver under the criteria of division (H)(5). Additional Waivers determined by the Director during his/her review, may be included for review by the PZC.
 - (d) The PZC shall review the requested Waiver using the criteria of division (5) of this section. Should other Waivers be necessary to resolve conflicts with other requirements of this Chapter resulting from the requested Waiver, those Waivers shall also be reviewed by PZC.
 - (e) The PZC shall approve, approve with conditions, or deny the Waiver request. A written record of the ARB decision will be provided.
- (4) *Submittal Requirements.* It is the intent of these regulations that an application for a Waiver provides sufficient information to evaluate whether the Waiver should be granted under divisions (H)(2) and (H)(5). The information should be sufficiently detailed to enable the PZC to understand the existing site, proposed FDP or MP, and the related Waiver request for the proposed project or a portion thereof. The applicant shall submit an application and supplemental materials as outlined (M)(1) and determined by the Director.
- (5) *Review Criteria.* The ARB shall make its decision on an application for a proposed Waiver based on all of the following criteria:

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) The need for the Waiver is caused by unique site conditions, the use of or conditions on the property or surrounding properties, or other circumstance outside the control of the owner/lessee, including easements and rights-of-way;
- (b) The Waiver, if approved, will generally meet the spirit and intent of the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, other adopted City plans and policies, and all applicable requirements in §153.XXX through §153.XXX;
- (c) The Waiver is not being requested solely to reduce cost or as a matter of general convenience;
- (d) The Waiver, if approved, will ensure that the development is of equal or greater development quality with respect to design, material, and other similar development features than without the Waiver;
- (e) The requested Waiver is better addressed through the Waiver rather than an amendment to the requirements of this Chapter; and
- (f) The Waiver does not have the effect of authorizing any use that is not otherwise permitted in the applicable zoning district.

(I) **Administrative Departures**

(1) *Purpose and Applicability*

- (a) The intent of the Administrative Departure (AD) is to provide an efficient process to allow minor deviations from the strict application of the Code requirements caused by unusual site or development conditions or conditions unique to a particular use or other similar conditions that require reasonable adjustments, while remaining consistent with the intent of this Chapter.
- (b) The AD shall not convey special rights or other approvals that would not otherwise result from a decision under this code

(2) *Administrative Departure Defined.* An AD shall be limited to any modification of no greater than 10% to a numeric zoning standard related to building dimensions, lot dimensions or coverage, open space, landscaping, parking, fencing, walls, screening, or exterior lighting.

(3) *Review Procedure*

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (a) An application for an AD shall be made in accordance with the provisions of divisions (I)(5) and (M)(1) of this section.
 - (b) The PZC shall be the required reviewing body for administrative departures.
 - (c) A request for an AD may be submitted with an application for a FDP, MP, or at any other time as may be necessary.
 - (d) A request for an AD may be processed simultaneously with a FDP or MP to which it relates.
 - (e) The Director shall make a recommendation to the PZC for approval, approval with conditions, or denial of the AD under the criteria of division (I)(5).
 - (f) The PZC shall determine whether each requested AD is approved, approved with conditions, or denied. A written record of the PZC's decision will be provided.
 - (g) Should the PZC find that the request does not meet the criteria for an AD, the applicant may request a Waiver under the provisions of division (H) of this section or submit a new application for a FDP or MP, as applicable.
- (4) *Submittal Requirements.* It is the intent of these regulations that an application for an AD provides sufficient information to evaluate whether the request should be granted under divisions (I)(2) and (I)(5). The information should be sufficiently detailed to enable the required reviewing body to understand the existing site, proposed AD, and the related FDP or MP for the proposed project or a portion thereof. The applicant shall submit an application and supplemental materials as outlined in division (M)(1) and determined by the Director.
- (5) *Review Criteria.* The PZC shall make its decision on the requested AD based on the following criteria:
- (a) The need for the AD is caused by unique site conditions, conditions on surrounding properties, and/or otherwise complies with the spirit and intent of the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, other adopted City plans and policies, and all applicable requirements within §153.XXX through §153.XXX;
 - (b) The AD is not being requested simply to reduce cost or as a matter of general convenience;

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) The AD does not have the effect of authorizing any use, sign, building type, or open space type that is not otherwise permitted in the applicable zoning district;
- (d) The AD, if approved, does not adversely impact the pedestrian experience; and
- (e) The AD, if approved, will ensure that the development is of equal or greater development quality with respect to design, material, and other development features than without the AD.

(J) **Master Sign Plan**

(1) *Purpose and Applicability*

- (a) The purpose of the Master Sign Plan (MSP) is to define the scope, character, and aesthetic quality of signs and sign regulations for an individual tenant, multi-tenant building, or multi-building development; while allowing an additional degree of flexibility and creativity in sign design and display.
- (b) The MSP review is intended to confirm the proposed sign design or comprehensive sign plan is consistent with the development context, architectural character, the Dublin Corporate Area Plan, and the MUR Design Guidelines. MSPs are not intended to permit larger or more visible signs and are not intended to permit a greater number of signs without consideration of the MUR Design Guidelines.
- (c) The MSP allows the PZC the means to evaluate the proposal for its consistency with §153.XXX through §153.XXX, the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, and other adopted City plans, and the review criteria, and to consider the proposal within the context of existing and planned development within the vicinity of the project boundary.

(2) *Review Procedure*

- (a) An application for a MSP shall be submitted in accordance with the provisions of divisions (J)(4) and (M)(1) of this Chapter.
- (b) The PZC shall be the required reviewing body for MSPs in the MUR Zoning Districts.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) The Director shall make a recommendation to the PZC for approval, approval with conditions, or denial of the MSP application under the criteria of division (J)(4) of this section. The Director's recommendation shall be provided prior to the respective public hearing.
 - (d) The PZC shall review the MSP application and the recommendation of the Director, and render its decision based on the criteria of division (J)(4) for approval, approval with conditions, or denial. A written record of the Commission's decision shall be provided.
 - (e) The applicant may request additional review meetings with the PZC.
- (3) *Submittal Requirements.* It is the intent of these regulations that the MSP shall indicate general information, sign design standards, and the area of applicability. Information submitted should be comprehensive enough to enable the PZC to understand the existing site and design concept for the proposed MSP. The applicant shall submit an application and supplemental materials as outlined in division (M)(1) and determined by the Director.
- (4) *Review Criteria.* The PZC shall render its feedback on an application for a MSP based on each of the following criteria and the recommendation of the Director.
- (a) The MSP is consistent with the Community Plan, the Dublin Corporate Area Plan, the MUR Design Guidelines, and other adopted City plans and policies;
 - (b) The proposed signs are appropriately sited and scaled to create a cohesive character that complements the surrounding environment and meets the intent of the architectural requirements of §153.XXX Design Standards and the MUR Design Guidelines; and
 - (c) The proposed signs are not in conflict with public streets, open spaces, utilities, or rights-of-way, and do not impede the continued provision of services required by the City or other public agency.
- (K) **Administrative Approvals**
- (1) *Purpose and Applicability*
- (a) The Director may authorize an Administrative Approval (AA) to an approved FDP or MP that is required to correct any undetected errors or omissions, address conditions discovered during the permitting process or construction, or that is necessary to ensure orderly and efficient development.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (b) Any approved AA must be consistent with the intent of the related approved FDP or MP.
 - (c) The Director may also authorize an AA to existing structures and associated site improvements that are necessary to complete ordinary maintenance, refurbishment, or Zoning Code compliance.
- (2) *Administrative Approval Defined.* The following are considered AA's:
- (a) Adjustments to lot lines;
 - (b) Adjustments to the location and layout of parking lots;
 - (c) Adjustments of up to 10% in total building floor area or floor plan;
 - (d) Adjustments to building height up to 10% for no more than 10% of the floorplate of the highest occupied floor when necessary to accommodate building equipment or features required to comply with building code;
 - (e) Substitution of landscaping materials specified in the landscape plan;
 - (f) Redesigning and/or relocating stormwater management facilities;
 - (g) Relocating fencing, walls, or screening (not including screening walls);
 - (h) Modifications to sign location, sign face, landscaping, and lighting;
 - (i) Changes in building material or color;
 - (j) Changes required by outside agencies such as the county, state, or federal departments; and/or
 - (k) Other modifications deemed appropriate by the Director that do not alter the basic design or any specific conditions imposed as part of the original approval.
- (3) *Review Procedure*
- (a) An application for an AA shall be made in accordance with the provisions of divisions (K)(4) and (M)(1) of this section.
 - (b) The Director shall be the required reviewing body for applications for an AA.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) The Director shall review the request after receiving a complete application and make a decision to approve, approve with conditions, or deny an AA application under the criteria of division (K)(5) of this section. The Director's decision shall be provided to the applicant in writing.
 - (d) The Director may forward any AA application to the PZC for consideration. In making such a determination, the Director shall conclude that the application raises complex issues, including that the proposal is of such magnitude that it has a detrimental effect on the approved development or there are neighborhood or community-wide effects that may result if the proposal is approved, that would benefit from a public review and decision by the PZC.
 - (e) If denied, or approved with conditions, the applicant shall be given the opportunity to revise the request in response to the Director's comments and resubmit for further consideration.
 - (f) Requests not meeting the requirements for an AA shall require the filing and approval of a new application for a FDP, MP, or other application as applicable, in accordance with this section.
 - (g) Decisions by the Director may be appealed to PZC.
- (4) *Submittal Requirements.* It is the intent of these regulations that an application for an AA provides sufficient information to ensure general conformity to the applicable provisions of this code and the approved FDP or MP, and to evaluate whether the AA should be granted under division (K)(2) and (K)(5). The information should be sufficiently detailed to enable the Director to understand the existing site and the AA request for the proposed project or a portion thereof. The applicant shall submit an application and supplemental materials as outlined (M)(1) and determined by the Director.
- (5) *Review Criteria.* The Director shall make his or her decision on an application for a proposed AA based on all of the following criteria:
- (a) Adjustments to lot lines do not create additional lots and required setbacks are maintained, and the boundaries to any approved FDP or MP are not altered;
 - (b) Adjustments to the location and layout of parking lots maintain the perimeter setbacks, yards, buffers, and required parking;

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (c) Adjustments for buildings do not alter the character or the use of the originally approved building, building height(s), or floor plans except as provided for in division (K)(2);
- (d) Substitution of landscaping materials shall be of an equal or greater size and quality as the approved materials;
- (e) Redesigned and/or relocated stormwater management facilities shall maintain the approved general character of said facilities and the approved stormwater capacities;
- (f) Relocating fencing, walls, or screening (not including screening walls) shall maintain the same level and quality of materials and screening;
- (g) Modifications to sign location, sign face, and related landscaping and lighting, shall maintain the approved general sign design, number of signs, and dimensional requirements;
- (h) Changes in building material shall be similar to and have the same general appearance comparable to previously approved material; such changes shall be of equal or higher quality than the previously approved material;
- (i) Changes in color shall be complimentary to the architectural design and character of the building;
- (j) The modification is not being requested solely to reduce cost or as a matter of general convenience; and
- (k) The requested modification would be better addressed through the modification rather than an amendment to the requirements of this Chapter or to the approved FDP or MP.

(L) **Other Applicable Approvals**

- (1) *Conditional Uses.* The Conditional Use approval procedures in §153.236 shall apply in the MUR Zoning Districts. The PZC is the required reviewing body for Conditional Use applications.
- (2) *Zoning Map or Text Amendment.* The amendment procedures of §153.234 shall apply in the MUR Zoning Districts. In addition, a recommendation from the Director shall be submitted for consideration by the PZC and City Council.
- (3) *Preliminary and Final Plats.* Reviews of Preliminary and Final Plats shall be governed by Chapter 152 of the Dublin Code of Ordinances.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (4) *Special Permit.* The Special Permit procedures in §153.231(G) shall apply in the MUR Zoning Districts.
- (5) *Zoning Variance.* The Zoning Variance procedures in §153.231(H) shall apply in the MUR Zoning Districts. In addition, a recommendation from the Director shall be submitted for consideration by the Board of Zoning Appeals, and for City Council in the instance of a use variance.
- (6) *Public Tree Permit.* The Tree Permit requirements of §153.134(G) shall apply in the MUR Zoning Districts.

(M) **General Provisions**

- (1) *Applications*
 - (a) Each application required by this section shall be made in writing on a form provided by the City and shall be accompanied by the fee as established by City Council.
 - (b) Applications shall include all information required by the City, unless deemed unnecessary by the Director based on the nature and scale of the proposed development. No application shall be accepted and processed by the City until it is deemed complete by the Director. If found to be incomplete, the Director shall inform the applicant of any additional materials required to certify that the application is complete.
 - (c) After acceptance of a complete application, the Director and/or required reviewing body may request additional materials if deemed necessary to evaluate the proposal.
 - (d) No application for a FDP that has been denied by the PZC shall be resubmitted for a period of one year from the date of the decision, unless permitted by the Director after a demonstration by the applicant of a change of circumstances from the previous application that may reasonably result in a different decision.
 - (e) The Director may approve the simultaneous review of applications required by this Chapter and/or a subdivision plat required by the Code if the Director determines that simultaneous review will not adversely impact the achievement of the purpose and intent of this Chapter.
 - (f) Where public reviews are required by this Chapter, a written notice of the public meeting shall be sent, not less than ten days prior to the meeting, to

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

the applicant, property owner, and owners of parcels of land within 300 feet of the subject parcel(s), as listed on the County Auditor's current tax list. The notice shall, at a minimum, indicate the property that is the subject of the request, describe the nature of the request, the time, date and location of the meeting at which the application will be considered, and indicate when and where written comments will be received concerning the request.

(2) *Decisions*

- (a) Any application required to be reviewed under this section shall be approved, approved with conditions, or denied by the required reviewing body based on the applicable review criteria as provided in this section and other applicable provisions of this Chapter. The recommending body and required reviewing body shall state the reasons for their decisions in the minutes and provide a written record of the decision.
- (b) Prior to reaching a decision, if the required reviewing body determines that an application does not meet the applicable review criteria as provided in this section and other applicable provisions of this Chapter, but determines that the application could meet those criteria with modifications that could not be reasonably conditioned, the applicant may request that the decision on the application be postponed to provide the opportunity to make those modifications.
- (c) Following the approval of a FDP or MP, the applicant may proceed with the process for obtaining a Certificate of Zoning Plan Approval (CZPA) and Building Permit (BP), consistent with the approval as granted. All construction and development under any BP shall comply with the approved FDP and MP, and any other approval, as applicable.

(3) *Certificate of Zoning Plan Approval.* A CZPA issued by the Director verifying compliance with all applicable zoning requirements is required prior to modification, extension, or alteration of sites and structures, and/or change of use in MUR Zoning Districts.

(4) *Duration of Approvals*

- (a) An approved CP shall be valid for a period of no more than one year. If an application has not been filed for a FDP for at least a portion of the site within that two-year period, then the CP shall no longer be valid. A new CP application shall be required in accordance with the requirements of this Chapter.

Mixed Use Regional (MUR) Districts – DRAFT

June 15, 2020 - Version

- (b) An approved FDP shall be valid for a period of no more than two years. If a Building Permit and/or CZPA has not been filed for at least a portion of the project within the two-year period, the FDP shall no longer be valid. A new FDP application shall be required in accordance with this Chapter.
- (c) An approved MP shall be valid for a period of no more than two years. If a Building Permit and/or CZPA for at least one portion of the site has not been filed within that two-year period, then the MP shall no longer be valid. A new MP application shall be required in accordance with this Chapter.
- (d) *Abandonment*
 - 1. Once a final approval is granted by the required reviewing body, if the Director of Building Standards determines that work has been abandoned for a continuous period of six months, the approval shall lapse and cease to be in effect.
 - 2. The Director of Building Standards shall make the determination of abandonment based on the presence of one or more of the following conditions:
 - A. Removal of construction equipment or supplies;
 - B. Expiration of an active building permit issued by the City;
 - C. Evidence of a failure to maintain the property, such as overgrown weeds, failure to secure buildings, broken windows, or other evidence of lack of maintenance;
 - D. Other actions documented by the Director of Building Standards and/or Director evidencing an intent to abandon the construction of the project.
 - 3. Once the Director of Building Standards makes a determination of abandonment, if a new application is not submitted within 90 days from the date of the determination, the owner shall restore the site to its previous condition, and/or remove any structures or other evidence of work on the site, within 180 days from the date of the determination of abandonment. If the owner fails to restore the site to its previous condition within 180 days, the City may take any and all actions necessary to restore the site to its previous condition, including removing any structures or other evidence of work, and the costs of removal shall be assessed against the property.

DRAFT

Dublin Corporate Area Plan (DCAP) Implementation-Phase 1

Mixed Use Regional Design Guidelines

Draft for CDC Review 6/15/20

1 Introduction

1.1 Applicability

The Mixed Use Regional (MUR) Design Guidelines apply to all land that is zoned Mixed Use Regional (MUR-1: Metro/Blazer District, MUR-2: Tuttle/Rings District, MUR-3: Emerald District, and MUR-4: Llewellyn Farms Office District). All properties within these zoning districts are subject to the applicable regulations as provided in the Zoning Code in addition to these Design Guidelines.

1.2 Overview

The Mixed Use Regional district is made up of the City's legacy office parks that includes Metro Center and the businesses along Frantz Road, Blazer Parkway, Tuttle Crossing Boulevard, and Emerald Parkway. This 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 these developments have aged, this traditional development model is having an increasingly difficult time competing with office space in more vibrant amenity-rich environments.

In 2018, the City adopted the Dublin Corporate Area Plan (DCAP). This plan 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. The following goal statements from the plan serve as the foundation of the Dublin Corporate Area Plan:

- Reposition the "legacy" office sites for success by encouraging new investment, as well as reinvestment in existing buildings.
- Create walkable, mixed-use environment with the commensurate amenities, while recommending places for infill and new development.
- Use formal and informal open spaces as organizational and focal elements for new development and redevelopment.
- Apply place making principles to encourage vitality within the district.
- Identify underserved markets and the related opportunities for attracting new private investment.
- 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.

1.3 Site Context and Conditions

The MUR Districts are characterized by a typical suburban office campus development pattern. The district 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 area 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 area include:

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



1.3.1 MUR Sub-Districts

The MUR District is divided into four sub-districts that each have a unique identity and development pattern:

- MUR-1: Metro/Blazer District
- MUR-2: Tuttle/Rings District
- MUR-3: Emerald District
- MUR-4: Llewellyn Farms Office District

Each sub-district has its own vision that is reflected in the zoning district regulations and design guidelines herein. Many of the guidelines apply to all of the MUR Districts, while some guidelines are tailored to meet the varying needs of the different sub-districts. Those unique guidelines can be found in Section 4 of this document. Below is an overview of each sub-districts character and identity.

MUR-1: Metro/Blazer District

The Metro/Blazer Sub-District exemplifies the challenges of the legacy office development pattern. Once a premier office district in 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, and inefficient parking and site design that must be remedied.

This sub-district has great promise for sustained success due to the excellent location and significant amount of Frantz Road frontage. The introduction of a mix of complementary uses, additional roadway connections, and strategic redevelopment will position this sub-district to succeed for future generations.



Metro/Blazer District Aerial



Existing Metro Center Office Building



Existing Millennium Offices

MUR-2: Tuttle/Rings District

The Tuttle/Rings Sub-District has specific characteristics north and south of Rings Road. North of Rings Road the district contains the largest opportunity for new investment given the amount of undeveloped and/or under-developed land. South of Rings Road, the 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.



Tuttle/Rings North District Aerial



Existing Corporate I-270-Oriented Office Campus

Existing 5151 Blazer Parkway



Tuttle/Rings South District Aerial



Existing Parkcenter Circle (development in City of Columbus)



Existing 5080 Tuttle Crossing Blvd

MUR-3: Emerald District

The Emerald Sub-District is west of I-270 and benefits from relatively newer development. The newer office buildings 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 primarily freeway-oriented office development.



Emerald District Aerial



Existing 5555 Glendon Court



Greenfield Site with I-270 Frontage

MUR-4: Llewellyn Farms Office District

The Llewellyn Farms Office Sub-District differs in character given its proximity to existing residential neighborhoods. The appropriate land use for this area is lower density office, which should remain its focus into the future for the area south of Rings Road. The economic health and success of this area should be balanced with the need to provide a cohesive transition between residential and non-residential developments that ensures commercial uses are designed with sensitivity to the surrounding neighborhood.



Llewellyn Farms Office District Aerial



Existing 5450 Frantz Road



Greenfield Site (Left) and Office Complex (Right)

1.4 Application of Guidelines

The MUR Design Guidelines provide the Planning and Zoning Commission (PZC) with guidance in reviewing applications for approvals related to new, infill, and redevelopment applications. They are intended to communicate either a desired or undesired outcome or preference. As guidelines, interpretation is discretionary on the part of the PZC within the parameters of the regulations that establish and govern the commission.

The terms “should”, “should not”, and “avoid” used in the Guidelines signify a desired or undesired outcome or preference. For the purpose of applying these Guidelines by the PZC, the terms “should”, “should not”, and “avoid” will include consideration by the commission of feasibility and practicality, guided by consideration of factors such as the adjacent land uses and development forms, environmental factors, site conditions, conformance with the vision set forth in the Dublin Corporate Area Plan, and other applicable city policies and plans. In exercising discretion in applying the Guidelines the commission will consider and weigh these and other factors as circumstances require. Each project is reviewed on an individual, case-by-case basis, and there are times when more flexibility or creative solutions are needed in applying the Guidelines. When those situations occur, the commission will be clear in stating the reasons for its decision.

The Design Guidelines supplement the regulations contained in the Dublin Zoning Code. In the event of a conflict between these guidelines and the zoning regulations, the zoning regulations will apply unless specifically modified through approval by the PZC as authorized by the Zoning Code.

2 Building Design

The City of Dublin has continuously emphasized high quality architecture and building materials. New and redevelopment projects within the MUR Zoning Districts should reflect this and should provide a visible reference to Dublin’s stated vision of being a “vibrant, innovative, and engaged community”. This could be achieved by incorporating architectural variety, dynamic building massing, high quality materials, and a high degree of transparency into each development. The following guidelines provide more detailed guidance for how developments can achieve this vision.

2.1 Overall

- Buildings that include a mix of permitted uses within the MUR Zoning Districts are encouraged where appropriate to provide services and convenience uses to the area.

2.2 Mass and Form

- Buildings should be designed to be dynamic by incorporating projections, recesses, balconies, and other architectural features that vary the building height and facades.
- Buildings should contain a high degree of transparency.
- Building should be designed for human scale.
- Buildings should be scaled to the overall context of the district and site location.



Dynamic Building Massing

2.3 Roofs

- Avoid low pitched, long span metal panel roofs commonly focused on pre-engineered metal buildings unless they are concealed by a parapet or other architectural component.

2.4 Building Design

- Buildings should be designed with four-sided architecture in order to avoid single-material, monolithic wall planes.
- Building facades should include the following elements:
 - Recesses and projecting wall planes.
 - Architecture features that compose an aesthetically pleasing composition that reinforces the building character.
 - Variations in roof area and wall heights along the top of the building walls and eave lines.
- Windows and doors should be in harmony and proportionate to the building façade.
- Building entrances should be clearly identifiable and provide visual orientation for visitors and should be located on every buildings elevation that faces a street, a main parking lot, or a connection to a parking structure serving the building.
- A repetitive use of a single building type, scale, mass, or material should be avoided to ensure architectural interest.



Examples of Building Designs that include a variety of elements including multiple materials, transparency, recesses and projections, and articulated entrances

2.5 Materials

- Buildings should be constructed primarily out of natural materials such as brick, stone, wood, and glass
- Metal may be used if on an appropriate scale and if compatible with the building's other materials.
- Concrete may be used as a building material if finished in a stylized architectural manner. It should also be used as a component of an exterior materials strategy.
- A variety of building materials should be used to break up a building façade and to create visual interest.



Brick and Glass as Exterior Building Materials



Wood and Metal as Exterior Building Materials



Concrete and Glass as Exterior Building Materials

2.6 Colors

- Buildings should incorporate a combination of colors, including but not limited to neutral, off-white, and earth tone, that will provide visual interest while being compatible with the surrounding area.
- Buildings may utilize brighter accent colors to create visual interest, enhance wayfinding, and/or to identify a main public entrance. Application of accent colors should not exceed 10% of the total area of all building elevations.



Appropriate Building Color Choices

2.7 Sustainable Building Design

The use of sustainable building design features is encouraged consistent with the City of Dublin's sustainability policies. This may include the following:

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



Example of Building Constructed of Recycled Materials



Building with Energy Efficient Design



Building with Sustainable Green Roof Design

2.8 Signage

- Excessive signage will decrease the effectiveness of individual signs. Fewer, easy to read appropriately placed signs are preferred.
- Sign materials and design should be compatible with the façade materials.
- Internally illuminated signage should not be oriented towards residential uses.
- External light sources, if utilized, should be shielded so that the light source is not visible.



Examples of Creative Monument Signs

2.9 Height

Based on existing developments and the future vision for the MUR District, compatible building heights should be used throughout all four sub-districts. Building heights should be consistent with the Building Height Guidelines map adopted as part of the Dublin Corporate Area Plan.



3 Site Design

The City of Dublin is committed to developing walkable, pedestrian friendly environments throughout its city limits. Within the MUR Districts, the current land use and development patterns generally reflect large-scale office developments that are segregated by expansive parking lots. As new development and redevelopment occurs within this area it is important to retrofit and re-organize existing development patterns to increase opportunities for community interaction by locating buildings closer to the streets, incorporating public gathering areas and open spaces, and connecting buildings with shared use paths. The following guidelines provide more detailed guidance for how developments can achieve this vision.

3.1 Building Frontage and Placement

- Buildings should be sited prominently along the public rights-of-way, locating parking primarily to the side or rear where possible.
- Pedestrian amenities, public gathering areas, outdoor seating and dining areas, and other similar amenities are encouraged and should be located between the building and the right-of-way.

3.2 Access and Parking

- Sites should be designed to share vehicular access with adjacent sites as part of a larger access strategy.
- Avoid the use of individual entrances for each building in favor of shared entrances for multiple buildings with collaborative site designs.
- Site access should be oriented in a perpendicular, grid-like street pattern, whether public streets or private on-site drives. The use of culs-de-sac and dead-end streets should be discouraged.
- Adjacent sites should be designed with shared parking areas.
- Parking decks and garages should be integrated with the site design where economically feasible.
- Parking lots should incorporate sustainable practices within parking including:
 - Solar shades
 - Pervious and permeable paving
 - Bio swales, rain gardens, and other stormwater controls
- Sites should provide ample and secure bike parking and amenities including air hoses, repair tools, changing stations, and bike lockers.
- Bicycle racks should be installed near primary building entrances.
- Shared use paths should link sites and extend into each site to provide direct access to buildings.



Pedestrian-oriented building entrance for a commercial/retail use



Permeable Pavers in Parking Area



Shared "Green" Parking Lot

3.3 Open Space

- Open space should be used as an organizational and focal element throughout the district.
- Usable open space should be incorporated in close proximity to all uses.
- Open space should include shared use paths, seating, and other passive and limited active recreation uses.
- Stormwater features can be integrated into open space to provide park amenities including paths located around the stormwater features or pocket parks with seating areas.



Integrated Open Space and Stormwater Features



Green Space as Organizing Element for Office Development



3.4 Landscaping

- Sites adjacent to residential uses should include additional buffering requirements to appropriately transition between land uses.
- Landscape elements should be used within parking lots to create pedestrian pathways to entrances.
- Natural features such as tree stands, tree rows and stream crossings should be preserved and incorporated into site design.
- Site landscaping should be consolidated into areas large enough to support successful plant growth. Avoid small landscape islands within parking lots.
- Avoid the use of dense landscape screening between adjacent parking lots that do not allow for clear pedestrian visibility and access.
- Median plantings should remain low in order to block opposing headlights, while still maintaining clear visibility. This can be achieved through selecting appropriate plant species and/or continued maintenance.
- Flowering trees should be used to enhance roundabouts and intersecting roadways.
- Larger, linear landscape islands should be used, particularly those integrated into an overall stormwater quality and control system.
- Landscape areas may be curb-less as needed to contribute to stormwater quality and quantity controls.



Bioswale and large central parking lot landscaped island



Enhanced Landscaped Median



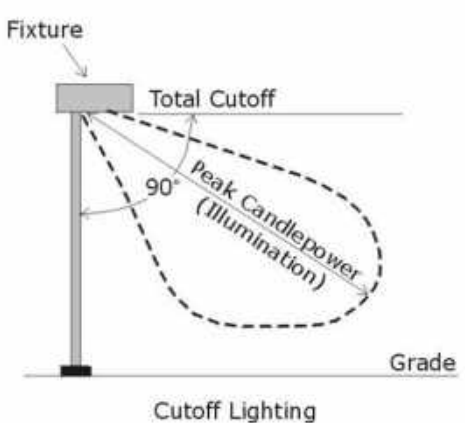
Gateway Landscaping

Lighting

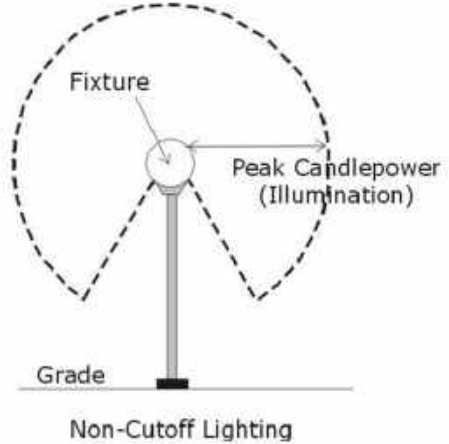
- Site lighting should be designed to reduce negative impacts of site lighting on adjacent properties including glare, light reflection, and light pollution.
- All exterior lighting fixtures, except for decorative building sconces or accent lights, should be installed with full cut-off fixtures that are pointed downward and away from the property line in order to reduce glare on adjacent properties.
- Interior and exterior building and parking lot lighting on sites that are adjacent to a residential zoning district or use should be minimized in order to limit the amount of light spillage on the adjacent properties.



Example of Lighting in Parking Lot



Appropriate 90 Degree Cutoff Lighting



Inappropriate Non-Cutoff Lighting

3.5 Sustainable Site Design

The use of sustainable site design features is encouraged consistent with the City of Dublin’s sustainability policies. This may include the following:

- Stormwater management practices including harvesting rainwater, low-impact techniques, bio swales, and pervious surfacing.
- Smart irrigation systems.
- Smart lighting systems.
- Planting arrangements and techniques including the reduction of supplemental irrigation and soil volume for long-term tree growth.
- Support for solar energy production.



Example of a stormwater wetland integrated into a site design



Large island bioswale

4 Sub-District Guidelines

4.1 MUR-1

4.2 MUR-2

4.3 MUR-3

4.4 MUR-4: Llewelyn Farms Office District

The Llewellyn Farms Office Sub-District differs in character from the other MUR sub-districts given its location and close proximity to existing residential neighborhoods. The permitted land uses, development regulations, and guidelines are sensitive to this proximity. They reflect increased buffering and landscaping requirements along residential frontages, reduced building heights, sensitive lighting designs, and other similar factors. They are intended to ensure an appropriate and cohesive transition between commercial and residential land uses.

Development within this area is subject to the overall regulations in the MUR Zoning Districts and the overall design guidelines contained within this document. The following additional guidelines are specific to development in the MUR-4 Sub-District:

Site and Building Development Guidelines

- When a commercial property is located adjacent to a parcel containing a residential use, service structures and mechanical units should be located as far away as possible from the adjacent residential use, while still being located in a practical location to the side or rear of the principal structure.
- For properties that abut residential uses, outdoor eating and gathering areas should be located in the side or front yard to limit noise impacts on the adjacent residential uses.
- Interior and exterior building and parking lot lighting on sites that are adjacent to a residential use should be minimized in order to limit the amount of glare, light spillage, and light pollution on the adjacent residential properties.
- Sites adjacent to residential uses should include additional buffering requirements as needed to appropriately transition between land uses. Such buffering could involve a combination of landscaping, berms, or fences that are compatible with residential uses.
- Internally illuminated signage should not be oriented towards residential uses and any externally illuminated signage should utilize full cut-off fixtures in order to prevent glare or light spillage on any adjacent residential properties.
- Building heights within the MUR-4 Sub-District should be limited to 2 stories with a flat roof and 1.5 stories with a sloped roof north of Tuttle Crossing Boulevard. South of Tuttle Crossing Boulevard building heights may be up to three stories in height.

Future Annexation Area

There is a portion of the MUR-4 Sub-District that is located in Washington Township as of the adoption of these guidelines. This site will need to annex to gain access to central utilities (water

and sewer) to accommodate any new development. If the site annexes into the City of Dublin in the future the following uses should be considered, consistent with the adopted Dublin Corporate Area Plan:

- Neighborhood-oriented retail and office uses along the Frantz Road frontage are limited to a total of 10,000 square feet and two stories in height as a transition and buffer from Frantz Road.
- The remainder of the site should be developed as single-family residential uses. The new development should provide pedestrian connections to adjacent neighborhoods. The neighborhood should be designed around connected and integrated public open spaces.



Example of Neighborhood-Oriented Retail



Example of Neighborhood-Scale Office Use

Dublin Corporate Area Plan

Special Area Plan (2018)



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.



100 NORTHWOODS BLVD., SUITE A
COLUMBUS, OH 43235



5800 SAWMILL RD, SUITE 220
DUBLIN, OH 43017



85 E. GAY STREET, SUITE 200
COLUMBUS, OH 43215



TABLE OF CONTENTS

Project Overview	2
Existing Conditions	5
Public Input	15
Market Analysis	19
Land Use Recommendations	25
Development Concepts	34
Frantz Road Corridor	50
Implementation	59
Development & Design Guidelines	62

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 employee-per-square-foot ratio than when parking ratios were first developed. The second is the consistent increase in employee desires for nearby convenience and entertainment uses, as well as other amenities. National studies show that today's employees expect to be able to walk to lunch, fitness centers and other

services from their workplaces. At the same time, integrated housing within office parks has become a growing trend around the country with the goal of creating a true mixed use, walkable environment that sustains businesses. The challenge for older office parks is to find the space for all of these uses, as well as the facilities that support walking, biking and transit connectivity.

This 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.

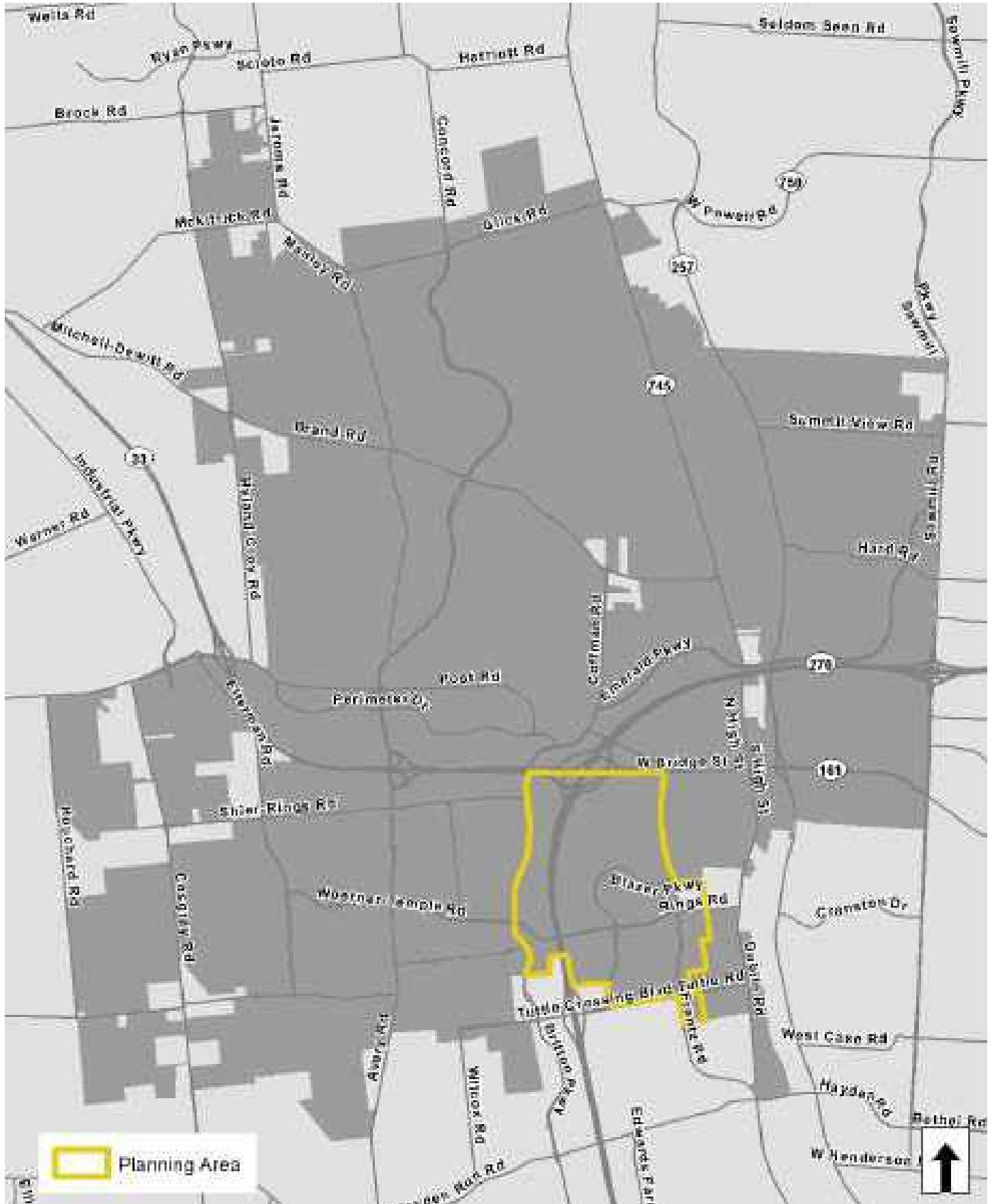
PLANNING GOALS

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.
- ▶ Use formal and informal open spaces as organizational and focal elements for new development and redevelopment.
- ▶ Apply placemaking principles to encourage vitality within the district.

- ▶ 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.

REGIONAL CONTEXT



COMPLEMENTARY PLANNING PROJECTS



Map of Dublin business districts

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.

RECENT SPECIAL AREA PLAN

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.



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%

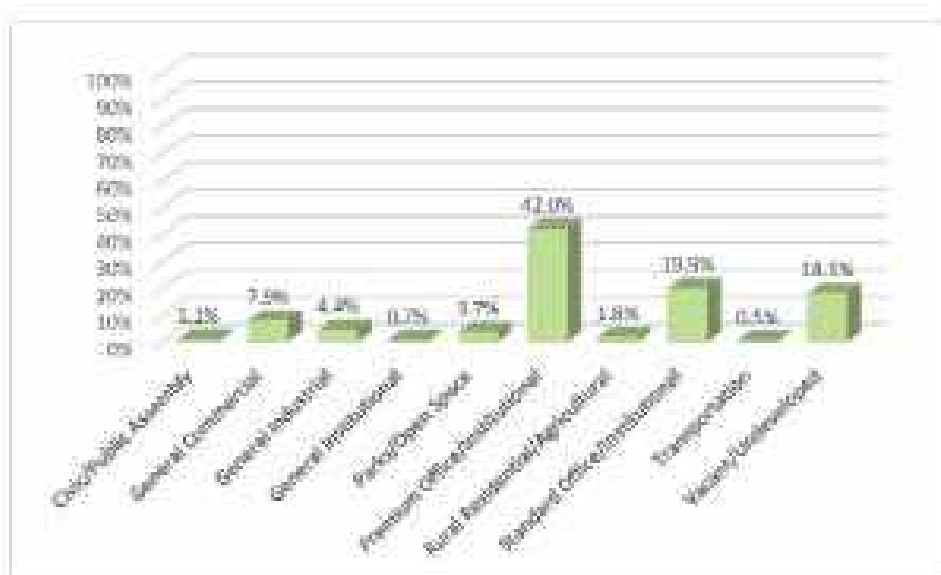
EXISTING LAND USE AND ZONING

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



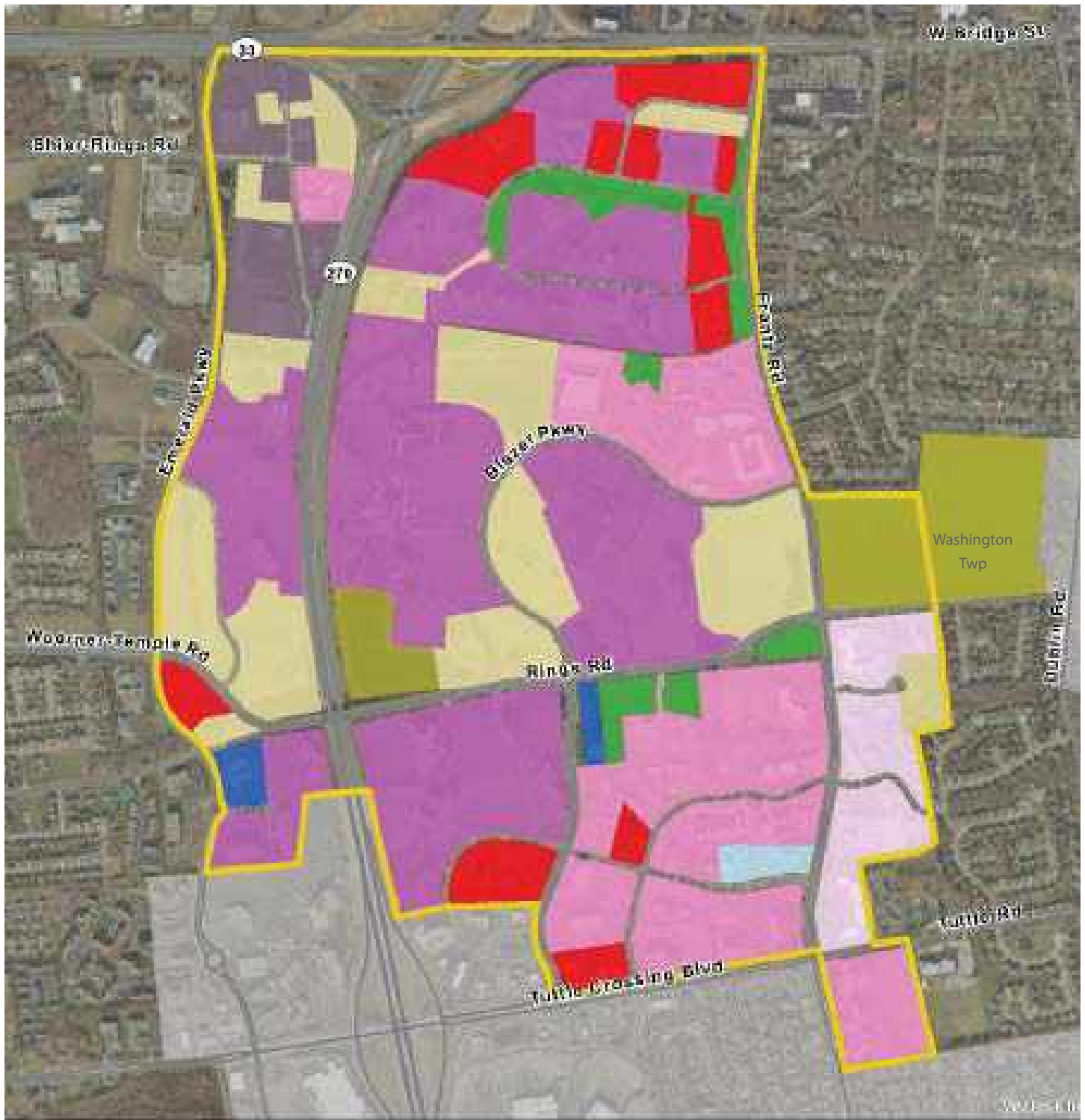
planning area. Some of the larger areas designated as Parks/Open Space are stormwater features for the Metro Center office campus with limited recreation opportunities.

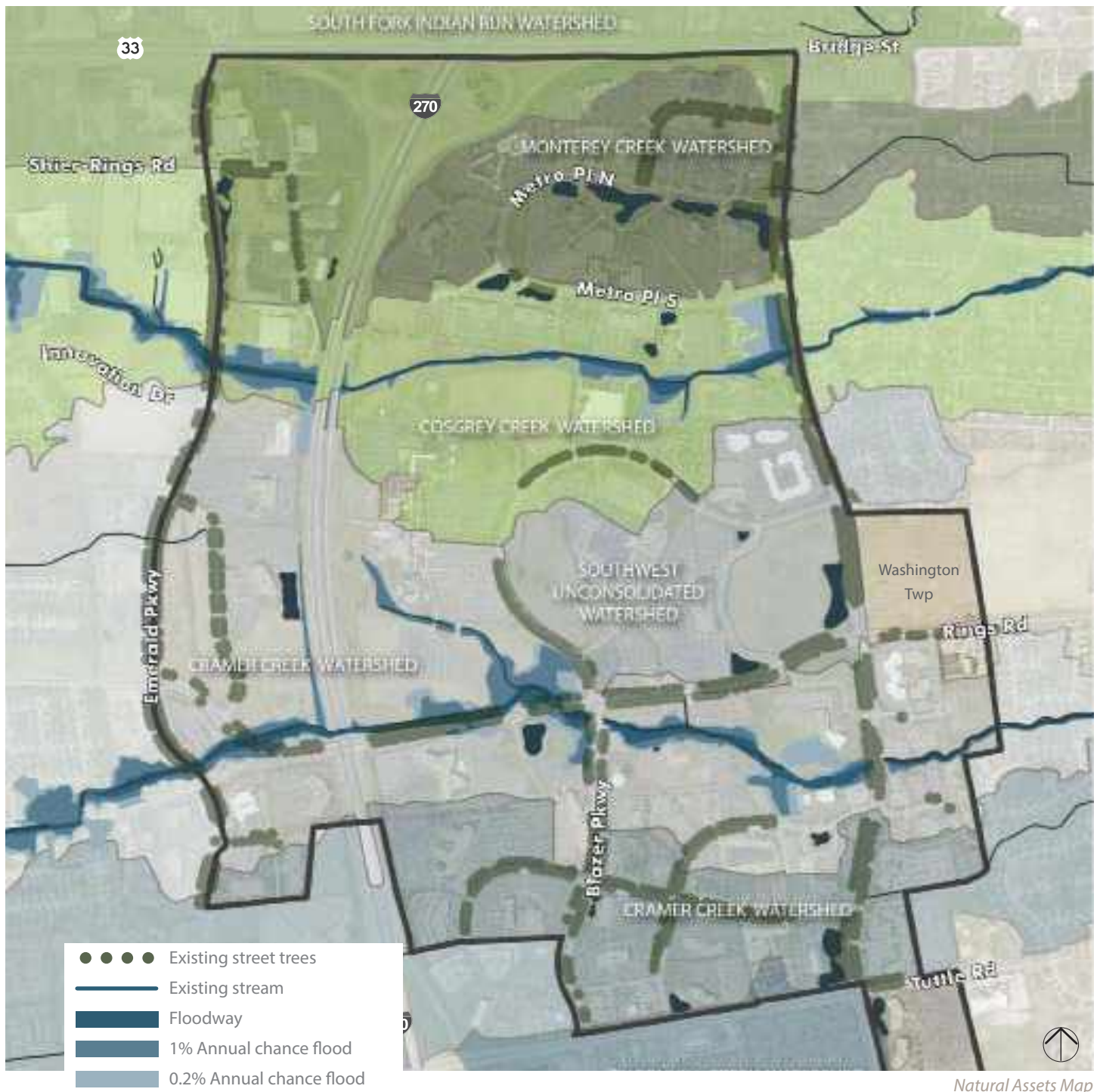
To the west and east of the site are residential neighborhoods, predominantly single-family residential homes.

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.

Washington
Twp





NATURAL ASSETS

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

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

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

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

PARKS AND OPEN SPACE

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

STREET NETWORK AND RIGHT-OF-WAY CHARACTERISTICS

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

Frantz Road

Frantz Road is a vital north/south corridor for the City. It serves as the primary link between Bridge Street and the southern portions of the City and serves as a central spine

between I-270 and the Scioto River. Frantz Road is the only access point for Metro Center into the larger roadway network. It also serves as one of only three significant access points (along with Rings and Blazer) for all the development east of the I-270.

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

Emerald Parkway

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

Tuttle Crossing Boulevard

This is a major highway-oriented commercial corridor, linking I-270 to the southern portion of the planning area. Tuttle is characterized by numerous travel lanes and turning lanes, and auto-oriented access to

individual sites. Serving the mall, high-volume restaurants, and hotels, Tuttle Crossing Boulevard gets narrower as it proceeds east to Frantz Road.

West Bridge Street

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

Blazer Parkway

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

Rings Road

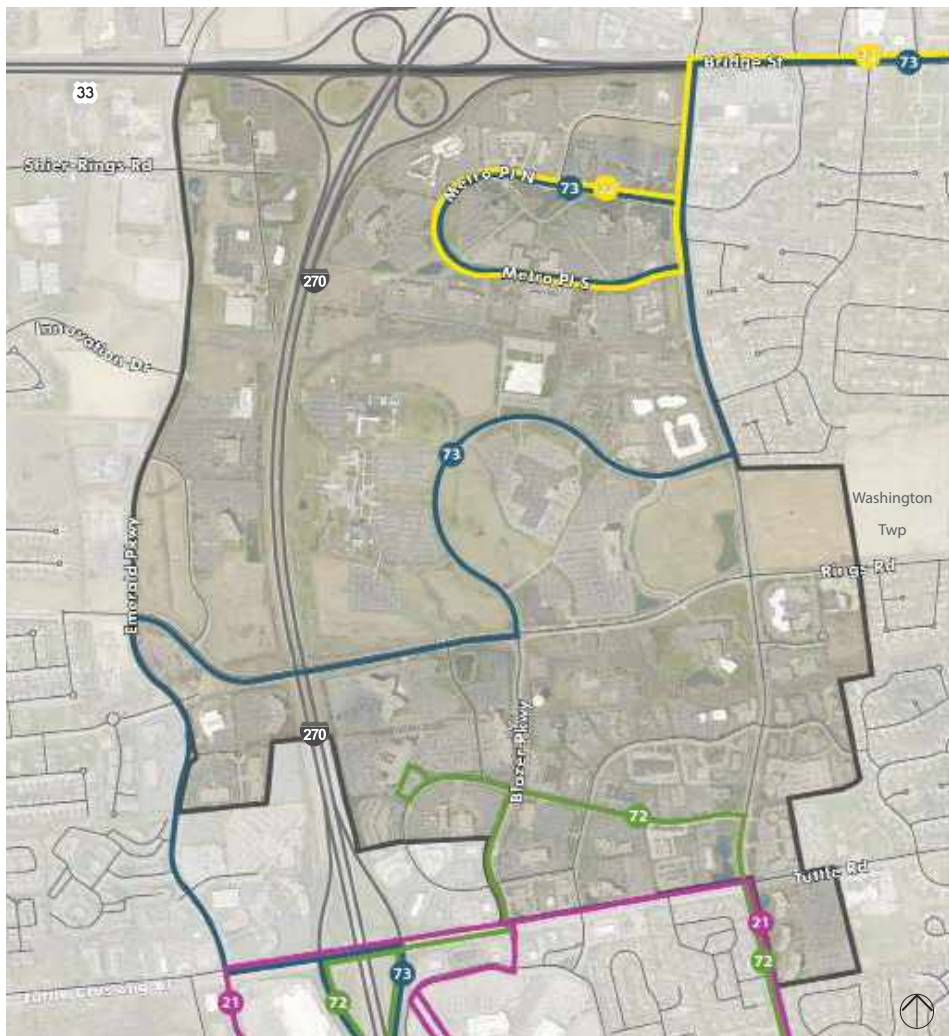
Rings Road is an important east/west connector for the planning area. It is the only route that is not a highway entrance linking both sides of the planning area, with a connection over I-270. Rings Road includes a sidewalk and a trail connection as part of the streetscape, providing important pedestrian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

TRANSIT, BICYCLE AND PEDESTRIAN INFRASTRUCTURE

COTA

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

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



Existing Transit

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

BICYCLE AND PEDESTRIAN FACILITIES

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

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

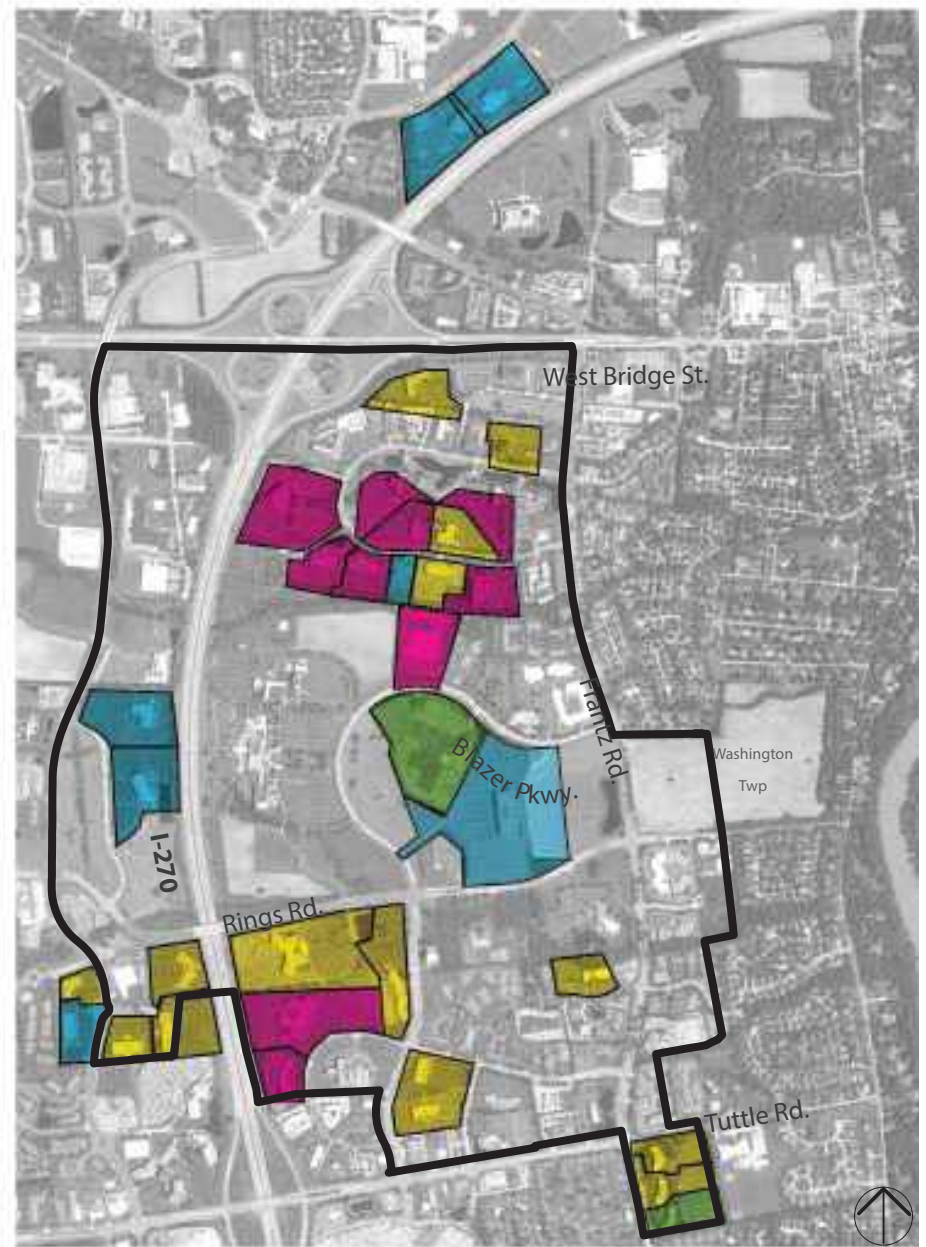
In 2017 and 2018, the City is undertaking a citywide Mobility Study to enhance modal options throughout Dublin. The Dublin Corporate Area must serve as an important linkage to many portions of the City. Options that include local circulators or other means of enhancing transportation modes should certainly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



EXISTING 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*

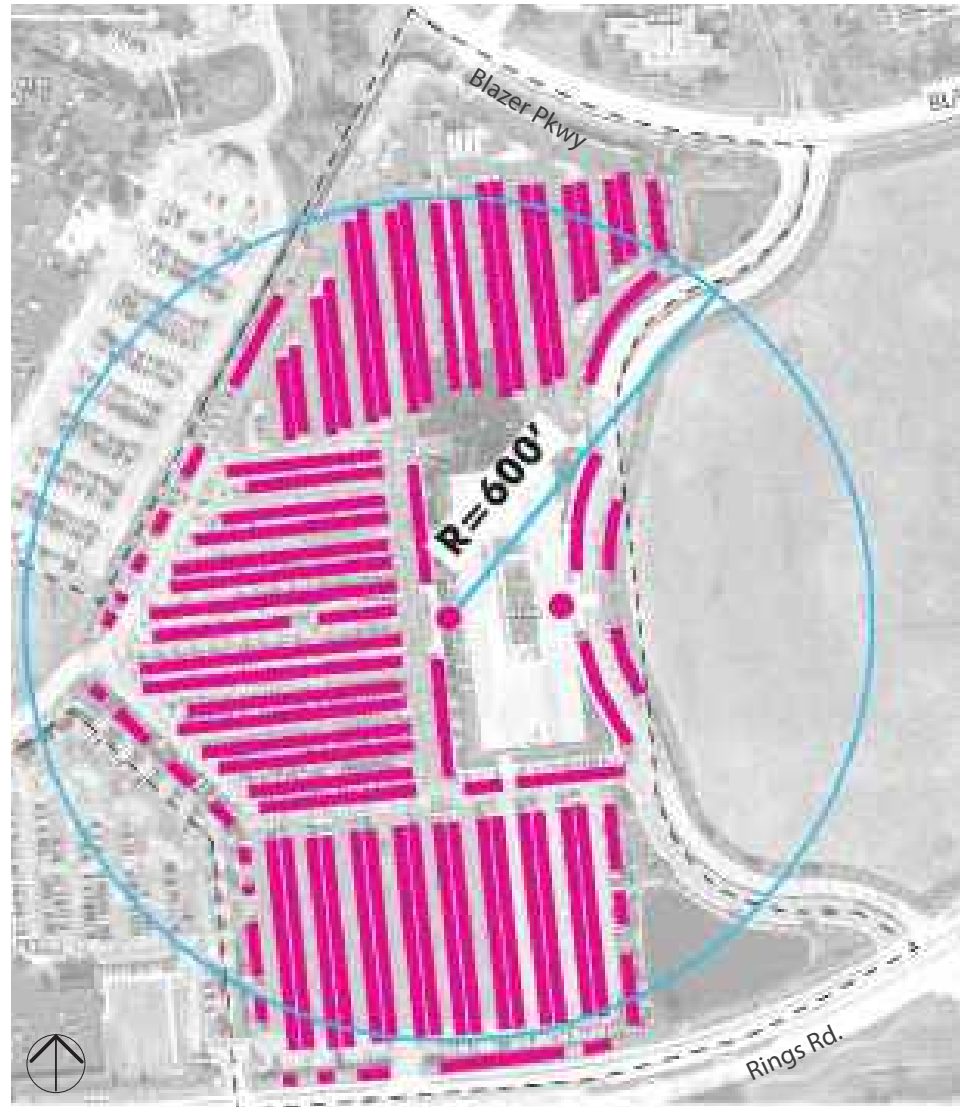
TARGETED SITE ANALYSIS

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

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

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

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



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



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



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



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



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



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



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

PUBLIC INPUT

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

Several new engagement tools were utilized, as described below.

WORKSHOPS AND SURVEYS PHASE I:

Business Community Outreach Workshop

December 1, 2015
Interactive polling

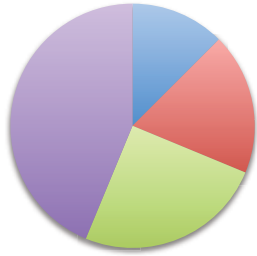
The first phase culminated in a workshop focused on property owners and brokers representing the planning area as well as those working in local offices. Through interactive polling, input was received to guide the subsequent

phase. An open house format allowed participants to discuss comments directly with the planning team. In general, feedback focused on:

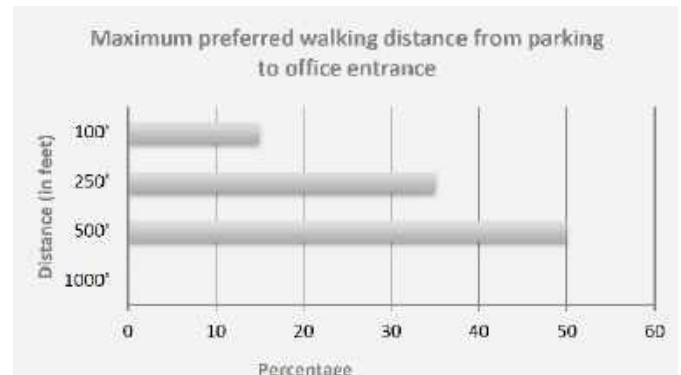
- ▶ The need for more amenities for office workers.
- ▶ Updates to the appearance of the sites and adjacent roadway corridors.
- ▶ More efficient parking.
- ▶ Strategies for more aggressive redevelopment within the planning area.

Focus Group Participants

(from December 1, 2015 workshop)

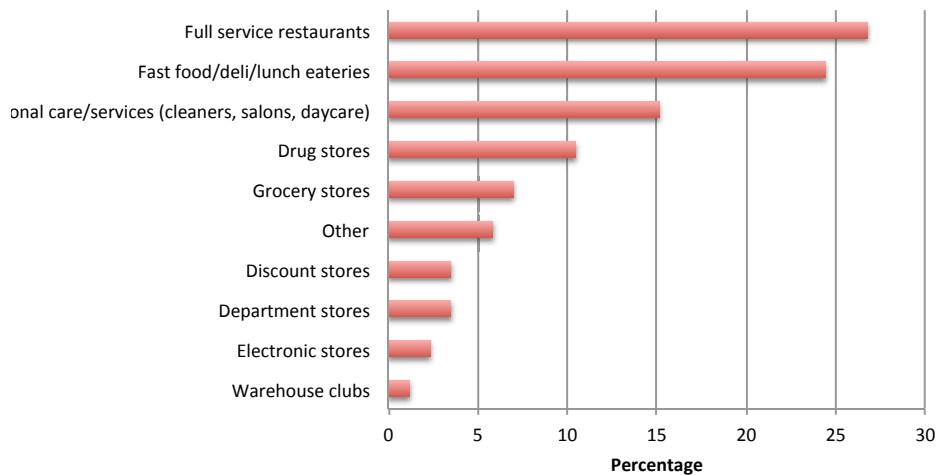


- Developed proj owner - office
- Developer
- Commercial real broker
- Business tenant



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:

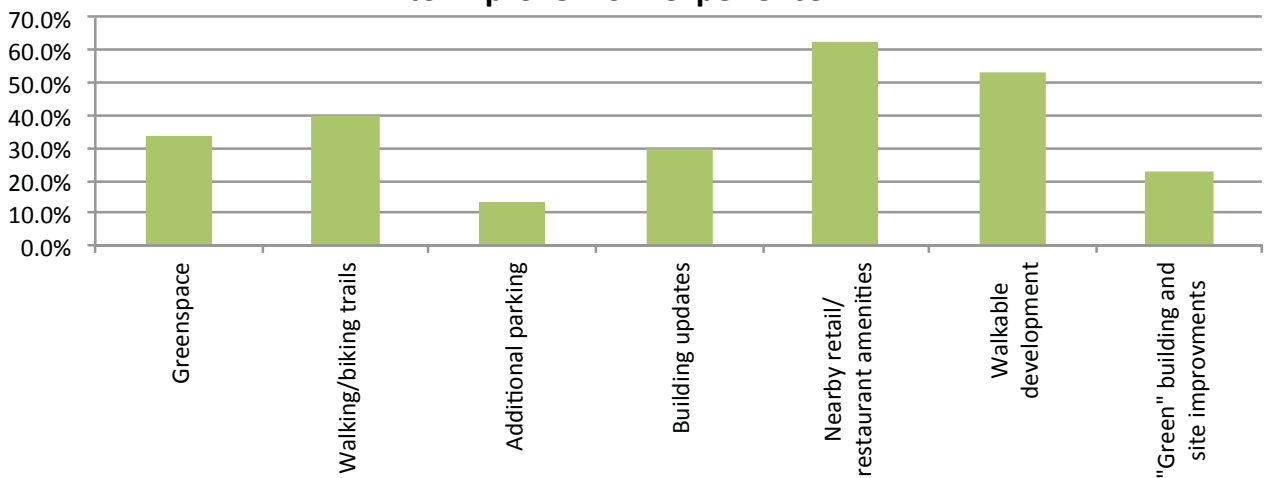
Which of the following would you visit regularly if added to the planning area?

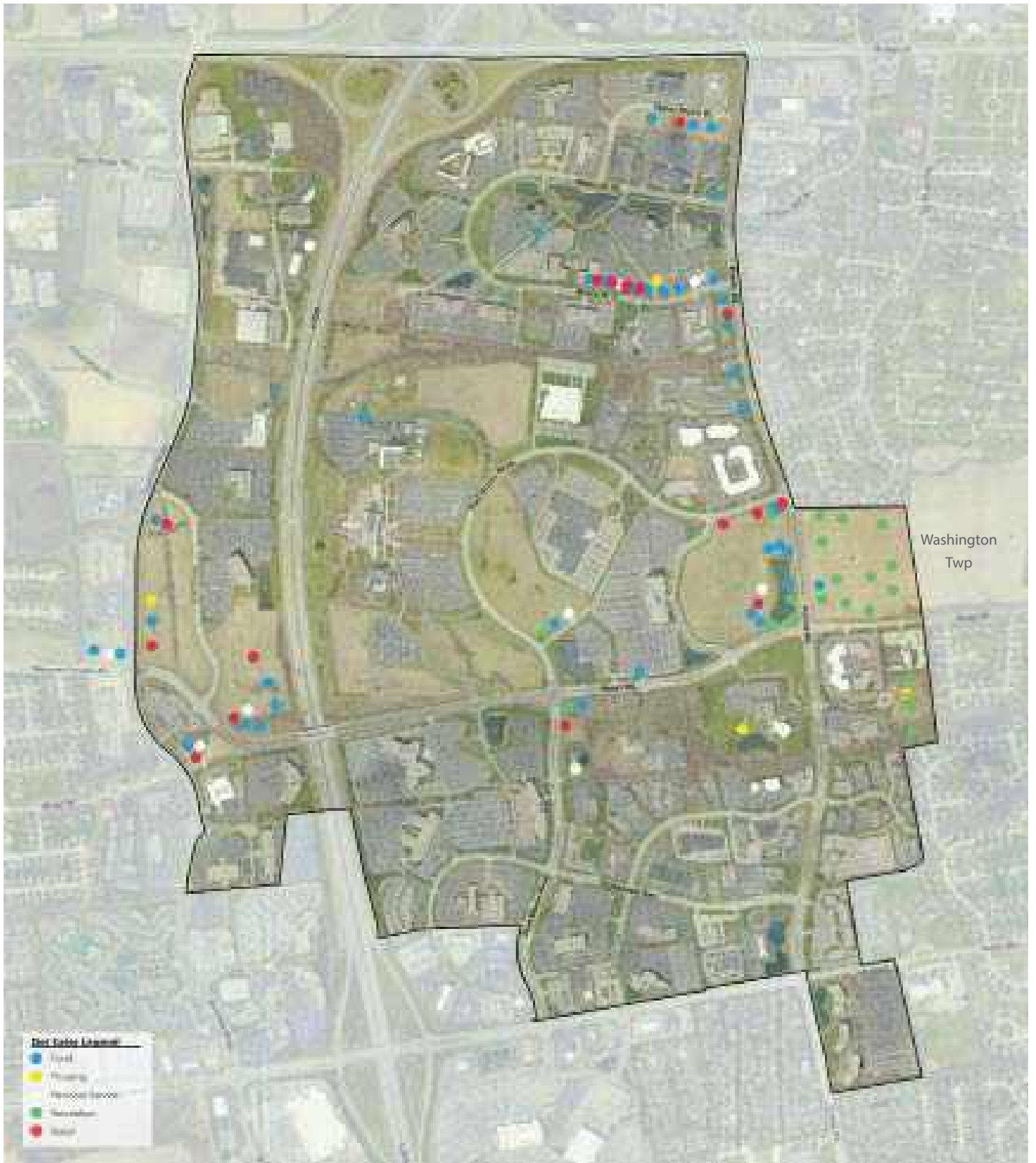
Food:	81.7%
Recreation:	65.6%
Retail:	50.5%
Personal Service:	32.3%
Housing	10.8%

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**

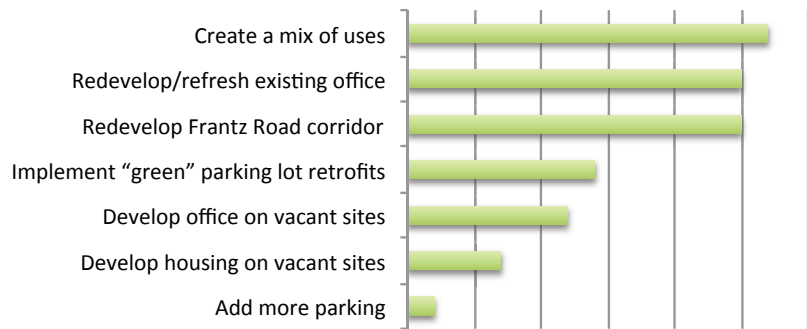
November 1, 2016
Interactive polling
Web-based survey

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:

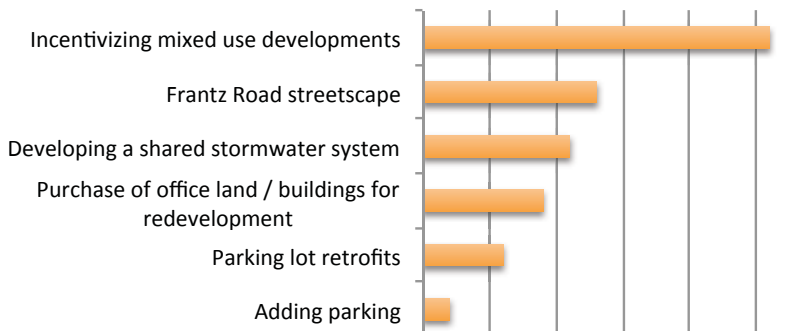
- ▶ Strong support for mix of uses.
- ▶ Strong support for redevelopment of Frantz Road corridor.
- ▶ Need to redevelop/refresh existing office.
- ▶ High interest in pedestrian access improvements.

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.

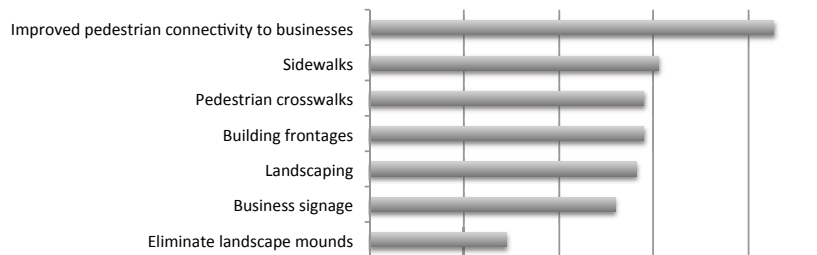
Rate the impacts of these possible changes:



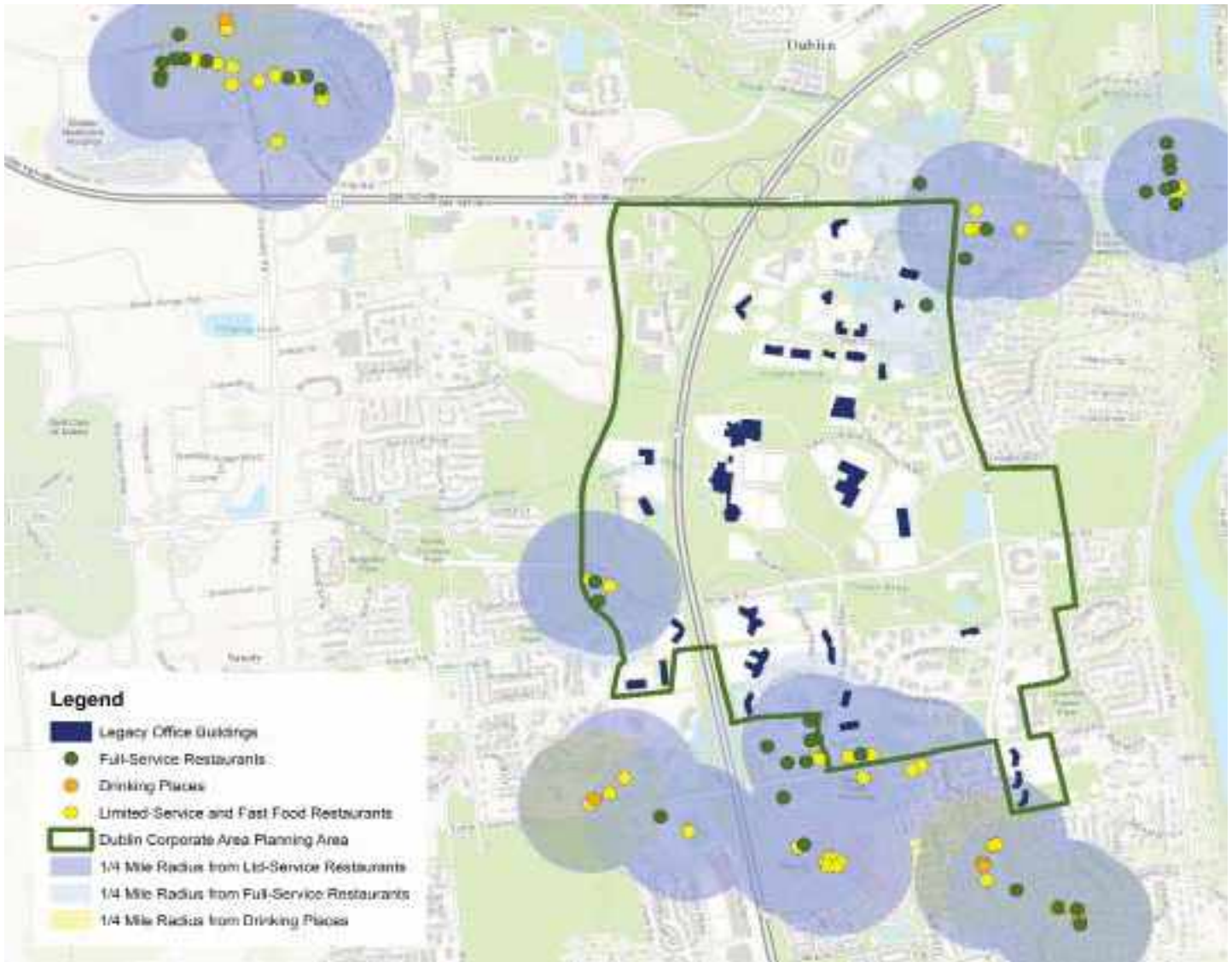
How valuable is public investment in the following?



What elements of Frantz Road most need updating?



MARKET ANALYSIS



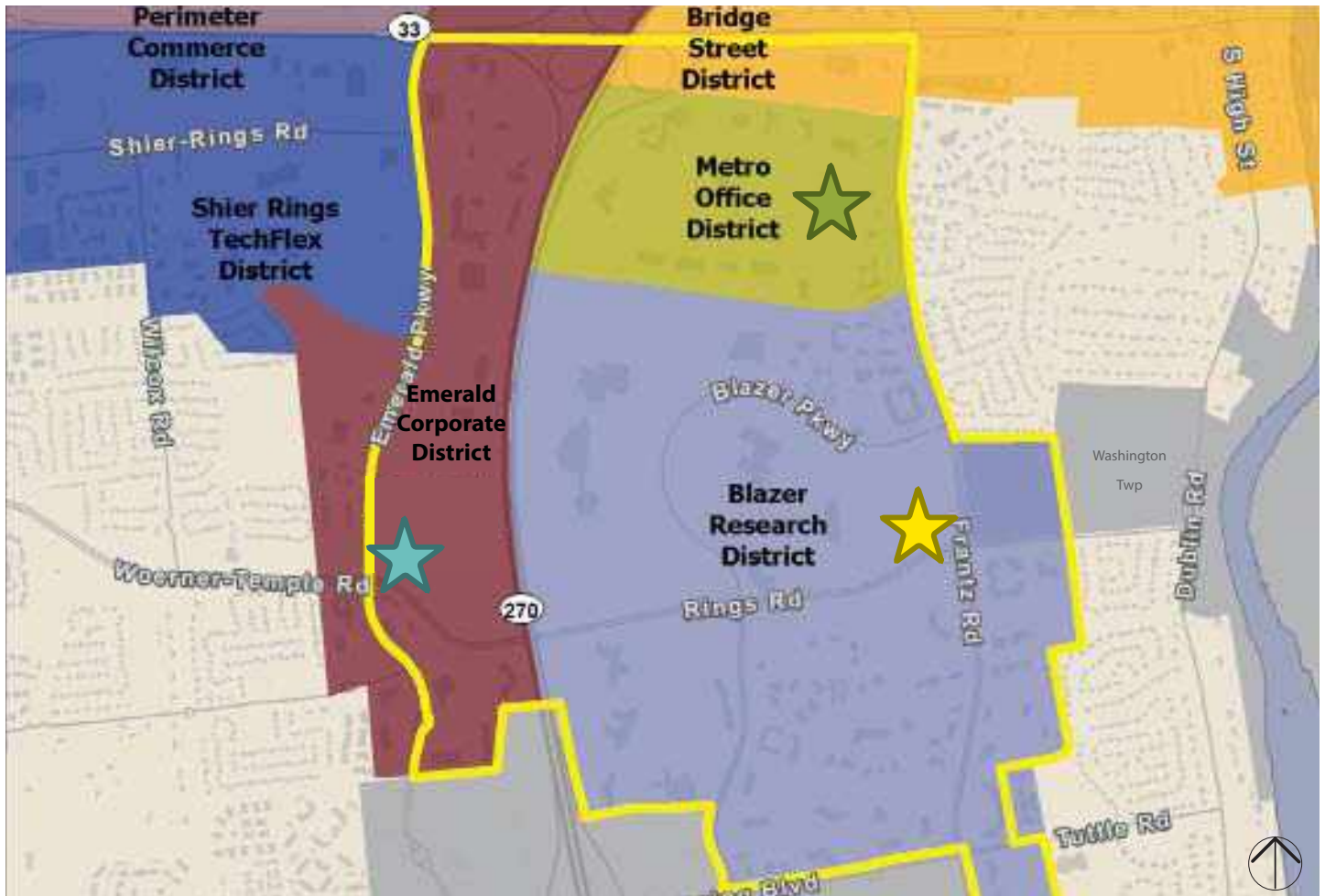
Restaurant Locations Map

Factors

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

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

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



Target Sites Map

VIAIBLE 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

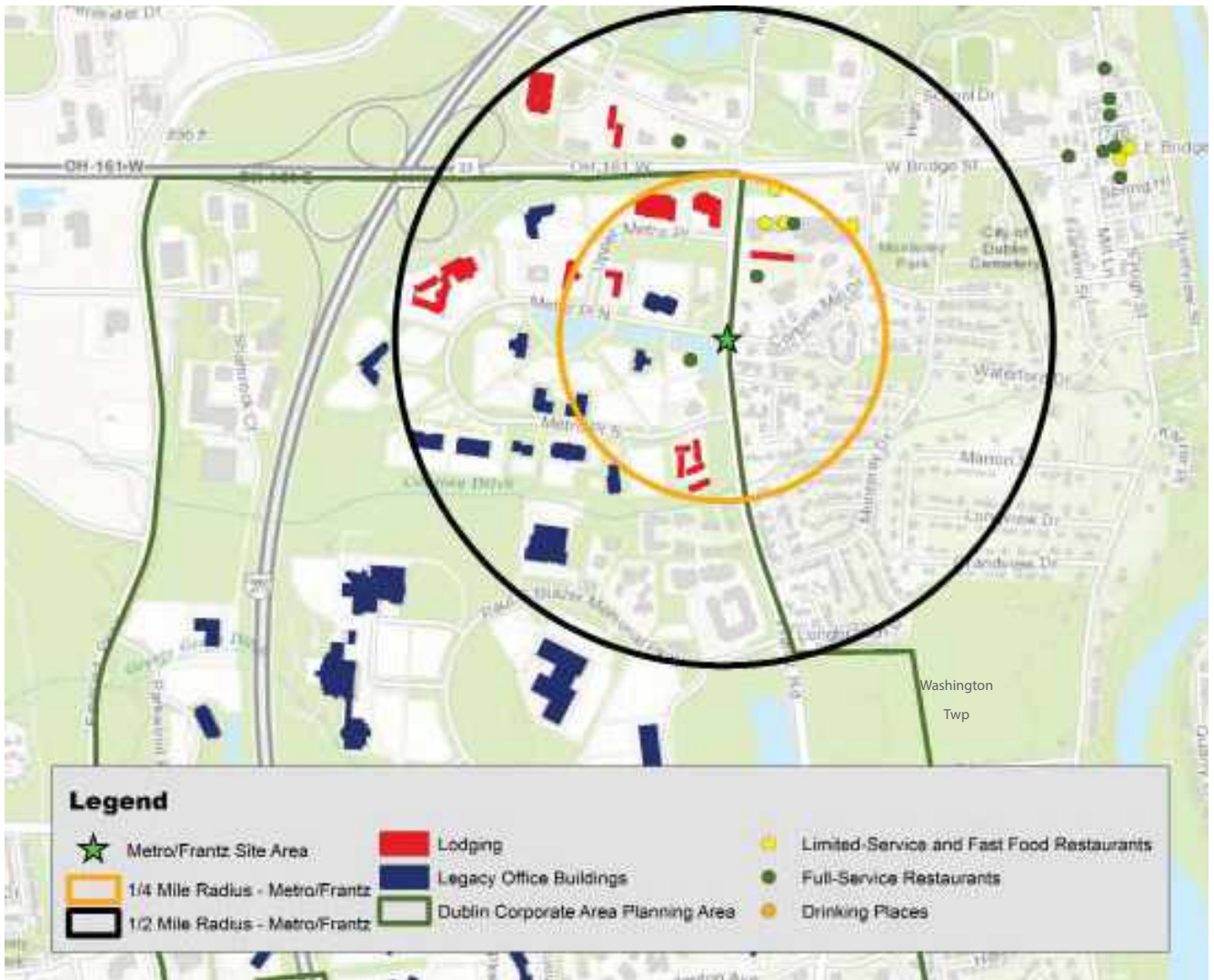
Retail/restaurant spending potential was identified for each site area from three consumer types:

- ▶ 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.naio.org/preferredofficelocations>



Metro Center Site

METRO PLACE/FRANTZ ROAD

Consumer Types

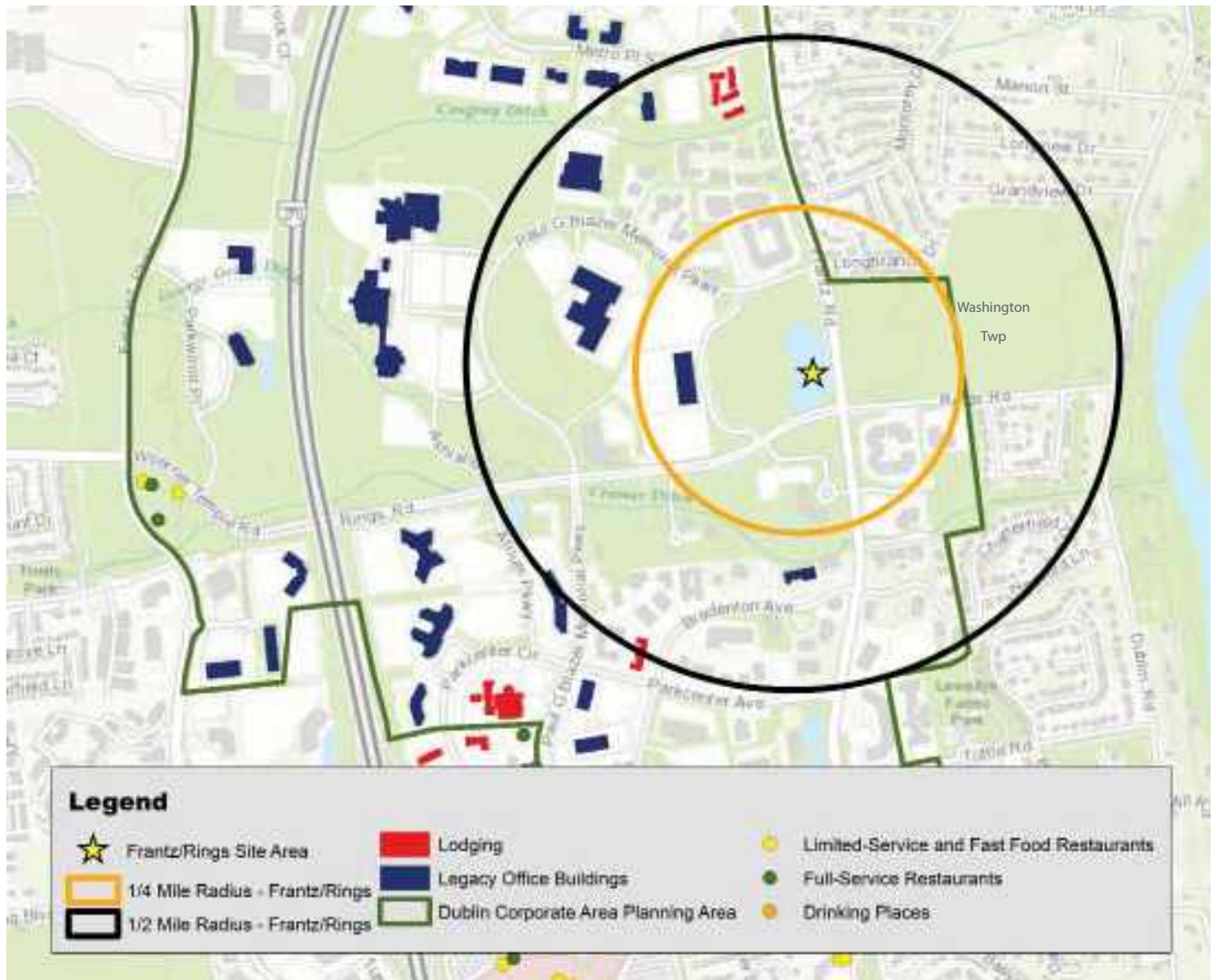
- ▶ 1,300+ hotel rooms outnumber resident population (1,234 persons, 2016 estimate)
- ▶ Estimated 300,000+ hotel room nights annually within 1/2 mile of site area
- ▶ More than 1.5 million square feet of office space, estimated 7,500+ employee capacity

Spending Potential

- ▶ \$40 million total retail/restaurant spending potential

Core Demand

- ▶ Restaurants and other food and beverage establishments



Rings and Frantz Road Site

FRANTZ/RINGS ROAD

Consumer Types

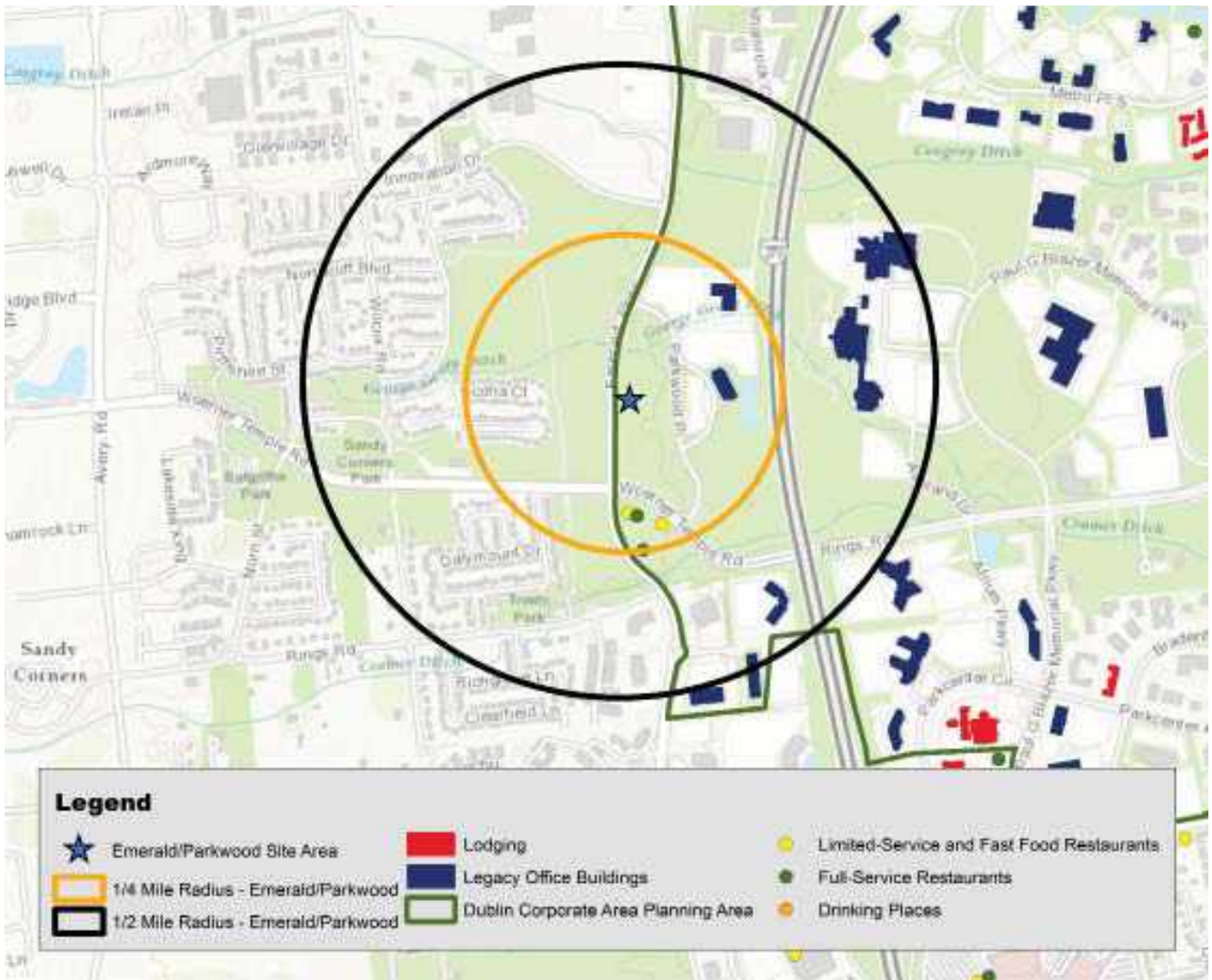
- ▶ 2.2 million square feet of office space, estimated 11,000+ employee capacity
- ▶ Low proximate population counts; however highest population count of three sites within 5-minute drive (nearly 10,000 persons)
- ▶ No hotel rooms within ¼ mile

Spending Potential

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

Core Demand

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



Emerald Parkway Site

EMERALD PARKWAY/PARKWOOD PLACE

Consumer Types

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

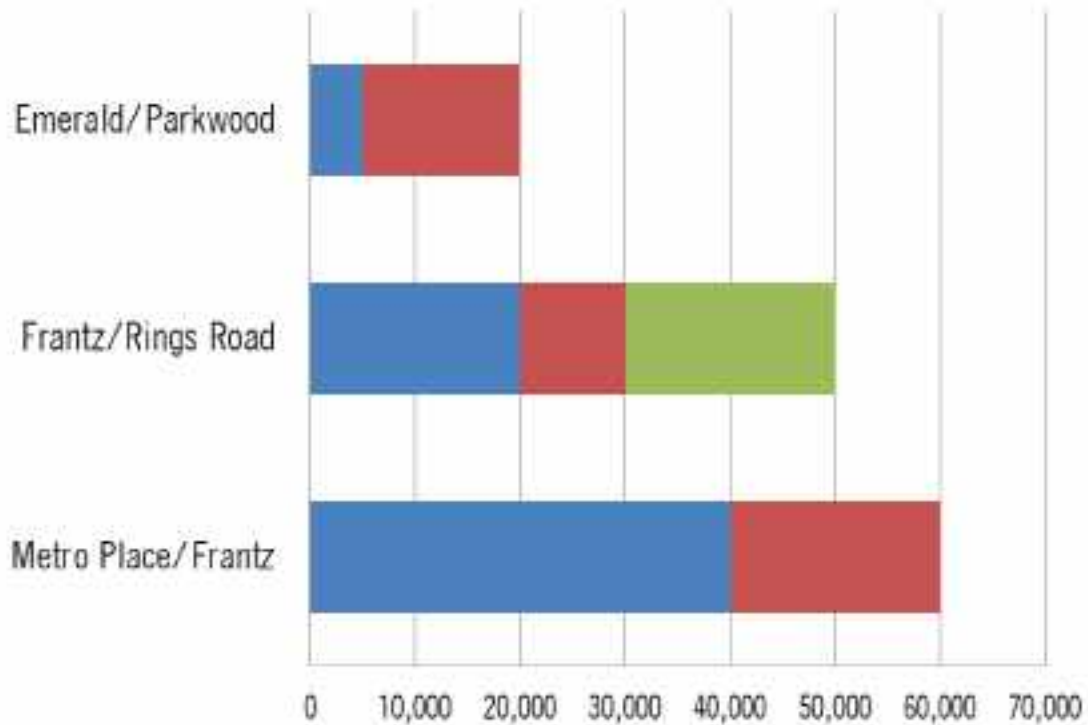
Spending Potential

- ▶ \$22 million total retail/restaurant spending potential

Core Demand

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

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



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

RESULTS

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

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

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

RECOMMENDATIONS LAND USE

The intent of the Dublin Corporate Area Plan is to help the district to maintain its competitive edge as a regional employment center by introducing updated land use strategies within the district. The following goals will guide future development and redevelopment.

- ▶ Encourage a variety of land uses, focusing on needed amenities to serve workers, nearby hotel visitors, and residents.
- ▶ Apply placemaking principles to encourage vitality within the district.
- ▶ Use formal and informal open spaces as organizational and focal elements for new development and redevelopment.
- ▶ Support integrated infill

residential development at key locations in support of office development.

- ▶ Mitigate negative impacts of new development on adjacent neighborhoods.
- ▶ Position the planning area as a well-connected district (both walkable and bikable) with sevice and recreational amenities (open spaces) to facilitate opportunities for community interaction.

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.



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 sub-district.

General Uses

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



Tuttle/Rings: Central open space walkway

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

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

MUR-3: EMERALD SUB-DISTRICT

The Emerald Sub-District is west of I-270 and benefits from relatively recent development. The new office buildings do follow the typical development pattern with large individual buildings surrounded by surface parking lots. While limited in amenities and services, appropriate uses will continue to be freeway-oriented office development. Between Emerald Parkway and Parkwood Place, office uses are appropriate at a density of no greater than 20,000 sf/ac. Supporting uses to office development such as hospitality and retail/restaurant can be introduced as recommended for Site 2 on Page 33. Residential uses are not appropriate in this sub-district. The Plan continues to support existing office development toward southern end of the District.

General Uses

The primary focus of Emerald Sub-District is Office.

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



Emerald: Office use

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 restaurant-destination uses are particularly appropriate. These would draw on the vitality of the Bridge Street District. Building heights should be a minimum of 4 stories and a maximum of 6 stories for the balance of the site with a maximum of 2 stories along Frantz Road. Standalone restaurant or retail uses along Frantz should reflect a two-story building height.

SITE 9

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

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.

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

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

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



Example of low intensity office

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.

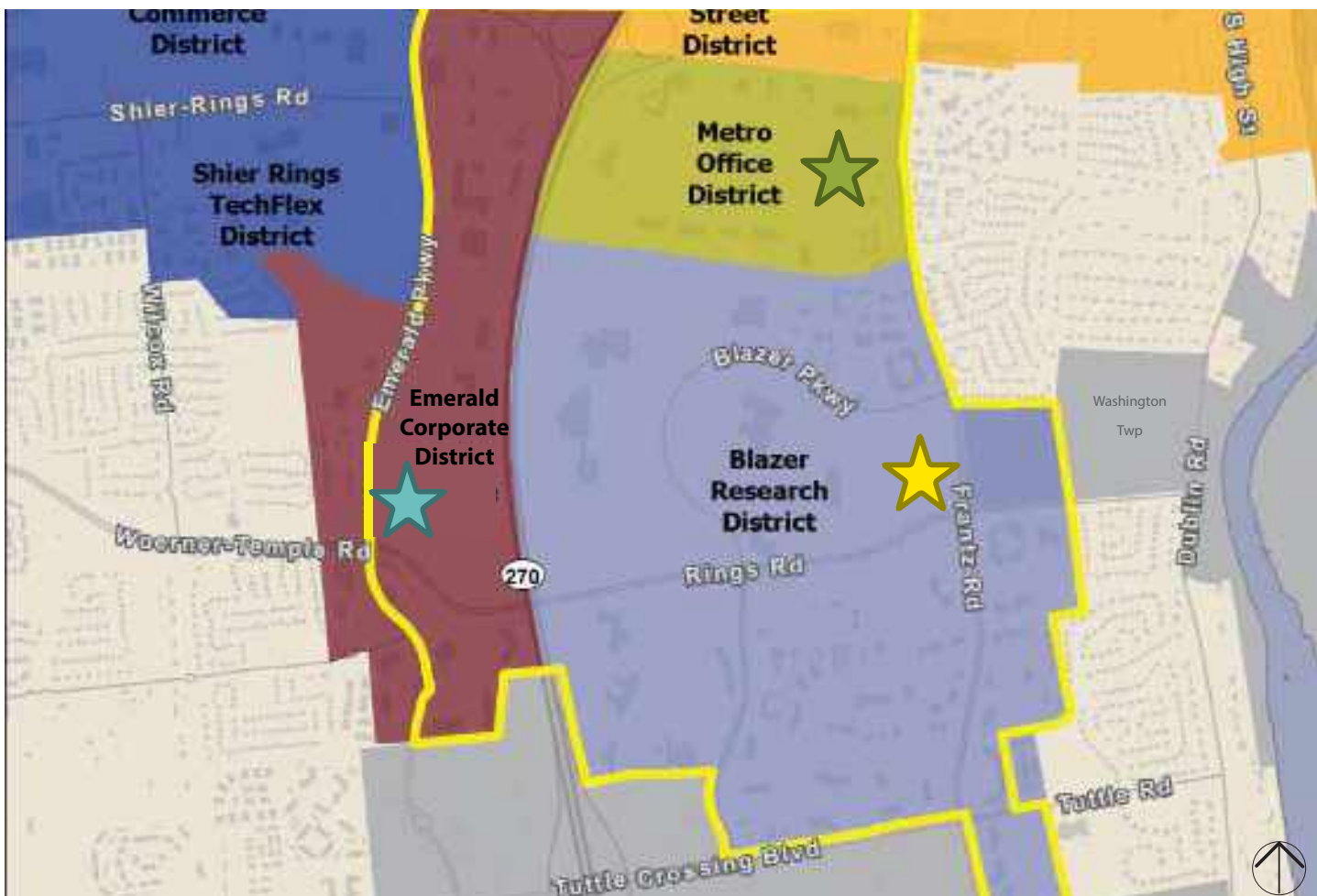
Based on the results of the market analysis and public input, the concepts reflect real-world scenarios

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 nearby office workers and residents.
- ▶ A linear walkable “spine” is established to create an east-west walking route to link the large office building with amenities along Frantz Road.
- ▶ Small-format grocery at Rings and Frantz Roads. Market demand indicates that a small-format grocery could succeed here. This would be similar to the limited footprint, two-story models currently being built elsewhere in Central Ohio. That model relies heavily on prepared foods and in-store dining in addition to grocery sales.
- ▶ Office uses around a central green public space. The location of these office buildings begins to establish a pedestrian-scale connection between the retail uses on this large site.



Rings Road Development Option A



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



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

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 nearby office workers and residents.

- ▶ A linear walkable “spine” is established to create an east-west walking route to link the large office building with amenities along Frantz Road.
- ▶ Small-format grocery at Rings and Frantz Roads. Market demand indicates that a small-format grocery could succeed here. This would be similar to the limited footprint, two-story models currently being built elsewhere in Central Ohio. That model relies heavily on prepared foods and in-store dining in addition to grocery sales.
- ▶ Office users around a central green. The location of these office buildings begins to establish a pedestrian-scale connection

between the retail uses on this large site.

- ▶ Residential uses anchor the southern edge of the site and introduces additional customers to support the proposed restaurant/retail amenities.



Rings Road Development Option B



Potential development example: Multifamily residential



Potential development example: Small-format two-story grocery

METRO CENTER

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

Option A

Key aspects include:

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



Potential development example: Destination restaurant at street frontage



Potential development example: Food truck court at office campus



Potential development example: Integrated office development



Potential development example: Recreational open space in office campus



Metro Center Option A

METRO CENTER

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

Option B

Key aspects of this option include:

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



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



Potential development example: Multifamily residential



Potential development example: Restaurant retail integrated with public space

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

Option D

NEW DEVELOPMENT AND REDEVELOPMENT

Amenity infrastructure is critical especially for suburban legacy office environments as it helps to transform underutilized open spaces into hubs of activity, increasing the quality of life for employees, residents and visitors.

In addition to the "central green" option for Metro Center, Rings and Frantz Road developments discussed in this Plan, another approach could be to introduce a series of interconnected green spaces throughout the district and applying placemaking principles.

Connectivity is provided by walking/ biking paths; site furnishing including bench and table clusters, waste, recycle bins, bike parking and wifi should be provided to create opportunities for spontaneous and organized interactions. These spaces should be adaptive, unique, safe, and relevant.

New site planning should take multi-modal transportation options into consideration along with innovative and adaptive parking solutions, such as parking decks and garages. With the reorganization of parking within the district, more will be available for open space and amenity infrastructure.

In addition, integrating sustainable best practices and smart technologies can add to the user experience.



Examples of connected green spaces within office campuses

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

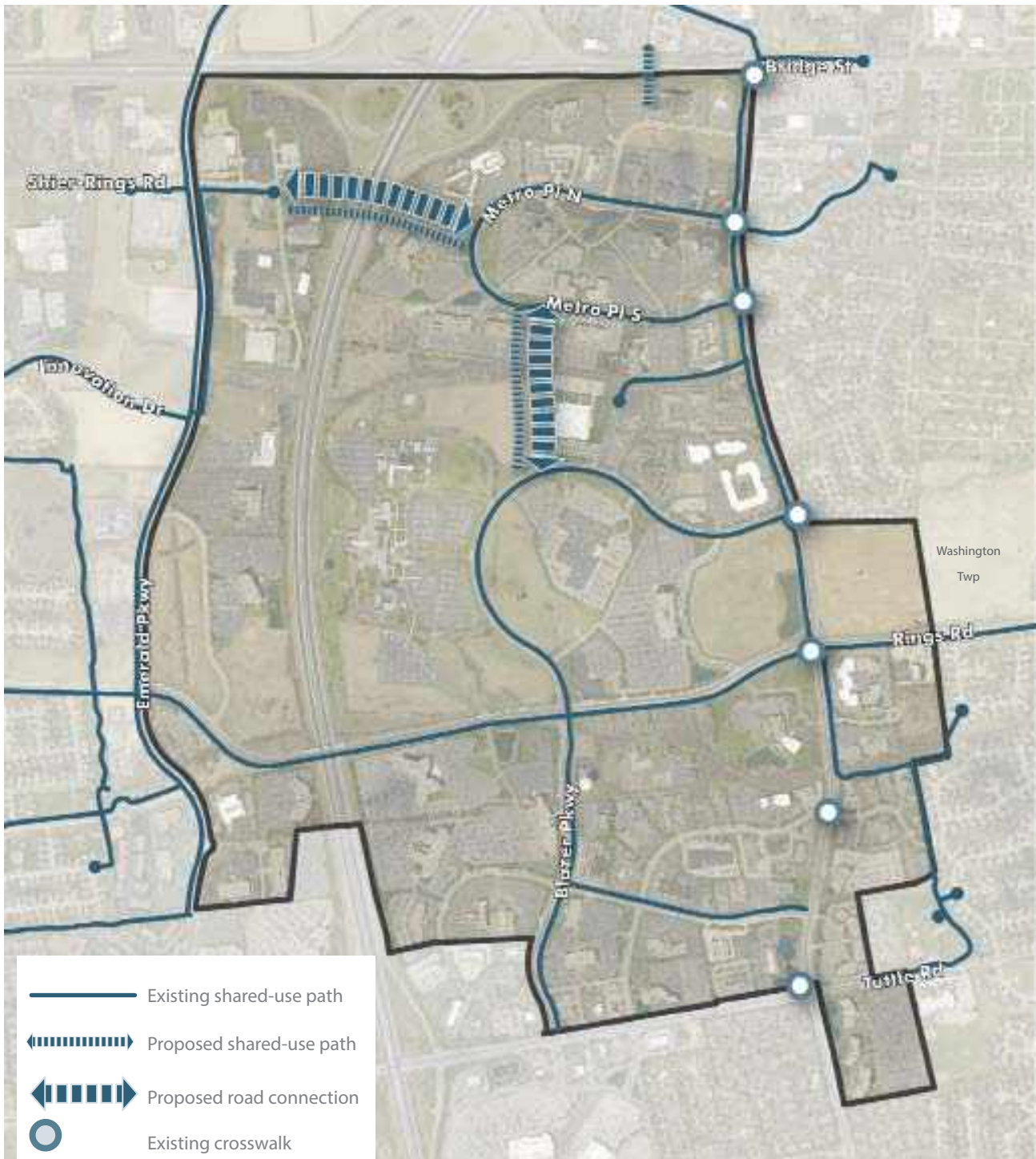
As the development pattern transitions from single-use and auto-dominant site design, this will be the opportunity to introduce needed pedestrian access to sites and within the sub-districts.

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.

In addition, investigate the feasibility of dedicated bike/alternative transportation lanes along Frantz Road to create alternative transportation opportunities within the district.

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

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

Infill / site redevelopment

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

BUILDING DESIGN

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

- ▶ Energy efficient design for new and retrofitted mechanical systems,
- ▶ Use of local materials in new construction and renovation
- ▶ Recycled materials for renovation projects

- ▶ Incorporation of materials that assist with wind and solar energy collection
- ▶ Water conservation through selection of appropriate fixtures for new and renovated facilities

TRANSPORTATION

Active Transportation

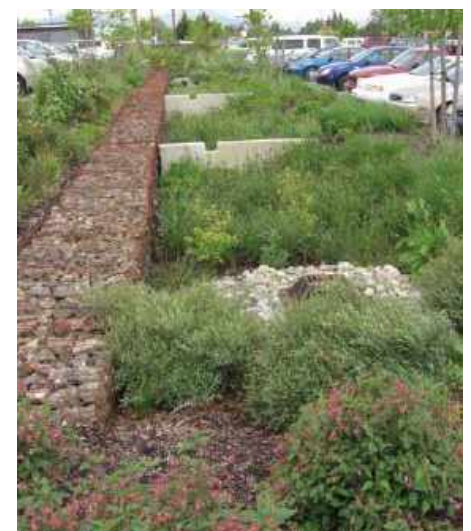
Incorporating active transportation facilities and site access should be a focus of all planning area redevelopment.

Site elements of development should include:

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

TECHNOLOGICAL ADVANCEMENTS

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



Parking lot stormwater approach: Large island bioswale



Parking lot stormwater approach: Bioswale and large central island



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

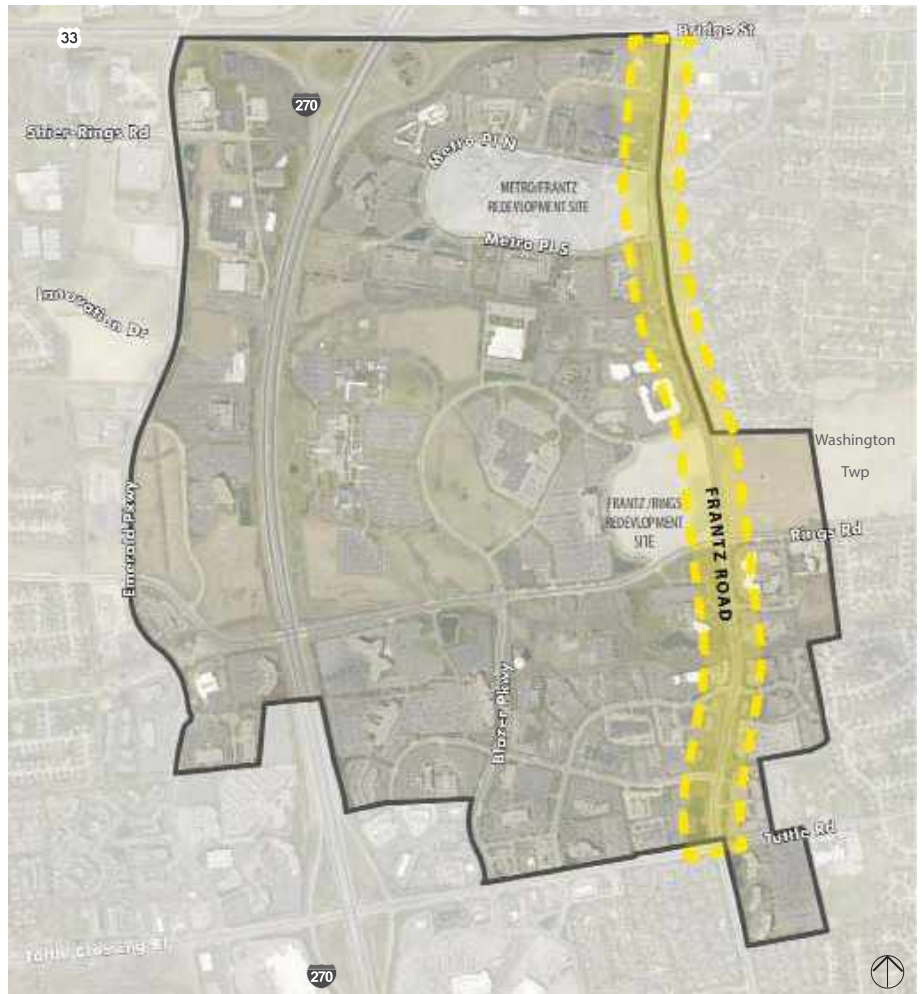
CORRIDOR FRANTZ ROAD

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

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

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

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



Frantz Road corridor within planning area

- ▶ Explore the potential of dedicated alternative transportation lanes along Frantz Road to provide for multi-modal options.



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

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 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.



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



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

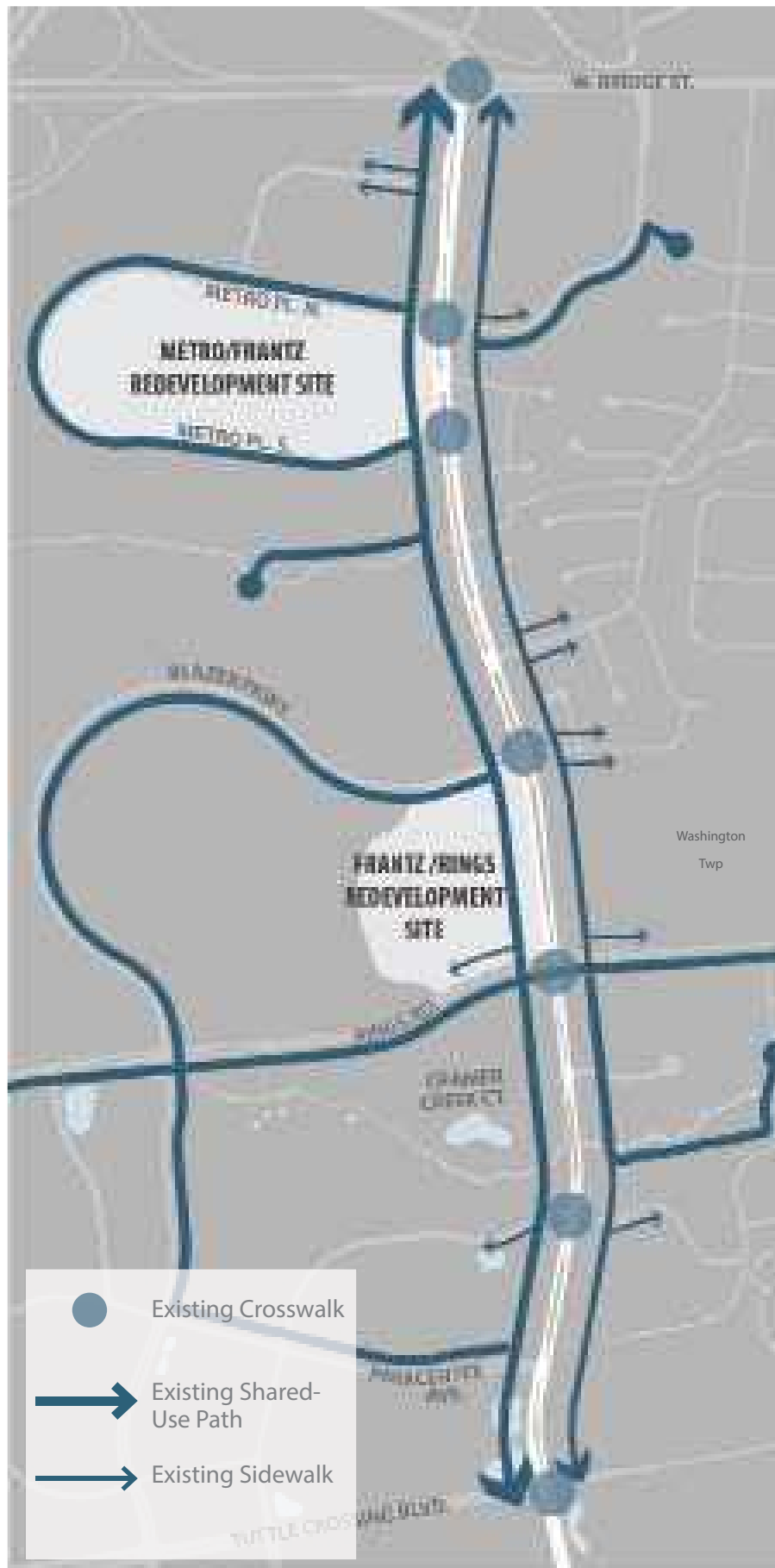


Overgrown landscaping can detract from a property's appearance instead of enhance it.

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.



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



Examples of shared-use monument signs

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.



Proposed streetscape improvements along Frantz Road



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 consistent standards that vary amongst the several PUD and standard zoning districts.
- ▶ Emphasis placemaking as a review criteria.
- ▶ Incorporate new surface parking lot landscaping requirements consistent with the intent of this Plan.
- ▶ 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

- ▶ Build an interconnected walking and biking network, extend walking and biking trails into sites in conjunction with open

- ▶ space amenities.
- ▶ Provide multi-modal, and last-mile transportation options
- ▶ Explore construction of mini multi-modal hubs.
- ▶ Seek extension of COTA transit service throughout the planning area.

IMPROVE CONNECTIVITY

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

DEVELOPMENT

DEVELOP A COMPLEMENTARY MIX OF USES.

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

REDEVELOP EXISTING SITES WITH QUALITY SITE DESIGN

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

SUPPORT TECHNOLOGY AND R+D BUSINESS INVESTMENT

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

SITE IMPROVEMENTS

REFRESH BUILDING ARCHITECTURE

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

CONSOLIDATE PARKING AND SITE ACCESS

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

OPTIMIZE PARKING FOR EXISTING SITES

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

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

TASKS

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

DEVELOPMENT + DESIGN PRINCIPLES

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

PLACEMAKING

The City has recently adopted a Complete Streets resolution that memorializes its commitment to developing a walkable, pedestrian friendly environment that augments the placemaking strategies of the Dublin Corporate Area Plan. While some placemaking occurs due to community programming, such as a festival or a sculpture installation, or as the serendipity as a place evolves, the Plan recommends retrofitting and re-organizing existing development to increase opportunities for community to interaction.

- ▶ New development should include spaces designed to facilitate the interaction and lingering.
- ▶ These spaces should be
 - Inviting and rich in details.
 - Adaptive, unique, accessible, and safe
 - Opportunities for community activities and destinations.
 - Collaborative and sociable
 - Context specific to each sub-district's character.



Streetscape and spaces encourage interaction



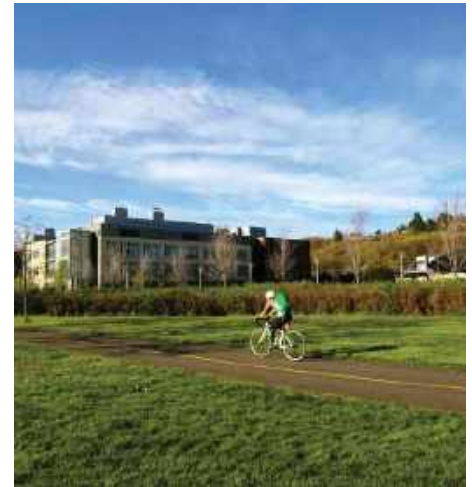
Street furniture and spaces encourage interaction

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 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.



Pedestrian facilities integrated into sites



Bicycle facilities integrated into sites



Architectural variety complements the traditional portion of the building

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.
- ▶ Mixed-use buildings are encouraged where appropriate.
- ▶ Architectural variety is preferred in the Mixed Use Regional District. Project designers are encouraged to try to find elements to tie into



Walkway through parking area, linking to front entrances

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.

ARCHITECTURAL DIVERSITY

The City has continually emphasized high-quality architecture and building materials. The planning area should provide a visible reference to Dublin’s stated vision of being a “Vibrant, Innovative, and Engaged Community.”

- ▶ Building forms should be complimentary and not redundant, as well as provide flexible spaces that can accommodate changes in use and work styles.
- ▶ Buildings should articulate the function and activities of each sub-district in terms of character, massing, materials, and landscaping.
- ▶ Buildings should be compatible relative to architectural character, massing, placement, height, and landscaping.
- ▶ A repetitive use of a single building type, scale, mass, or material should be avoided to ensure architectural interest.
- ▶ Placement should allow the building to engage with the street.
- ▶ Natural materials such as



Dynamic building massing



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



Extensive use of glass as exterior material



High degree of transparency

stone, provide a reference to Dublin's history, glass provides interactivity; however, use of other compatible materials such as woods, metals, and other innovative materials should be encouraged to provide interest to the building mass.

BUILDINGS: EXTERIOR MATERIALS

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

Brick

- Natural brick is encouraged as an external material based on scale and location.
- Other clay products such as terracotta tiles may be used as appropriate, as well as stone.

Stone

- Natural stone or natural stone veneer is appropriate based on scale and location.
- 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.

Wood

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



Brick and glass as exterior building materials



Wood and metal as exterior building materials



Concrete and glass as exterior building materials

Glass

- The use of glass is appropriate based on scale, location, compatibility with other building material and architectural style.
- Use of transparent (non-opaque) of glass is encouraged throughout.

Metal

- Metal may be used as a building material based on appropriate scale, location and compatibility with other building materials.
- Metal should be more “solid” in character with a minimum thickness of ¼” – break metal and other easily warped metal applications should be avoided.

Concrete

- Concrete may be used as a building 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.



Access points should serve multiple office buildings/sites



Shared "green" parking lot



Permeable pavers in parking area



Dedicated bicycle facilities



Bicycle parking

PARKING

- ▶ Shared parking across joint sites is highly encouraged.
- ▶ Parking decks and garages integrated with site design are encouraged where economically feasible.
- ▶ 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 lower parking ratios and should be closely monitored.
- ▶ The use of permeable paving materials is encouraged.
- ▶ Small landscape islands within parking lots are discouraged.
- ▶ Incorporating sustainable practices within parking areas is encouraged.
 - Solar shades.
 - Pervious paving.
 - Bioswales, rain gardens and other stormwater controls.
- ▶ Parking areas should be well lit.

ACTIVE TRANSPORTATION

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

OPEN SPACE

- ▶ Open Space as an organizational and focal element is highly encouraged.
- ▶ 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.



Incorporated open space and stormwater features



Landscape median



Landscape clustered at entry

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 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.



Examples of creative monument signs



DUBLIN CORPORATE AREA PLAN
CITY OF DUBLIN, OHIO
DIVISION OF PLANNING
DEPARTMENT OF DEVELOPMENT

Dublin Corporate Area Plan

The [Dublin Corporate Area Plan \(DCAP\)](#) was adopted in September 2018 by City Council as a Special Area Plan within the City of Dublin Community Plan. The DCAP includes an overall strategy of encouraging certain uses, mixes, and forms of development that will help maintain the viability of the planning area. As the plan notes, the DCAP area is aging and has been at risk of disinvestment, particularly from companies that desire more mixed-use walkable environments with more amenities such as dining and service options. The plan creates a redevelopment and infill vision of new investment, and the City's strategy should be to facilitate that reinvestment, while still providing protections to the City and surrounding neighborhoods.

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: Reference to the Plan and other requirements

Blue: 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.

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.

Zoning Reference: The above items are addressed for the entire MUR-4 District in the proposed zoning code and design guidelines.

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.

Zoning Reference: The proposed MUR District regulations and design guidelines include protections for the adjacent residential uses including landscaping/buffering, lighting, use, and height restrictions.

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.

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.

Zoning Reference: Parks are permitted uses in the MUR-4 district in addition to complementary commercial and office uses such as training facilities, small-scale research and development uses, and tutoring services (Table 1 - pages 5 and 6). Additionally, section 3.3 of the design guidelines addresses ways to incorporate open space throughout the district.

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.

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.

Zoning Reference: The proposed code limits buildings in the MUR-4 district to 2 stories and 25 feet north of Tuttle Crossing Blvd and 3 stories and 40 feet south of Tuttle Crossing Blvd (Table 2 – page 9). This is consistent with the Building Height Guidelines Map adopted as part of the Dublin Corporate Area Plan.

Building Setbacks

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

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 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 in addition to stream corridor protection requirements automatically constrain the development of the property (an illustration of these constraints is provided in the attachment).

Zoning Reference: The proposed MUR-4 code includes a 30’ front yard setback, 10’ side yard setback, and 50’ rear yard setback (Table 2 – page 9). There are not different setbacks proposed for parking and buildings.

Lighting and Windows

Neighborhood Concern: Restrictions should be included in 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.

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 are the specific Code requirements for exterior site lighting:

Zoning Reference: Section (J) on page 23-24 addresses site lighting requirements for the MUR-4 District including regulations for shielding, lighting uniformity, light trespass, light poles, and wall lighting. Additionally, section 3.5 of the design guidelines addresses lighting in order to promote the development of lighting plans that reduce negative impacts of site lighting on adjacent properties.

The code addresses windows on page 11. The regulations state that “building walls facing public streets, residential zoning districts, or residential uses shall incorporate windows or glass openings to effectively avoid blank and undifferentiated elevations while balancing the needs of internal space needs and operations. Windowless exterior walls are prohibited”. Section 2.4 of the design guidelines also notes that “windows and doors should be in harmony and proportionate to the building façade”.

The buffering and landscaping requirements along residential property lines will also assist in mitigating light trespass on adjacent properties.

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.

Zoning Reference: The enforcement of these types of regulations in a zoning code are cumbersome and hard to enforce. The code does require a 6’ opaque screen along all residential property lines (page 12) which will help mitigate lighting, noise, and other impacts.

Parking Lot Lighting

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

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:

Zoning Reference: Section (J) on page 23-24 addresses site lighting requirements for the MUR-4 District. These regulations include shielding requirements and maximum heights for light poles.

Tree Preservation

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

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:

Zoning Reference: The Tree Preservation Requirements (§153.140) will apply to all developments in the MUR Districts.

Landscape Buffering

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

The Zoning Code addresses these requirements, as noted below.

Zoning Reference: The MUR-4 district requires a 50' rear yard setback for both building and parking (Table 2 – page 9). The landscaping section also requires a perimeter landscape buffer that includes one tree to be planted every 40 lineal feet plus a continuous six-foot-high opaque screen constructed out of plantings, a hedge, wall, fence, earth mount, or combination thereof (page 12).

Coniferous/Evergreen Screening

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

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.

Zoning Reference: The landscaping section requires a perimeter landscape buffer that includes one tree to be planted every 40 lineal feet plus a continuous six-foot-high opaque screen constructed out of plantings, a hedge, wall, fence, earth mount, or combination thereof (page 12).

Resident Consultation on Landscape Buffering

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

Zoning Reference: In current Draft and consistent with other zoning requirements, Neighborhood consultation is not mandated as part of the approval process for developments within the MUR Districts. However, staff, Planning and Zoning Commission and Council strongly encourage interaction with neighborhood 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.

Zoning Reference: The landscaping section requires a perimeter landscape buffer that includes one tree to be planted every 40 lineal feet plus a continuous six-foot-high opaque screen constructed out of plantings, a hedge, wall, fence, earth mount, or combination thereof (page 12).

Protection of Cramer Creek

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

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.

Zoning 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.

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.

Zoning Reference: Section (E) of the proposed code addresses architectural requirements (pages 10-12), which includes regulations for windows, roofs, and exterior materials. Section 2 of the design guidelines also addresses building design and addresses mass and form, design, materials, colors, sustainable building design, signage, and height.

Commercial Trash Collection

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

Zoning 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

- A 40,000 s.f. General Office (100' x 200' x 2 Stories)*
- B Refuse/Recycling Enclosure
- C Conceptual Stormwater Management Location—Conventional Retention Pond
- D Conceptual Stormwater Management Location—Filter Strip
- E Existing Fire Hydrant
- F Preserve Existing Tree Rows/Tree Stands to Maximum Extent Practicable. Tree Survey must be conducted to determine exact location, size, and condition of existing trees.

*Note: Alternate 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

Total Site Area:	±5.79 acres
Existing Zoning:	SO, Suburban Office and Institutional District
Future Land Use:	Neighborhood Office/Institutional
Subdivision Name:	Cramer Creek Corporate Park
Business Neighborhood:	Blazer Research District
Proposed Use (s.f.):	General Office (40,000 s.f.)
Parking Required:	4 per 1,000 s.f. = 160 Spaces (6 Accessible)
Parking Provided:	5.59 per 1,000 s.f. = 223 Spaces (8 Accessible)
Lot Coverage Permitted:	70%
Lot Coverage Proposed:	39.2% (±6,180 s.f. Impermeable Cover)
Density:	±6,908 s.f./acre



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

