

Land Use



I. LAND USE OVERVIEW

»»»»»»»»»»»»»»»» *Taking a look back*

Since 1995, Dublin's residents and policy-makers have desired a plan that would control future traffic congestion to the greatest extent feasible, while maintaining appropriate land uses and continued fiscal health. It was recognized that although development patterns outside the City boundary may not always match Dublin's expectations, surrounding growth will, nevertheless, have a significant impact on the City. The Community Plan process has sought to mitigate these potential impacts. Efforts have included working cooperatively

with surrounding jurisdictions in order to ensure quality development and fiscal health for the area as a whole.

As part of the 1997 Community Plan, a significant effort was made to model the Dublin planning area. Following an intense multi-year process that considered trends based on adopted plans within the area and multiple development alternatives, a low-intensity scenario was endorsed. Given resulting traffic impacts, a request was made by the Steering Committee, Planning and Zoning Commission and City Council

to lower development intensities further while maintaining projected fiscal health.

The 1997 Community Plan and the adopted Future Land Use Map reflected this "lower than low" scenario with minor modifications that emphasized substantial office development and significant residential development at 1.0 to 2.0 dwelling units per acre. The 1997 Plan and subsequent amendments have served Dublin well and have resulted in a high quality, successful City.

A. Existing Conditions

During 2005, the City of Dublin completed an inventory of existing land uses within the 34-square-mile land use and fiscal modeling area (planning area) as shown in Map 3.1. The City used a parcel-based geographic information system (GIS) containing Standard Industrial Codes (SIC) from Franklin, Delaware and Union County databases. The collection of land use information included a variety of sources: county and MORPC database information; Dublin planning and building databases; and other geodata, including digital aerial photography. Additional follow-up windshield surveys and interpretation from planning staff knowledge were also used to verify the existing uses. Based upon the inventory, land uses for both the municipal boundary and for the total planning area were identified. The planning area corresponds to water and sewer contract boundaries established with the City of Columbus. Existing land uses for areas outside the planning area, but within the transportation modeling area, were compiled from MORPC data and verified for accuracy.

The results of the land use inventory as noted in Table 3.1 indicate that the City is dominated by single-family residential uses. In fact, single-family residences, offices and parks comprise nearly half (47 percent) of the total geographic area. In the broader context of the planning area, significant amounts of agricultural land (24 percent) have yet to be developed and offer future development potential, particularly along the U.S. 33 Corridor. Map 3.1 identifies existing land uses and has been modified since the 2005 inventory to reflect recent development and revised land use classifications as defined on pages 66-69.

Figure 3.1 Existing Land Use, Current City (2007)

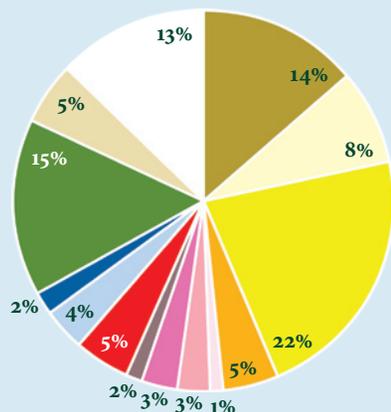
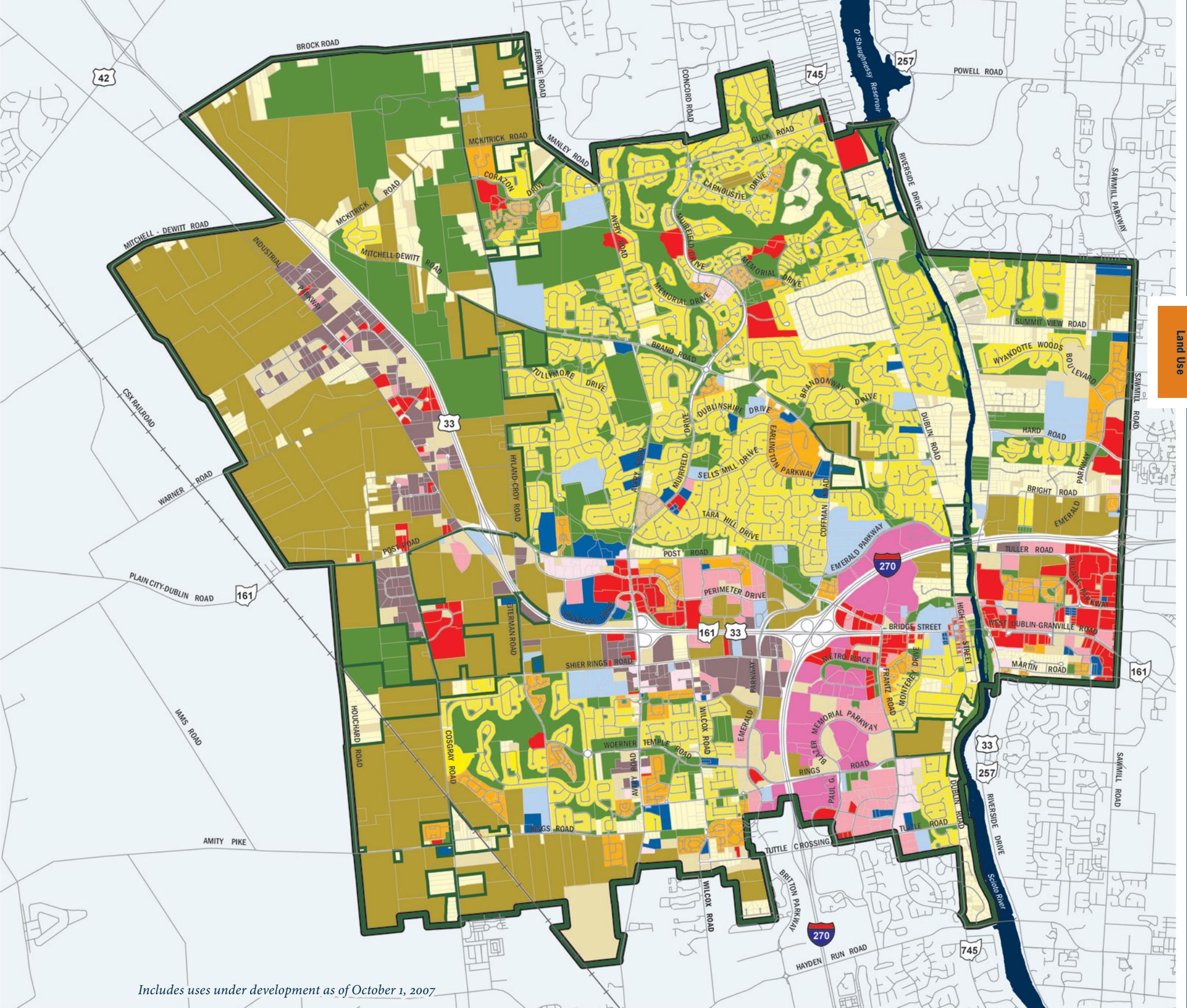


Table 3.1 Existing Land Use Inventory (2007)*

Land Use Classification	Current City		Total Planning Area	
	Acres	Percent of Total	Acres	Percent of Total
Rural Residential/Agricultural	2,182	14%	5143	24%
Residential Low Density	1,229	8%	2,076	10%
Residential Medium Density	3,470	22%	3,517	16%
Residential High Density	743	5%	761	3%
Neighborhood Office	152	1%	152	1%
Standard Office	436	3%	457	2%
Premium Office	478	3%	478	2%
General Industrial	248	2%	637	3%
General Commercial	734	5%	797	4%
Mixed Use Village Center	2	<1%	2	<1%
Public Institutional/Civic	582	4%	582	3%
Private Institutional	286	2%	300	1%
Parks/Open Space**	2,361	15%	3,539	16%
Vacant/Undeveloped	819	5%	1,118	5%
Roads/Right-of-Way	1,991	13%	2,255	10%
Total	15,713	100%	21,812	100%

* includes uses under development as of October 1, 2007, estimated from GIS data

** includes portions of the Scioto River within the City and the planning area



Includes uses under development as of October 1, 2007

- | | | | |
|--------------------------------|--------------------------|----------------------------|-----------------------|
| Roads/Right-of-Way | Residential High Density | General Industrial | Private Institutional |
| Rural Residential/Agricultural | Neighborhood Office | General Commercial | Parks/Open Space |
| Residential Low Density | Standard Office | Mixed Use Village Center | Vacant/Undeveloped |
| Residential Medium Density | Premium Office | Public Institutional/Civic | Planning Area |
- 0 0.5 1 Mile

Map 3.1 Existing Land Use

II. LAND USE MODELING

Building the 2007 Plan

The existing land use inventory was used as a basis to identify potential development areas consisting of vacant or underutilized land within the study area. Based upon public input and discussion with City Council and the Planning and Zoning Commission, several land use scenarios were developed to evaluate land use impacts from multiple perspectives to the horizon year 2030. This analysis focused on key locations throughout the City and in potential annexation areas, which consist of lands within Dublin's exclusive sewer and water service area or within the service area negotiated between Dublin and the City of Columbus. Nine special planning areas were also identified based on the likelihood of future development pressures or the potential for significant redevelopment opportunity. The results and estimation of impacts from the three development scenarios were used by residents and policy makers to formulate informed decisions about Dublin's future. Policy trade-offs were discussed for future traffic analysis,

fiscal implications, water and sewer impacts and overall levels of service.

As shown in Map 0.2 (page 21), the Dublin planning area extends beyond the existing City of Dublin corporation limits. For areas outside the planning area and within the transportation modeling area (study area), land uses from MORPC's model have been used to calibrate the Dublin transportation model. Land use assumptions included within the MORPC model were verified for accuracy when compared to current or pending development projects within the area and adopted plans for surrounding jurisdictions. The MORPC data was found to be generally consistent with expected development, particularly in areas of growth and change to the north and west of Dublin.

A. Land Use Scenarios

Following completion of the land use inventory, three scenarios were created with varying intensities of land use. These land use alternatives were the basis for an in-depth analysis of potential development impacts. The land use assumptions contained

in the alternatives were analyzed for impacts on the transportation network, utilities, and fiscal plan. The scenarios are outlined below.

The Trend Scenario

Analysis for the 2007 Community Plan update included an iterative modeling process, using the adopted land use policies as expressed in the 1997 Community Plan as a baseline for comparison. The "Trend Scenario" was derived from (1) existing development within the City, (2) the potential for additional development of properties given established zoning, and (3) future land use designations as denoted on the adopted Future Land Use Map (revised on January 7, 2005). The Trend Scenario represented the expected build-out of the City and its planning area based upon no change to current policies. The scenario, as a result, expressed land use impacts if Dublin were to continue on its current course of development. Major components of the Trend Scenario include the following:

- Focus on retail and office development within the Sawmill

RIGHT: Office condominiums are a popular trend to meet Dublin's growing need for medical and office space.

OPPOSITE PAGE: Hidaka USA, Inc. is an example of clean manufacturing in Dublin.



Road/SR 161 area south of I-270 and east of the Scioto River;

- Additional office development along the future Emerald Parkway extension between Sawmill Road and Riverside Drive;
- Industrial and office development along the Shier Rings Road corridor;
- Additional office and retail development as Tuttle Road is extended to the west;
- Substantial office and industrial development along U.S. 33;
- Additional industrial development and future residential development along and to the west of Industrial Parkway; and
- Significant residential development within the southwest and northwest growth corridors of the City.

The Mid-Range Scenario

While the Trend Scenario expressed a clear focus on office development and



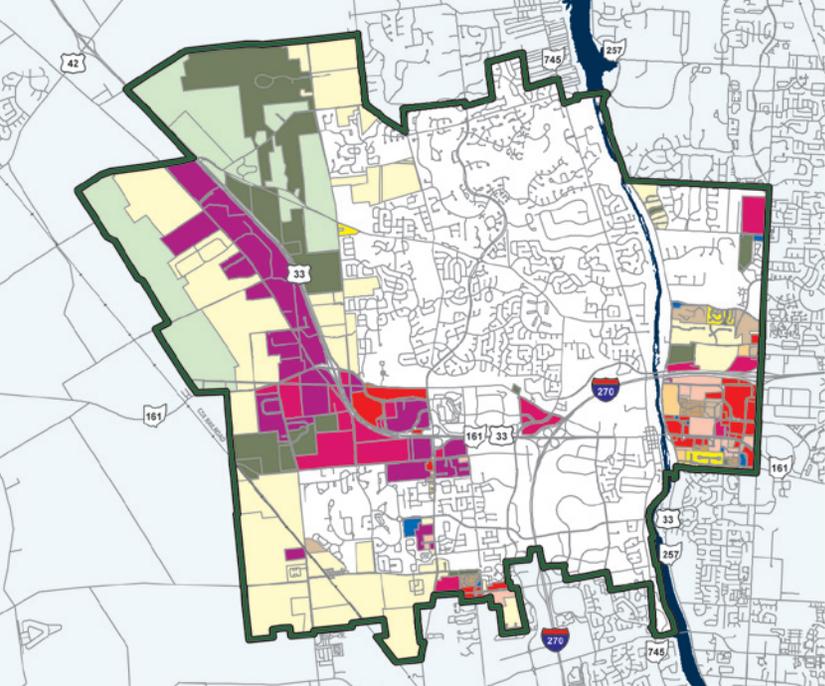
single-family neighborhoods, additional needs such as a greater housing options, convenient neighborhood services and more walkable environments were identified and expressed in the adopted Land Use Principles (page 61).

Scenario Two, or the “Mid-Range Scenario,” was developed as part of the public planning process and represents a policy shift that acknowledges the success and popularity of existing Dublin development, yet strives to provide greater variety and opportunity in the future. In particular, the Mid-Range Scenario incorporated the concepts of mixed use development and targeted neighborhood center development to provide more localized and convenient services for residents and employees. Using area plan concepts, the scenario included mixed use redevelopment strategies in the Sawmill Road area, the expected revitalization of Historic Dublin and the future development of the Central Ohio Innovation Center as a major employment generator for the region. Given these planning objectives, the scenario designates the State Route 161 Corridor as the central development core of the City. Targeting of densities and major employment nodes was encouraged to facilitate long-term transit options as the region develops. The following are major differences between the Trend and Mid-Range Scenarios:

- Instead of general suburban office and retail development, the Mid-Range Scenario encouraged the integration of mixed use office and retail with high density housing to revitalize existing community-level commercial strip centers that have

declined with the creation of new retail opportunities in the area.

- Residential designations within the Southwest Area were modified to vary from single-family residential uses as identified in the Trend Scenario. The Amlin area was identified as a village node where mixed use development would be concentrated. Surrounding areas were balanced by residential conservation patterns to the west and a broader range of housing options to the east along the Tuttle Extension, consistent with adopted land use principles.
- As part of efforts for the Central Ohio Innovation Center, growth along U.S. 33 and Post Road would facilitate greater office and research components with additional support services for employees.
- Areas to the northwest focused on low density residential conservation patterns to maximize open space around the Glacier Ridge Metro Park. The scenario targeted neighborhood centers where appropriate, and varied from the large-lot, low density development identified in the Trend Scenario.
- Non-residential areas west of U.S. 33 focused on future industrial growth along Industrial Parkway associated with research activities in the Central Ohio Innovation Center. Residential development patterns to the west were also modified to provide housing options and daily services for area employees within the framework of a coordinated open space system.

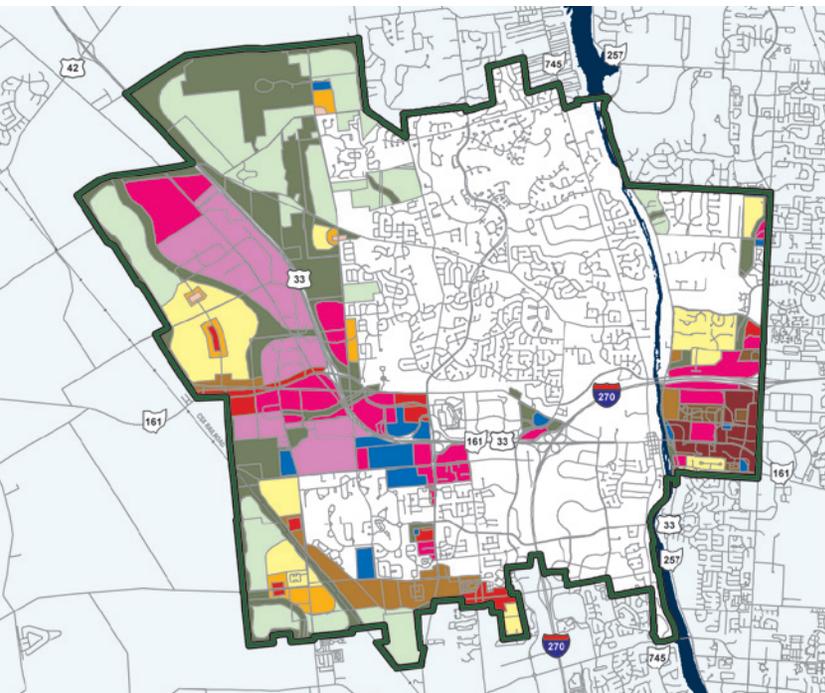


Modeled Land Use Categories

- Planned Unit Development
- Residential Low (1 unit/ac)
- Residential Low (2 units/ac)
- Residential Medium Low (3 units/ac)
- Residential Medium-High (4 units/ac)
- Residential High (5+ units/ac)
- Commercial/Retail
- Office/Employment
- Mixed Use Employment Emphasis
- Industrial/Flex
- Civic/Institutional
- Open Space/Park
- Planning Area



Map 3.2a Trend Scenario

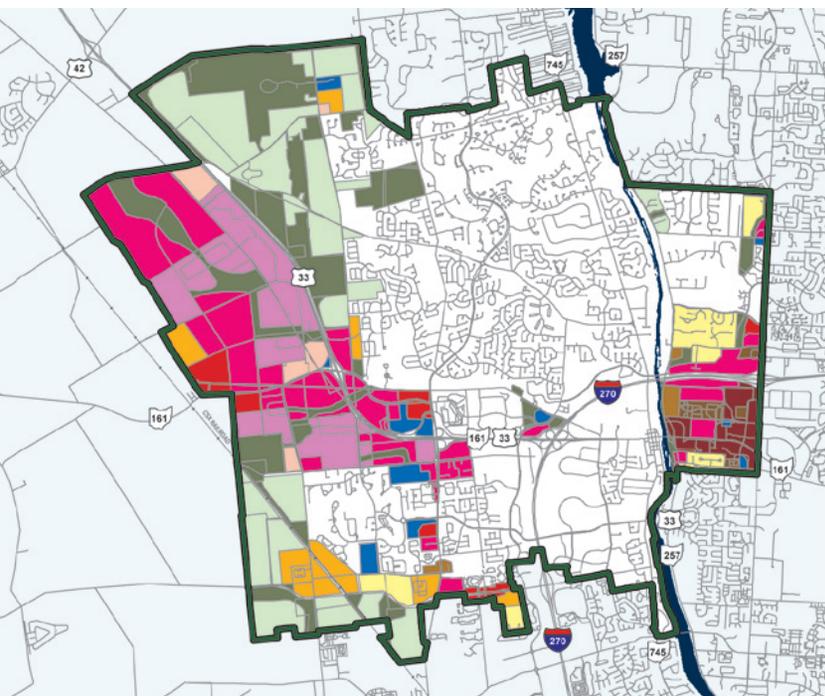


Modeled Land Use Categories

- Conservation Subdivision (1.5 units/ac)
- Single Family Residential (2 units/ac)
- Residential Multi-Type A (4 units/ac)
- Residential Multi-Type B (6 units/ac)
- Residential Multi-Type D (10 units/ac)
- Mixed Use Neighborhood Center
- Mixed Use Village Center
- Mixed Use Town Center
- Office
- Light Industrial
- Civic/Institutional
- Open Space/Park
- Planning Area



Map 3.2b Mid-Range Scenario



Modeled Land Use Categories

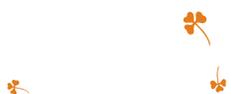
- Conservation Subdivision (1.5 units/ac)
- Single Family Residential (2 units/ac)
- Residential Multi-Type A (4 units/ac)
- Residential Multi-Type B (6 units/ac)
- Residential Multi-Type D (10 units/ac)
- Mixed Use Neighborhood Center
- Mixed Use Village Center
- Mixed Use Town Center
- Office
- Light Industrial
- Civic/Institutional
- Open Space/Park
- Planning Area



Map 3.2c Maximum Build-Out Scenario

The Maximum Build-Out Scenario

The third land use scenario tested (“Maximum Build-Out”) continued the integration of conservation design, mixed use neighborhood centers, a broader range of housing, targeted redevelopment of ailing retail areas and future technology-related growth in the Central Ohio Innovation Center. The Maximum Build-Out Scenario, as developed, is generally similar to the Mid-Range Scenario; however, long-term success and growth of the COIC north of State Route 161 is assumed with substantial employment growth along the Industrial Parkway corridor. Additional office, research and light industrial uses were included in areas west of U.S. 33 identified as residential in the other scenarios.



The Mid-Range Scenario was developed as part of the public planning process.

B. Modeling the Scenarios

The firm of McBride Dale Clarion (MDC) conducted a build-out analysis to determine the total capacity for growth under each scenario, given currently undeveloped land and selected future land uses. The capacity was calculated by multiplying the land area by specific densities and then translating the number of households and non-residential square footage into population and employment projections. The build-out capacity for each of the scenarios, within the planning area (not the entire transportation model area), is shown in Table 3.2.

Findings indicated that the Trend Scenario resulted in a build-out population for the planning area of 74,480 persons; a 110 percent increase over the 2004 population. The tested scenario would have capacity to support residential growth beyond 2030 and resulted in a housing stock comprised of 70 percent single-family homes. Other scenarios created a broader range of

housing types, but lower population estimates due to expected household size. The Mid-Range and Maximum Build-out Scenarios encourage mixed uses and greater diversity of housing types. These alternatives were tested with more open space and adequate areas of land assigned to non-residential land uses to promote substantial employment. Based on these initial capacity results, the Development Capacity Analysis was then forwarded for transportation and fiscal modeling.

The build-out year for all scenarios is beyond the 2030 horizon year established for transportation modeling. Because the Dublin travel demand model functions within a regional system, it was necessary to be consistent with regional transportation network assumptions using the planning horizon year of 2030, as is used by the Ohio Department of Transportation (ODOT) and MORPC. Maintaining consistency with these entities allows for the Dublin travel demand model to incorporate land use and travel data from outside of the Dublin planning area. In order to meet the consistency needs of the travel demand model, growth forecasts were completed that included population and employment growth in the Dublin

Table 3.2 Build-Out Capacities and Projections*

Scenario	Population	Employment
Trend Scenario	79,870	99,920
Mid-Range Scenario	71,450	143,890
Maximum Build-Out Scenario	65,230	167,800
Future Land Use Map**	58,430	148,300

* The population and employment numbers correspond to the Dublin Land Use Planning Area.

** Future Land Use Map projections are based on revised density assumptions as described in the definitions of Land Use Classifications (pages 66-69) and on projected 2030 household sizes.

land use planning area to meet the interim planning horizon of 2030.

It was determined in the analysis that if all the people and businesses that wanted to move to Dublin could do so by 2030, there would be demand for housing to support 66,000 total residents and 124,500 jobs as indicated in Table 3.3. The projections included existing and new population and employment for the planning area. To accommodate this, the three scenarios were adjusted to reflect the amount of development and growth that may occur by 2030. By using the potential demand as a control, each scenario was “built” to best meet the projected demand.

Each scenario included a different mix of housing types and non-residential building areas, and each land use type generated different projections based on industry standards and observed trends in Dublin. Based on the demand, MDC modeled new homes by type (i.e. single-family, single-family attached, and multi-family) and new non-residential square footage by type (i.e. commercial/retail, office, and industrial). The results, as

calibrated to the horizon year of 2030, were then forwarded for inclusion in the travel demand model. Following a preliminary review of transportation results derived from the land use scenarios and capacity demand analysis, findings were provided to policy-makers.

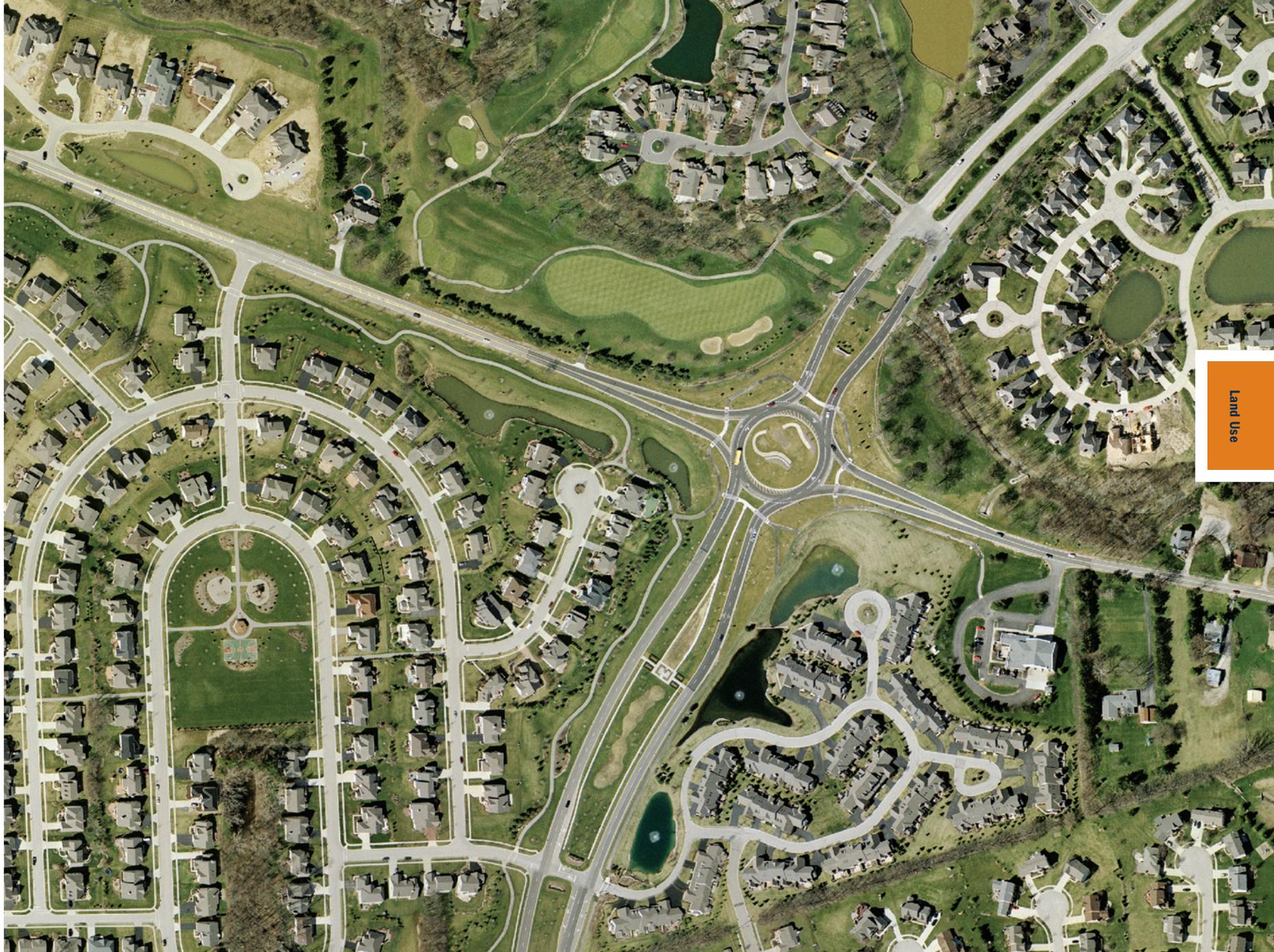
Based upon the traffic impacts of the land use options, the Mid-Range Scenario was selected to complete comprehensive modeling efforts. Since the completion of transportation, fiscal and utility modeling, additional enhancements of plans for the U.S. 33 Corridor Area (Figure 3.12) have occurred that are also indicated on the Future Land Use Map (Map 3.3). Tables 3.1, 3.2 and 8.8 (page 293), include projected population and employment capacities that reflect these land use adjustments. Preliminary analysis for the planning area as a whole suggests that these revisions are comparable to growth capacities modeled for the Mid-Range Scenario. However, the adjusted land uses are not reflected in the more detailed modeling output contained in Chapters 4, 7 and 9. Further testing will be necessary for the various models to represent newly proposed ideas for this important employment corridor.

Table 3.3 2030 Allocations of Capacities and Projections*

Scenario	Population	Employment
Scenario One (Trend Growth)	65,990	85,480
Scenario Two	66,040	118,370
Scenario Three	65,230	124,220
Future Land Use Map	55,370	130,000

* The population and employment numbers correspond to the Dublin Land Use Planning Area.

** Future Land Use Map projections are based on revised density assumptions as described in the definitions of Land Use Classifications (pages 66-69) and on projected 2030 household sizes.



Dublin is widely known as a planned community focused on quality design.



III. THE LAND USE PLAN

The Community Plan is the key policy document for decision-making about Dublin's built and natural environments. The Community Plan text and associated maps contain detailed recommendations for future development including the appropriate location and density or intensity of residential and commercial uses; the general location and character of roads; the general location of parks, open space and public buildings; and the general sites for and extent of public water and sanitary sewer utilities. It also contains recommendations to guide development strategies for the unincorporated areas to the northwest and southwest of Dublin.

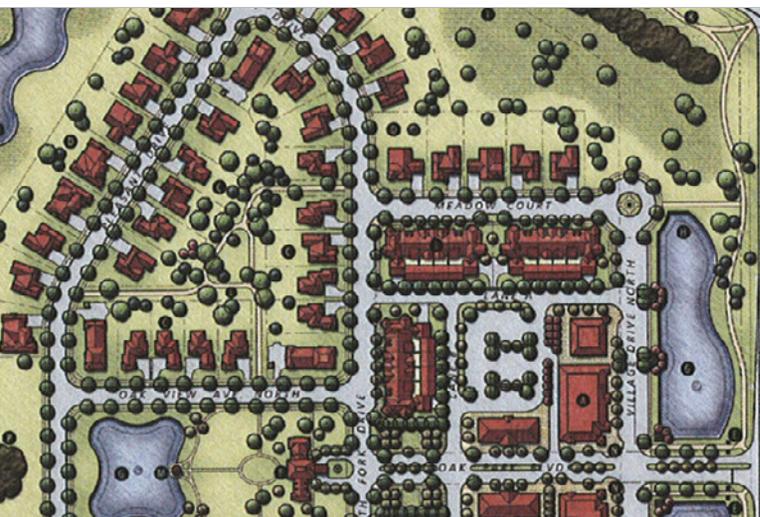
Throughout this Plan, recommendations are based upon a review of existing conditions and evaluation of future development scenarios for their impacts

on infrastructure, roads and the City's fiscal health. Dublin's ability to maintain its high quality of services and quality of life is dependent upon careful review of development proposals for conformance with the Community Plan.

The Land Use Plan (this section) and the Transportation Plan (*Chapter 4 – Transportation*) together form the foundation of the Community Plan. The Land Use Principles, Future Land Use Map (Map 3.3) and Land Use Classifications are important components of the Land Use Plan, while the Thoroughfare Plan (Map 4.4 and Table 4.4) is the primary tool within the Transportation Plan. Both the Future Land Use Map and the Thoroughfare Plan serve to guide decision-making regarding the appropriateness of development proposals and the infrastructure improvements necessary to support future development.

Dublin's ability to maintain a high level of services and quality of life is dependent upon careful review of development proposals for conformance with the Community Plan.

**Images used with permission of The Edge Group*



A. Land Use Principles

Based upon extensive public input, discussion with City Council and the Planning and Zoning Commission, and evaluation of community expectations and future needs, ten land use principles were developed to serve as the basis for evaluation of future development proposals. With the planning process ongoing, City Council adopted Resolution 64-06 on August 21, 2006 to set common design objectives and direction for land use policy in Dublin:

1. Provide high quality design for all uses, recognizing density has important economic implications, but is essentially an outcome (not a determinant) of creating a quality place.
2. Create places to live that have a stronger pedestrian environment, connections to convenient services, and are conducive to multi-generational living.
3. Create places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality.
4. Provide some retail services in closer proximity to residential areas as an important amenity to residents. The design considerations are very important.
5. Create a wider range of housing choice in the community, as well as in new neighborhoods.
6. Preserve the rural character of certain areas of the community, including the appearance of roads, as well as the landscape.
7. Develop streets that create an attractive public realm and make exceptional places for people.
8. Create better connected places, in part, to improve the function of the street network and also to better serve neighborhoods.
9. Create streets that contribute to the character of the community and move a more reasonable level of traffic.
10. Provide opportunities to walk and bike throughout the community.

RIGHT: Many new developments maintain elements of Dublin's rural character.

FAR RIGHT: Significant emphasis is placed on pedestrian connectivity throughout the City.



B. Key Planning Issues

The various chapters of the Plan address many relevant issues that should be strongly considered with each policy decision. Among these, Dublin's housing and retail needs were identified as critical issues throughout the course of the planning process. A discussion of these topics is provided below.

Dublin's Housing Needs

Housing is one of the most fundamental quality of life elements for Dublin's residents. Current housing options available in Dublin consist primarily of single-family homes. While this meets the needs of families with children, a need for other housing types exists and is expected to grow as the demographics of Dublin change over time. Expectations that the population will be aging in Dublin, the region and the state may have serious implications on future housing availability within the City. Today, individuals are living longer and are looking for a wider range of housing choices within the same community. Based upon current trends and land use policies, focus for development has

centered on production for families with children. Empty nesters and the baby boom generation will need more housing choices to remain in place within the community. Likewise, young professionals and first time homebuyers may not find sufficient housing choices. From a neighborhood and community-wide perspective, it is desirable to give residents the option of housing mobility and the ability to maintain social connections throughout the various stages of life.

A community's housing stock serves as the foundation that defines its neighborhoods, frames its streets, and contributes to the overall character of the community. A range of housing types located near employment contributes to the economic viability of the Central Ohio region and can offer both social and economic benefits. Proximity to employment encourages alternative forms of transportation helping to reduce traffic congestion and other demands on infrastructure while promoting pedestrian accessibility. Dublin's Land Use Plan focuses on creating a balance and variety of housing that will provide greater diversity of

unit types and sizes to meet changing market demands while continuing to meet the needs of Dublin's primary demographic: families with children.

Dublin's Retail Needs

There is an abundant supply of regional and community-level retail development in and around Dublin. However, existing land uses in the City generally reflect conventional suburban development patterns that make numerous automobile trips a necessity. Retail services are an important community amenity and the distribution of these uses should meet the needs of residents and employees alike. This is both an individual convenience consideration and community-wide traffic issue. Existing commercial support areas should be encouraged to redevelop over time to incorporate a mixture of uses and encourage pedestrian access. Development of new regional and community-level retail should be limited. Ideally, retail service areas should be integrated into a neighborhood employment center in the form of a traditional village pattern.

RIGHT: Providing broader housing choices is a key principle of the Community Plan.

OPPOSITE PAGE: Providing more convenient neighborhood services for residents will enhance quality of life in the future.



Regional Retail

Regional-level centers, or *town centers*, include a variety of large scale and highly specialized stores and services. Most of their customers are not from the surrounding neighborhood, but from outside the area. These large retail centers require a higher level of municipal services such as police and transportation infrastructure. They may also have an adverse impact on surrounding neighborhoods and encourage vehicular usage. This scale of retail should be severely limited in the City.

Community Retail

Community-level centers, or *village centers*, serve markets that extend beyond a single neighborhood to serve a set of local neighborhoods. These include supermarkets and numerous non-retail services such as banks and medical offices. These village centers can vary in size and include civic uses such as libraries or parks, along with taller buildings and public plazas. Providing a mix of uses, particularly residential, is a key element to these centers. These village centers are necessary within different areas of



the community. However, their scale and design should be sensitive to the area in which they are located.

Neighborhood Retail

Locally serving retail, or *neighborhood centers*, can vary in form. They may serve employment centers, residential neighborhoods or both, where a concentration of businesses or a particular demographic group creates a distinct market for certain types of retail goods and services. When serving residential neighborhoods, the scale of commercial development is critical. This type of retail service may include food establishments, copy services, banks, small retail stores, office supplies, personal services, day care, and small grocery stores. The service needs of the employment centers, coupled with a growing work force, must be met in ways that do not increase mid-day or late-afternoon (peak-hour) traffic. Neighborhood centers should be located in close proximity to residential areas, providing residents with convenient pedestrian access to essential retail stores. Residential-serving retail should be designed to avoid negative impacts on surrounding neighborhoods. Ideally these service areas should be integrated into neighborhoods in a manner that is sensitive to the City's emphasis on design quality, residential character and the following key elements:

- A variety of functional attributes that contribute to a range of complementary uses and user groups (e.g. residential, commercial, or mixed uses).

- Small commercial uses in or near residential districts that include a variety of neighborhood services for daily needs (e.g. corner grocery, coffee shop, dry cleaner, etc.).
- Location within a quarter-mile walking distance from residential neighborhoods, but also serving a three-mile automobile radius.
- Vibrant, pedestrian-friendly design with a mix of complementary land uses.
- Mixed use areas integrate a variety of housing types and other land uses vertically and horizontally.
- The area should treat the ground level as a center of activity with wide sidewalks and public plazas.
- The design should integrate safe pedestrian and vehicular movement.
- Structures in these centers must be flexible to accommodate changes in use.
- The design should minimize the impact of external traffic to the neighborhood.
- A minimum two-story design allows for retail on the first floor and office or residential on the second floor.
- The architecture should be at a pedestrian scale that blends with adjacent residential areas and has a high level of aesthetic quality.



C. The Future Land Use Map

The Future Land Use Map (Map 3.3) classifies all parcels within the Dublin planning area with a recommended land use, each shown with a different color. The map is supported by a detailed description of Land Use Classifications (immediately following Map 3.3), which explain the general character of each land use type, including typical ranges for residential and non-residential densities.

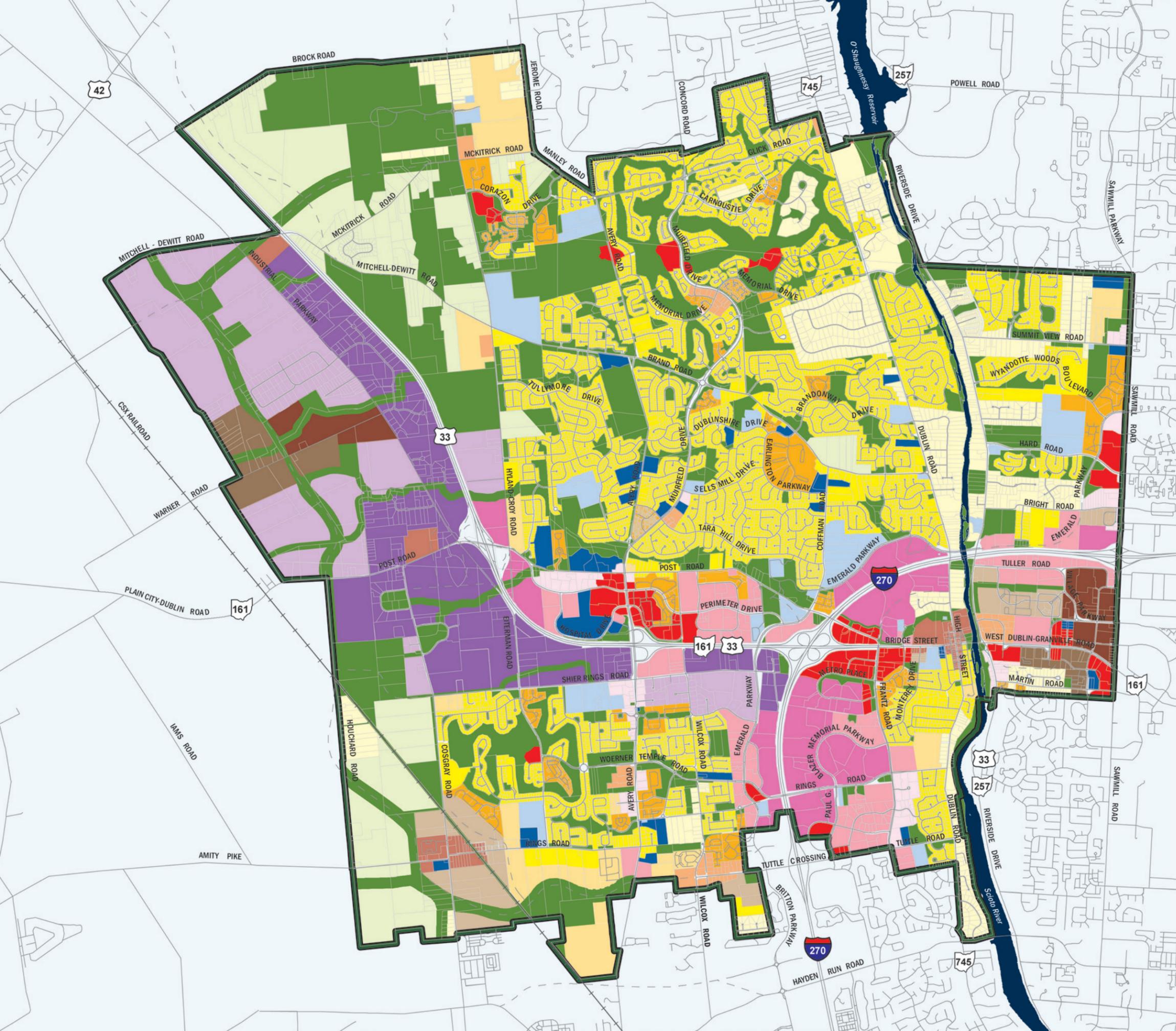
In some cases the recommended future land use is the same as the existing land use. However, in certain locations throughout the planning area, the Future Land Use Map and special area plans (refer to section IV of this chapter) contain parcels with existing uses that are proposed for a change in land use, or for redevelopment as part of a larger site. In either case it is not the intent of this Plan to place existing uses in a situation where their value or the quality of life of residents is adversely affected. Rather, the intent is to demonstrate to potential purchasers or developers the City's long range view of how particular properties should be reconfigured and used should it become feasible to do so.

Accordingly, where existing uses are thriving, redevelopment proposals will generally only be considered under a narrow range of conditions. Specifically, new development plans will only be considered for properties that are either already adjacent to or part of another new development, or, when a development proposal includes all of the existing, affected properties.

Existing uses should not be isolated or surrounded by development that would significantly alter their usefulness. Similarly, larger developments should not be planned that leave behind small, isolated pockets of incompatible uses. To do so would severely limit the redevelopment potential for these sites and possibly interrupt traffic flow, natural feature protection, pedestrian movement, or other operation of the adjacent project. For more information regarding the Land Use Plan, maps, policies and intent, please contact the Land Use and Long Range Planning Department.



OPPOSITE PAGE: The Future Land Use Map establishes a common policy direction for Dublin's future.



FUTURE LAND USE CLASSIFICATION

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Mixed Residential Rural Density
- Mixed Residential Low Density
- Mixed Residential Medium Density
- Mixed Residential High Density
- Neighborhood Office
- Standard Office
- Premium Office
- High Density Office/Research & Development
- Low Density Office/Research & Development
- General Commercial
- Mixed Use Neighborhood Center
- Mixed Use Village Center
- Mixed Use Town Center
- Public Institutional/Civic
- Private Institutional
- Parks/Open Space
- River
- Planning Area Boundary
- Future Roadway
- Railroad



Map 3.3 Future Land Use

Adopted:
Ordinance #58-07 December 10, 2007

Revised:

2007 Dublin Community Plan



Map 3.3 Future Land Use

D. Land Use Classifications

As part of the Land Use Plan, definitions of existing land uses are provided and indicate the current status of properties within the planning area (Map 3.1). The plan also applies the same definitions to express future land uses for every parcel within the planning area to clearly state future expectations for development. The utilization of like definitions for both existing and future conditions permits comparison between today's conditions and expected conditions at build-out.

Residential Classifications

Rural Residential/Agricultural (0 – 0.5 du/ac)

Land that is sparsely occupied and used primarily for farmland, agricultural uses and single-family homes on large lots. Residential lots generally range from two acres or greater and may utilize on-site services where public utilities are not available.

Residential Low Density (0.5 – 1.0 du/ac)

Residential development used to accommodate environmentally sensitive areas or sites affected by

physical features. Homes may consist of single-family homes on larger lots ranging from 1 to 2 acres or larger or in developments that preserve open space and natural features by concentrating development in open areas. Sites may include public utilities or on-site services where public utilities are unavailable.

Residential Medium Density (1 – 2 du/ac)

Modern suburban residential pattern that characterizes most development in Dublin. Residences are primarily composed of single-family dwellings on lot sizes that commonly average 0.25-acre. Public services are necessary, and larger projects may include a mix of densities that together do not exceed the average density.

Residential High Density (2 – 5 du/ac)

Higher density residential development generally designed in a suburban pattern. Housing types are typified by single-product, multi-family units, as well as detached cluster housing or patio homes. Future application is to be limited within the planning area.

Mixed Residential (1.5 – 10+ du/ac)

Residential design that incorporates a

variety of single- and multiple-family dwellings, generally in larger projects. Buildings are often placed closer to the street to form a street edge with residential appearance. The integration of a broad range of housing within neighborhoods will allow for greater housing choices particularly for younger and older age groups. This classification is further defined by the following:

1. *Rural Mixed Residential* includes a maximum density of 1.5 du/ac. Areas where applicable are located primarily along the western periphery of the City and are intended to provide a mix of housing types on smaller lots with significant provision of open space. Development goals include the preservation of natural features and the creation of comprehensive greenway systems and open vistas.
2. *Low Density Mixed Residential* areas are intended to provide a mix of housing options and transition from existing single-family neighborhoods at a maximum density of 3.0 du/ac.
3. *Medium Density Mixed Residential* includes areas where greater

Dublin's growth strategy includes a focus on revenue-generating office development.



walkability and pedestrian orientation at a village scale are desired, at a maximum density of 5.0 du/ac. Areas are intended for integration around *Village Center* developments.

4. *High Density Mixed Residential* areas are applicable in more urbanized areas at a density of 10+ du/ac. High density mixed residential development is intended for integration with *Town Center* developments, where appropriate, to create very walkable and active pedestrian zones.

Non-Residential Classifications

General Office (9,500 – 16,500 s.f./ac)

Buildings used for the conduct of business where no sales of stock-in-trade, manufacturing, or warehousing occur. Examples include medical and dental offices, professional offices and large-scale office buildings with single or multiple tenants. Office development may include other ancillary commercial support uses such as restaurants, day cares or business services that are encouraged to be integrated into the interior of

office buildings. Office locations may be further defined as follows:

1. *Neighborhood Office* sites are locations adjacent to residential areas where land use transitions or buffers are necessary. Development intensity is limited with low lot coverages, greater setbacks from non-residential uses and extensive landscaping. Development will usually not exceed gross densities of 9,500 square feet per acre.
2. *Standard Office* sites include areas with frontage along major collectors with secondary visibility and access. Uses will generally not exceed gross densities of 12,500 square feet per acre.
3. *Premium Office* sites require high visibility, have greater numbers of employees and require access to major arterials and proximity to interchanges. Areas are intended to serve as major employment centers within the City. More intensive use of the site is possible and will include gross densities up to 16,500 square feet per acre.

Office/Research and Development (R&D) (9,500 – 16,500 s.f./ac)

A mix of predominantly non-residential employment uses that includes office, R&D and components of light industrial uses. R&D includes uses involved in the conduct of basic and applied research, as well as the application of such knowledge to the production process. R&D uses include a mix of research facilities, corporate offices, clean manufacturing

and support services in a coordinated and high quality, aesthetic environment. Research and development uses can range from incubator facilities for start-ups and growing tech/research companies to established research corporations. Campus settings with coordinated buildings and pedestrian environments are strongly encouraged.

Light Industrial/Assembly comprises lower intensity industrial uses that require a finished product consisting of small machine parts or electronic equipment, the manufacturing or assembling of small products within a business and elements of wholesale and storage of products in a manner and character that does not create significant negative impacts to the environment or surrounding area. Components of office and/or research and development are preferred, and such uses may include commercial support uses as a secondary element. Intensity of development should not exceed the prescribed densities for individual uses and the composite densities as noted below:

1. *High Density Office/R&D* sites are locations adjacent to major freeways and arterials that can accommodate greater densities and traffic impacts. Areas include multi-story buildings greater than two stories, and gross densities are not to exceed 16,500 square feet per acre unless provided for in other applicable plans. Commercial support uses may be integrated as a secondary component.
2. *Low Density Office/R&D* locations include secondary sites along major

and minor collectors that provide lower development impact and architectural scale. Buildings are generally 1 to 2 stories, and gross densities are not to exceed 9,500 square feet per acre unless provided for in other applicable plans. Commercial support uses may be integrated as secondary uses.

General Industrial (8,700 s.f./ac)

Intense and lower-intensity sites that provide a full range of medium to heavy industrial uses and activities such as manufacturing, warehousing, industrial processing, resource and energy production and general service and distribution that can generate substantial impacts on the surrounding area. Gross densities should not exceed 8,700 square feet per acre and such uses are not encouraged in the future.

General Commercial (6,500 – 8,700 s.f./ac)

Land use comprising a majority of existing retail/commercial development within Dublin. Most current development depends solely on automobile access to a mixture of retail, restaurant, personal services,

offices, lodging and auto-oriented uses concentrated within shopping centers and outparcels. This type of commercial development is outdated and should not be encouraged for future application.

Mixed Use Classifications

Mixed Use Centers

An integrated mix of land uses provided within a pedestrian oriented environment. Uses are integrated in both a horizontal (side-by-side) and vertical (one use located above another) basis. Centers can include a broad variety of housing types, and the composite of land uses can include civic and educational facilities, offices and commercial establishments. Public and private spaces play an important role within individual developments, and connections to public transit are important. Development patterns are pedestrian-oriented, and on-street parking and shared parking arrangements are encouraged. Mixed use development can occur at a variety of scales:

1. *Neighborhood Centers* are intended to provide daily retail uses and personal services for the convenience

of neighborhoods in which they are located. These centers may also draw from surrounding residential neighborhoods within a reasonably short distance. Such sites include a target of 60,000 square feet of gross leasable area for non-residential uses. Integrated residential uses are highly encouraged, and neighborhood centers should be integrated to coordinate with surrounding Low and Medium Density Mixed Residential uses to provide support and pedestrian activity.

2. *Village Centers* include targeted areas near arterials or major collectors that are intended to provide daily retail, major grocers and other conveniences to serve the Dublin community within a 3 to 5-mile radius. Village Centers incorporate moderately-sized nodes of commercial activity with a target size of 125,000 square feet of gross leasable space. Integrated office uses are encouraged in a manner appropriate to the overall area. Medium to High Density Mixed Residential uses are encouraged and should be integrated to facilitate pedestrian activity and to provide support for commercial uses.

Table 3.4 Mixed Use Design Parameters

	Neighborhood Center	Village Center	Town Center
Maximum Tenant Space (gross s.f.)	15,000 s.f.	60,000 s.f.	80,000 s.f.
Gross Leasable Space- Retail (s.f.)	40-80,000 s.f.	80-250,000 s.f.	250,000+ s.f.
Minimum Residential Density (du/ac)	4 du/ac	8 du/ac	12 du/ac
Minimum Height (feet)	20	20	20
Maximum Height (feet)	30-40	40	40-60
Area	1 to 10 acres	6 to 20 acres	20+ acres

3. *Town Centers* include high density development with nearby freeway access to serve Dublin and the regional market. Developments include a target of 250,000 square feet of total gross leasable space and permits greater concentrations of office uses. Where appropriate to the area and the street network, the Town Center may include large-scale single uses, utilizing appropriate pedestrian oriented site layout and architecture. Greater residential densities are encouraged within and around the Center to provide support for a core of pedestrian activity.

Other Classifications

Public Institutional/Civic

Civic uses include public buildings and institutions owned and operated by governmental or other public agencies, not including parks and open space. This classification includes public schools, public cemeteries, government offices

and other governmental activities. Intensity of development will be dependent upon use and location.

Private Institutional

Private institutions include land and facilities occupied by private uses and organizations such as hospitals, profit or non-profit facilities providing continuous patient care, religious centers/activities, private schools, private cemeteries, utilities, private educational facilities and other similar uses, with intensity of development to be determined based on use and location.

Parks/Open Space

Land used for public or privately owned parks and recreational uses, or lands that are to be preserved in a natural state.

Vacant/Undeveloped

Land that is vacant and/or unoccupied that is not used as farmland or for other agricultural purposes.

Dublin is characterized by many high quality developments that should be coordinated and strongly linked to provide an overall sense of place.

IV. OBJECTIVES AND STRATEGIES

Objective 1: Use the Community Plan text and maps to guide development decisions and to promote public health, safety, welfare and aesthetics.

Over the last 30 years, Dublin has experienced considerable population and employment growth. As the City continues to mature as a major regional employment center, the need to balance residential character and quality with employment and transportation goals will remain an important objective.

Dublin is characterized by many high quality developments that should be coordinated and strongly linked to provide an overall sense of place. Adopted land use principles must be consistently applied to produce a built environment that is both pedestrian and commuter-friendly. This Plan will serve as a vital tool to provide for orderly growth that is beneficial to the public welfare and provides clear guidance to meet quality of life expectations for the community. The Plan will be used by City officials to guide policy and development decisions and to properly coordinate

Table 3.5 Mixed Use Design, Targeted Mix of Uses

	Neighborhood Center	Village Center	Town Center
Retail	55-65%	35-45%	30-40%
Office	20-30%	25-35%	10-20%
Residential	10-20%	25-35%	45-55%
Institutional/Civic	optional	recommended	strongly encouraged
Open Space/Civic Space	0.5-1.0 acre	0.5-2.0 acres	0.5-5.0 acres

the allocation of land, open space, public facilities and infrastructure.

- A. *Use Plan Recommendations...* including policies and maps, as a guide to decision-making when reviewing development proposals, including zoning requests, site plan approvals and public projects. Regularly review recommendations to ensure that results are consistent with the expressed goals of the Plan.
- B. *Consider Land Use Impacts...* during the development process to ensure that the fiscal well-being, long-term City maintenance and the quality of transportation and infrastructure networks in Dublin are not adversely impacted by development decisions. Future development should be consistent with the Future Land Use Map to ensure appropriate locations and fiscal soundness of all development.
- C. *Utilize Area Plans...* including associated recommendations and concepts as a preferred guide to coordinate new development, infill and redevelopment consistent

with larger design visions as expressed through the Plan as a community-derived document.

- D. *Develop a State-of-the-Art Code...* to address zoning and subdivision regulations in a manner that will facilitate the implementation of Plan objectives. Requirements should be established to achieve policy and design direction within the framework of a clear and predictable development process, while achieving high standards.
- E. *Utilize the Plan for Detailed Study...* of targeted areas of the City, applying basic concepts of the adopted Future Land Use Map and area plans to explore greater design detail and expected requirements for development.

Objective 2: Maintain land development intensities sensitive to both the capacity of the transportation network and established land use policies.

Dublin's strategic location adjacent to I-270, its national reputation for

quality residential and employment development, and excellent schools have all facilitated rapid growth that has increased traffic congestion. Balancing the level of development with the capacity of the road system has been a critical issue throughout the planning process. Maintaining acceptable levels of service on Dublin's roads is directly linked to the intensity of development.

Dublin is expected to continue attracting substantial growth with an emphasis on employment. This, in turn, will permit the City to support very high public service levels. Factors critical to addressing traffic issues include: determining acceptable limits for congestion; controlling the quality and pace of development in outlying areas; assuring the quality of the built environment; and maintaining revenues to support high quality services.

- A. *Maintain Appropriate Development Levels...* at or below the projected targets assumed by the adopted Future Land Use Map. Specific development proposals should include comparable maximum land use intensities as modeled in the



Plan. Decisions to vary from adopted policies should be considered within the context of the larger area.

Objective 3: Coordinate with neighboring jurisdictions and regional entities to manage the quality and intensity of growth along Dublin's periphery.

Dublin is known as a well-managed community and enjoys a high quality of services within an attractive natural setting. The City recognizes that as part of a much larger system, external circumstances and development have an effect on conditions within the municipality. Under the Municipal Service Agreement with the City of Columbus, Dublin has the exclusive right to extend sewer and water services to certain areas. These are located to the northwest and southwest. Refer to the *Chapter 9 – Infrastructure* for more information on this issue.

Municipal services provide a strong incentive for land owners to pursue annexation. However, the Dublin-Columbus agreement did not anticipate that another municipality would provide

utilities for any portion of the negotiated service area. The City of Marysville, however, has brought sewer service from Marysville along Industrial Parkway, near Dublin and within the negotiated area. Marysville is expected to extend water service east of U.S. 33 in the immediate future. The management of development within this area will be outside Dublin's control if utilities are available from another provider. Control of the quality and intensity of development in the southwest and northwest areas is critical. However, the City has yet to fully explore potential options to address issues on Dublin's periphery.

- A. *Engage Neighboring Jurisdictions and Regional Entities...* to periodically monitor and cooperatively manage growth through a range of mechanisms (e.g. City boundaries, land capacity, and population projections).
- B. *Coordinate with Surrounding Jurisdictions...* and use this Plan to influence the quality and intensity of development, and address smaller-scale planning projects and issues.
- C. *Strategically Preserve Rural Character...* and promote development standards along the western portion of the City both within and outside Dublin's borders.
- D. *Continue to Work with the Metro Parks District...* to site regional parks and recreational opportunities in the vicinity of the City.
- E. *Incorporate Remaining Exclusive Service Areas...* within the City to

provide for orderly growth, protect the public health and welfare, maintain and protect the quality of life and to expand the area benefiting from Dublin's high quality services.

- F. *Annex Township Islands...* that are surrounded by City lands to provide consistent services and identity for residents living in these areas.
- G. *Manage Development Quality and Intensity...* along Dublin's edge by applying recommended land uses as depicted on the Future Land Use Map and associated development levels as set forth by the adopted land use definitions.
- H. *Work Cooperatively with Other Jurisdictions...* to achieve acceptable land uses and development intensities that will maintain expected levels of service while coordinating with other developments.
- I. *Consider Service Provision Options...* to facilitate greater management and control over the quality, intensity and aesthetic design of land uses within Dublin's negotiated service area.

Objective 4: Encourage mixed use development as designated in the Plan to allow people to live, work, shop, learn and play in close proximity while minimizing conflicts between land uses.

With few exceptions, the City's land use is distinguished by large scale, single-use, geographically segregated developments. To provide an alternative

OPPOSITE PAGE: Maintaining the quality of growth along Dublin's periphery will significantly impact visual character.

development choice, mixed use areas that more fully integrate uses and activities will be important. These areas should be thought of as “places” rather than “developments” and should be distinctive in their identity. The form, character and mix of uses should create vitality and facilitate opportunities to walk and bike within these places. Form and architecture should be flexible to allow uses to change over time without detracting from the quality of the area.

- A. *Facilitate a Mixed Use Development...* in a targeted location to serve as a future planning model for the City.
- B. *Develop Applicable Regulations...* that will successfully permit the integration of a range of uses by requiring or encouraging mixed use development with densities that support pedestrian mobility.
- C. *Identify Appropriate Locations...* for locally-serving retail that can be integrated with surrounding neighborhoods.

Objective 5: Emphasize redevelopment efforts and infill development throughout the City.

Much of Dublin’s growth has occurred over the last 30 years. Many retail and commercial areas are beginning to deteriorate and may offer opportunities for redevelopment. Some areas of the City also have undeveloped pockets surrounded by existing development. By encouraging infill and redevelopment the City can revitalize declining areas and reinforce the high quality character of the City. The redevelopment process offers the flexibility to design and implement projects that achieve Dublin’s economic and planning goals.

- A. *Identify Targeted Infill and Redevelopment Areas...* as opportunities to facilitate development that adheres to adopted land use principles.
- B. *Evaluate Development Incentives...* to ensure appropriate support for infill and redevelopment interests in important locations throughout the City.

- C. *Assist Property Owners...* to match infill and redevelopment sites to inquiring developers as an economic strategy for the long-term fiscal health of the City.

Objective 6: Encourage a broader range of housing options for Dublin residents.

A city’s housing stock serves as the foundation that defines its neighborhoods, frames its streets, and contributes to the its overall character. A range of housing types located near employment contributes to the economic viability of our region and can offer both social and economic benefits. Proximity to employment encourages alternative transportation, helping to reduce traffic congestion and other demands on infrastructure while promoting pedestrian accessibility. From a neighborhood perspective, it is desirable to give residents the option of housing mobility and the ability to maintain community ties through various stages of life.

- A. *Provide a Mix of Housing Choices...* including a range of sizes and styles suiting people of different ages and



incomes throughout Dublin that will expand the local housing stock, while remaining consistent with the overall character of the City.

- B. *Develop Integrated Housing Options...* that allow people to upsize or downsize without moving out of their neighborhood or community.
- C. *Explore Options to Expand Housing Opportunities...* for populations with limited resources, such as senior citizens. Alternatives may include innovative types of dwellings, development incentives, utilization of state or federal tax credits, grant subsidies, partnerships between for-profit and non-profit housing developers, or other applicable options.

Objective 7: Encourage and integrate neighborhood-level retail that provides convenience for Dublin residents as a quality of life factor.

Development patterns in the City have favored the segregation of land uses, requiring numerous and relatively lengthy automobile trips to meet the basic retail needs of residents. Convenient retail

OPPOSITE PAGE: Focus on infill development and efficient use of land was expressed as a community desire.

services are an important amenity for residents and the distribution of these areas should meet the needs of residents throughout the entire community. This is both an individual convenience consideration and community-wide traffic issue. Retail service areas should be *integrated* into a residential area in the form of a village or neighborhood center pattern or in employment centers as a convenience for residents and employees alike. Regardless of location, design quality and sensitivity to existing development are critical to establish community support.

- A. *Support the Integration of Retail...* and support services into employment centers to serve employees and the local community. Incorporation within office buildings are encouraged.
- B. *Maintain Premium Commercial Sites...* for employment uses such as research and development, rather than for major retail development.
- C. *Encourage Locally Serving Retail...* and support services in employment centers and neighborhoods that will directly enhance the quality of life for Dublin residents and workers.

Objective 8: Facilitate development patterns and revise development regulations to support pedestrian mobility, safety and a more positive pedestrian experience.

Sidewalks and high quality streetscapes are important amenities that influence travel choices for residents. The City has made significant investments in pedestrian pathways and bikeways throughout the

community, and Dublin's regulations require sidewalks for all new development. However, Dublin's pattern of development does not facilitate pedestrian mobility and instead encourages automotive necessity. Many existing roads and areas are without pedestrian facilities; connecting these areas with the entire community is a priority. Improved connectivity, through mixed land use patterns, appropriate site design and adequate pedestrian infrastructure can encourage the interaction of people through the creation of other, attractive alternatives to automobile transportation. Future projects and redevelopment should encourage pedestrian accessibility as a main design theme. Residents and workers should be able to walk—safely and conveniently—to meet basic service needs.

- A. *Provide Additional Convenient Linkages...* within the existing system for pedestrians and bicyclists that are continuous and direct to and between activity areas in order to increase mobility, serve recreation needs, and encourage reduced automobile trips.
- B. *Encourage Regional Connections...* that promote pedestrian and bicycle mobility with surrounding jurisdictions for greater transportation options.
- C. *Revise Development Codes...* to promote pedestrian mobility and transportation alternatives with new developments.
- D. *Require Improved Route Choices...* with new development to enhance the City's arterial roadways and to reduce travel distances.

- E. *Promote Neighborhood Connectivity...* within residential areas to link large residential areas within Dublin and to provide greater overall bicycle access through the local street system.
- F. *Identify and Promote the Use of Arterial Routes...* to reduce utilization of local streets by those driving through the City to reduce bicycle conflict.
- G. *Encourage Mixed Use Development...* that facilitates a pedestrian core of activity and other transportation choices that can be coordinated with surrounding residential areas.

Objective 9: Implement development patterns that support transit service.

Dublin’s current development is largely characterized by commercial buildings set back significantly from the roadway, and by isolated, low density residential subdivisions that lack strong connectivity. Transit service requires buildings and uses to be sited so that one stop can serve several developments and minimize the walking distance for transit users. Current densities in Dublin are too

low to support transit service. There is, however, a need to reserve transit locations so that as the City matures, transit facilities can be provided. *Chapter 4 – Transportation* includes the Central Ohio Transit Authority’s (COTA) plans for transit service in and around Dublin. It provides additional recommendations on transit service enhancements.

- A. *Encourage Transit-Friendly Land Uses...* and intensities in future developments where appropriate throughout Dublin.
- B. *Target Important Transit Services...* and facilitate land requirements to accommodate future bus loading zones, bus transfer stations, light rail stations and/or commuter park and ride lots.
- C. *Revise Development Codes...* to encourage energy-efficient and transit-friendly land use patterns by revising regulations to include clustering of buildings and mixing of uses.

Objective 10: Preserve areas of open space for a variety of recreation activities.

Dublin is recognized for the quality of its parks and recreation system. Much of the City’s park land is divided into small parks that have been acquired through the development process. The result is an abundance of neighborhood parks, but few large, community-serving facilities. Dublin needs to identify park sites in the potential growth areas to its northwest and southwest to support the recreation needs of the future population.

- A. *Diversify Park and Recreation Opportunities...* within and around Dublin to meet the needs of an expanding and changing population.
- B. *Adopt and Implement Policies...* relating to the comprehensive planning of open space and recreation opportunities, particularly through the creation of a Parks and Open Space Master Plan.
- C. *Proactively Purchase Parkland...* for active and passive recreation as well as natural preservation in areas where future development will occur while reasonable land values are available.



Objective 11: Preserve environmentally sensitive areas and corridors while improving public access.

The conservation of appropriate lands in their natural state is essential to preserve natural resources and environmentally sensitive areas. Degradation of natural resources, including the Scioto River, may occur if actions are not taken to promote environmental conservation. The preservation of the City's unique natural features also offers educational opportunities to benefit Dublin's residents and visitors.

- A. *Protect Stream Corridors...* through development standards, acquisition of adjacent land and conservation easements.
- B. *Provide Well-Defined Trails...* where appropriate, to increase pedestrian access to natural areas within developed areas, greenway corridors and natural spaces throughout the community.
- C. *Protect Environmental Quality and Scenic Character...* of sensitive areas such as the Scioto River and other stream corridors while maintaining

OPPOSITE PAGE: Dublin's assistance has made the Glacier Ridge Metro Park a significant open space asset for residents.

physical and visual access through acquisition and regulation.

Objective 12: Continue to improve and enhance Historic Dublin as the original, historic center of the City.

Historic Dublin, with its limestone walls, historic buildings and narrow streets, is a culturally important area of the City. It is a reminder of an earlier era when the Village of Dublin served as a residential and commercial center of an agricultural region.

Historic Dublin retains its charm, but its role as the center of the area has diminished. To improve its economic viability, appropriately sited parking should be encouraged, streetscape improvements should be extended, and the mix of uses expanded. Redevelopment efforts and physical improvements should focus on mixed uses, pedestrian accessibility and improving the River corridor.

- A. *Create a Strong "Sense of Place"...* that reinforces the role of Historic Dublin as the historic town center.
- B. *Ease Traffic Movement...* through and within Historic Dublin, while minimizing the number of auto/pedestrian conflicts.
- C. *Increase Parking Resources...* within Historic Dublin's current boundaries, while decreasing their visual impact.
- D. *Promote Future Development...* to establish Historic Dublin as a gathering place where businesses and residential opportunities thrive

while protecting and maintaining existing businesses, neighborhoods and historic resources. (Refer to the Historic Dublin Area Plan for additional recommendations).

- E. *Adopt and Implement Plans...* such as the *Historic Dublin Revitalization Plan*, which provides a detailed vision and course of action to improve the District.
- F. *Focus on the Scioto River Corridor...* and other important hydrologic features as key environmental and natural resources that create unique opportunities for the Historic District.

Objective 13: Protect the visual character of outlying areas to the north and west.

During the Community Plan process, a majority of Dublin residents have expressed a desire to protect the rural character of the City and outlying areas. Dublin's desire to protect rural visual character, provide adequate open space and wildlife habitat and to create passive recreation opportunities has been integral in the City's policies. For more information on rural character elements and other community character issues, refer to *Chapter 2 – Character & Environment*.

In order to maintain open space and visual character, the City has investigated several land preservation alternatives. Techniques included Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) programs, and partnering with the Metro Parks to preserve natural areas. Since that time,

the City has participated financially to assist in the creation of the Glacier Ridge Metro Park along Hyland-Croy Road. In 2003 and 2004, the Dublin City Council adopted Resolutions 48-03 and 27-04 (Amended), which endorses the utilization of residential conservation design in outlying areas as a means to encourage greater open space provision and alternative land planning techniques.

Without the preservation of adequate open space along Dublin's western edge, future contiguous development may erode the unique identity of individual jurisdictions. Significant development is occurring in the Hayden Run Corridor, and with great regional access, Dublin and areas to the northwest are expected to see significant growth. A clear balance between economic potential and development character will be needed as the area changes.

- A. *Utilize Area Plans...* for the Southwest and Northwest/Glacier Ridge areas as a means to appropriately integrate conservation design and other design techniques as a means to facilitate preservation efforts.
- B. *Implement Conservation Design...* and/or other low density site

planning techniques to protect rural character in residual areas, such as those surrounding the Glacier Ridge Metro Park, the Southwest Area and other appropriate sites.

- C. *Continue Joint Planning Efforts...* with the City of Columbus to consider ways to cooperatively balance planning for residential conservation design in the Southwest Area and adjacent lands within the framework of appropriate utility provision and managed economic growth.
- D. *Maintain Regional Dialogue...* with interested jurisdictions to work cooperatively toward achieving coordinated land uses within the Northwest/Glacier Ridge Area, the U.S. 33 Corridor Area and the Southwest Area.
- E. *Implement Consistent Design Standards...* to preserve and enhance roadway character throughout the City.
- F. *Implement Regional Greenway Connectivity...* and maximize open space to promote pedestrian

mobility to the west and along the U.S. 33 Corridor.

- G. *Revise Development Regulations...* to achieve broader land use policies and design standards as expressed through the Community Plan and other applicable planning documents.

Objective 14: Ensure that land use policies sustain the community's economic and fiscal needs into the future.

The City is able to offset its fiscal needs from revenue generated by new office and research and development employment. These sectors generate more revenue than the industrial and retail sectors, while the cost to serve retail uses with police and other services typically outweighs the income tax generated from this sector. Likewise, residential uses typically incur net deficits to the City, but they are an essential element to providing a balance between population and employment. It will be important to balance land uses to ensure that the residential base is not larger than the City can manage and that employment intensities are controlled to avoid traffic



congestion problems. Refer to *Chapter 7 – Fiscal Analysis* for more information.

- A. *Evaluate Fair Share Costs Mechanisms...* for facilities and services as up-front costs of development that consider the impacts of long-term infrastructure needs and maintenance.
- B. *Identify Priority Sites for Employment Development...* focusing on uses such as office and research and development, rather than major retail development.
- C. *Monitor Land Uses...* to ensure a balance is achieved between uses and applicable infrastructure needs for long-term fiscal stability.

Objective 15: Implement development regulations that clearly support intended land use policies and direction.

The most critical aspect of these policies is implementation. It is important for the City to achieve the goals and objectives outlined in this Plan to ensure the long-term viability of the City.

OPPOSITE PAGE: Design techniques to maximize open space can maintain visual character in outlying areas.

- A. *Develop and Utilize Clear Codes...* relating to zoning, subdivision and other applicable regulations that are easily understandable, embody the intent of the Community Plan and serve as a tool to facilitate implementation.
- B. *Require/Encourage Mixed Use Development...* through regulations that facilitate necessary site layouts, architectural forms and intensities of use that support pedestrian mobility.
- C. *Utilize the Zoning Process...* to implement planned, diverse communities to allow housing choices within the City that respond to changing market conditions.
- D. *Improve Plan Review and Approval Processes...* to be more fair, efficient and predictable in a manner that provides for high quality development.

Objective 16: Align land use policies, infrastructure implementation and community facility investments to maximize efficiency and public benefit.

The infrastructure and community facilities outlined in this Plan are an integral part of the long-range planning process. Dublin has continuously applied balanced policies that coordinate public facilities and infrastructure improvements. The future of Dublin and the quality of life of the residents depend on the continued balance of these elements. Refer to *Chapter 5 – Community Facilities* and *Chapter 9 – Utilities* for more information.

- A. *Ensure Adequate Infrastructure/Facility Investments...* by planning to accommodate managed, phased growth and service improvements such as roads, sewer, water, and community facilities.
- B. *Strategically Annex Unincorporated Areas/Islands...* in and around the City to provide consistent services and identity for residents living in these areas.

Objective 17: Promote education about current land use planning and development topics throughout the community to maintain Dublin's high quality image.

The planning process does not stop at the creation of a plan, but must include on-going education efforts with affected groups to ensure the goals of the plan succeed. By utilizing outreach methods to inform the public of the goals and objectives of the Plan the City can more easily facilitate implementation. Refer to *Chapter 10 – Implementation* for more information.

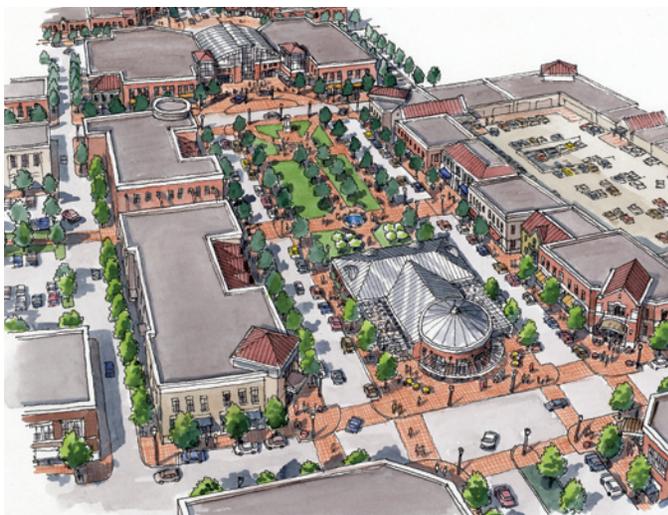
- A. *Identify Appropriate Development Prototypes...* for Dublin and conduct annual tours of cutting edge projects and planning principles within other communities for the benefit of City Council, Planning and Zoning Commission, and City staff.
- B. *Conduct Informational Meetings...* annually with local builders and developers on planning issues and the goals of the Plan.

V. SPECIAL AREA PLANS

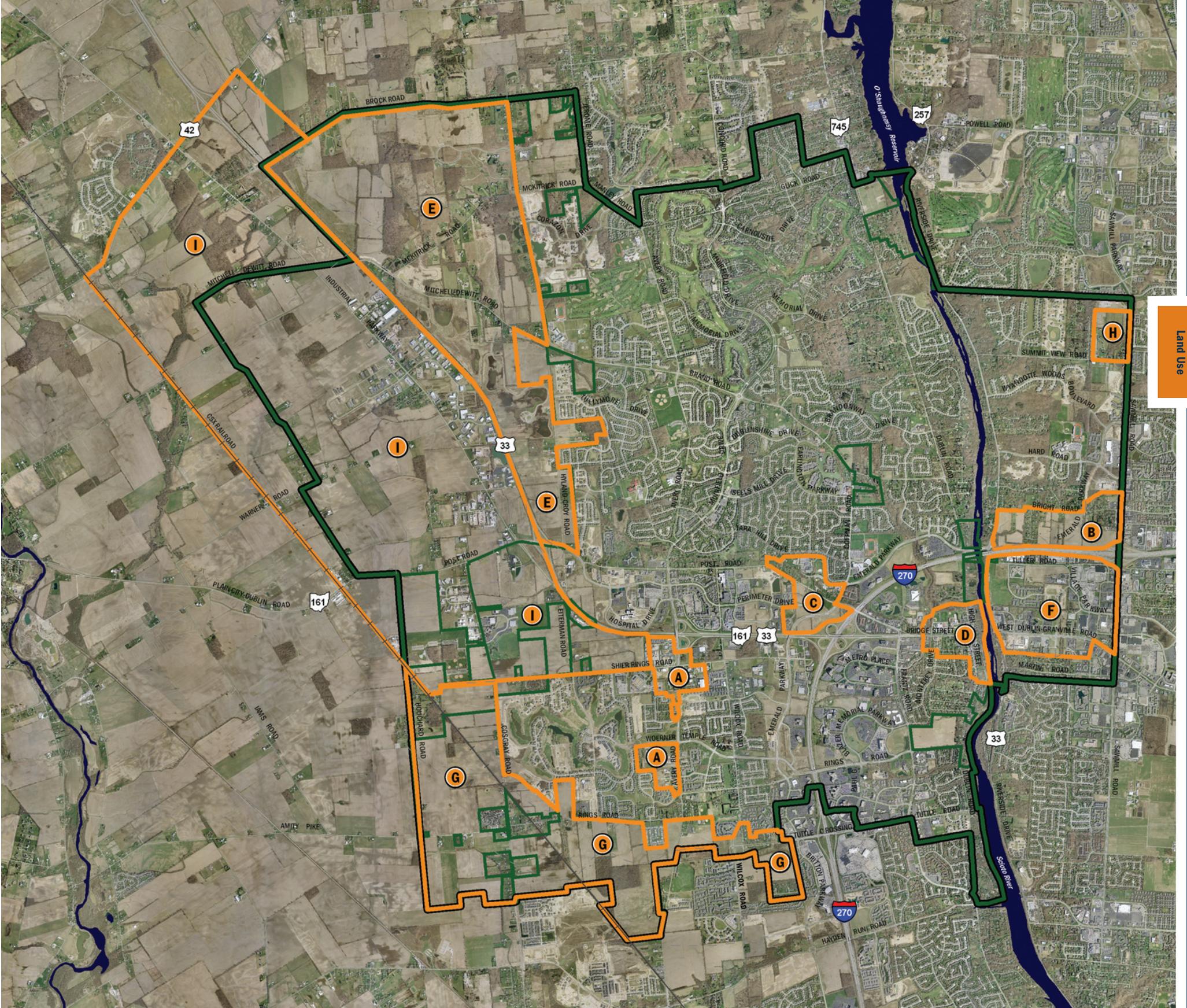
While the future land use plan ensures compatible and coordinated growth throughout Dublin, key areas of the City will undergo significant change. In those areas where substantial development and redevelopment activity is likely, special area plans provide an illustrative framework to guide development in a way that fosters a sense of place and establishes community identity in key locations.

The plans provide schematic representations of streets, buildings, parking, open space and circulation. They are accompanied by descriptive text that explains existing site characteristics, planning challenges, design considerations, and planning goals for each area. These plans are to be used as a general guide for site planning concepts, and should not necessarily be interpreted or applied literally. The actual mix of land uses, locations and configurations of buildings, parking areas, thoroughfares and access points will be determined on a case-by-case basis through development impact studies and the development review process.

In some cases, existing land uses and structures are not included in the future land use concepts. However, existing uses and underlying zoning will continue to be respected for all properties. In the event that circumstances change in the future, these plans are intended to provide clear direction to City staff and decision-makers so that development and redevelopment may occur in a well-planned and cohesive manner.

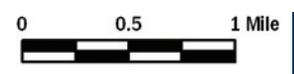


Area plan concepts are to be used as a general guide to indicate potential development options and provide an ultimate picture of what development options property owners may consider in the future. Properties retain all existing rights, and future development should be comprehensive in nature. All plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas and access points as properties develop will be determined through the public review process.



Land Use

- | | | | |
|------------------------|--------------|-------------------------|---------------------|
| Special Planning Area | Avery Road | Historic Dublin | Southwest |
| City of Dublin | Bright Road | Northwest/Glacier Ridge | Summit View/Sawmill |
| Land Use Planning Area | Coffman Park | Sawmill/SR 161 | U.S. 33 Corridor |



Map 3.4 Special Planning Areas