

Adopted December 2024

An aerial architectural rendering of a city revitalization project. The scene features a large, modern building with a curved, green-roofed structure and a wooden slat facade. To the left is a body of water with small boats and a dock. In the foreground, a wide plaza with a grid pattern is filled with people. A green semi-transparent banner with white and yellow text is overlaid across the middle. The background shows other modern buildings and trees under a cloudy sky.

# METRO CENTER REVITALIZATION PLAN



# ACKNOWLEDGMENTS

The project team thanks all who contributed to the Metro Center Revitalization Plan, including stakeholder interviews, work sessions, online surveys and engagement events. In addition, we would like to recognize and thank the following individuals and organizations for their support, direction and guidance throughout the planning process. We look forward to your continued engagement as this Vision comes to fruition.

## **City of Dublin City Council**

Mayor Chris Amorose Groomes, Mayor  
Christina Alutto, Vice Mayor  
Cathy De Rosa  
Jane Fox  
Andy Keeler  
Amy Krumb  
John Reiner

## **City Staff**

Megan O'Callaghan, City Manager  
Jenny Rauch, Director of Community Planning & Development  
Bassem Bitar, Deputy Director of Community Planning & Development  
Jeremiah Gracia, Director of Economic Development  
Jean-Ellen Willis, Director of Transportation & Mobility  
Paul Hammersmith, City Engineer  
Michael Hendershot, Director of Utilities & Stormwater Management  
Christopher Will, Senior Planner

## **Stakeholders**

Corbins Mill Homeowners Association  
Llewellyn Farms Civic Association  
Metro Center Owners Association  
Waterford Village Homeowners Association

## **Consultant Team**

Sasaki  
EMH&T  
SB Friedman  
Design Distill





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# FORWARD

Dublin City Council set forth a visionary goal to “Realize the Metro Center Revitalization Vision,” as outlined in the Dublin Corporate Area Plan within the Envision Dublin Community Plan. Council expressed a commitment to giving the area a distinctive identity, using sustainable design principles and providing a walkable environment that would appeal to community members, business owners and the City’s workforce.

The City sought to reimagine the Metro Center legacy office area and guide a refresh to meet the needs of a 21st century global city of choice like Dublin. The area will be unlike any other space in the City, with a distinct identity and sense of place. Maintaining a connection to Dublin’s identity of high-quality architecture, natural landscapes with greenways and blueways, thoughtful design and places that draw community and commerce, the revitalized neighborhood will rethink mixed use development through amenities and office typologies.

## Project Objectives

As part of the project, several objectives were established to achieve the vision:

- **Build upon, not duplicate work** from past initiatives for Metro Center and the Dublin Corporate Area
- Refine the vision of a **distinct identity and sense of place** for the district which replicates the success of Bridge Park but does not duplicate its character
- **Identify public infrastructure** improvements which contribute to an urban design framework
- Identify sites best positioned to establish a development “beach head” and **create catalytic change**
- Identify potential strategic implementation **partnerships**

This area will become a landmark for the City, bringing together residents, visitors and workforce members in a distinctive area where people gather for work, celebrate community and explore nature. There will be continued opportunities for collaboration and contribution as this vision comes to fruition. Thank you for your support and excitement as we work together to realize the Metro Center revitalization vision.





## PURPOSE OF THE PLAN

The purpose of the Metro Center Revitalization Plan is to position the district for transformation from a single-use employment center into a vibrant mixed-use destination, characterized by high-quality employment and residential uses, food and beverage options, retail services, cultural and entertainment venues and recreational amenities. The plan, building upon past initiatives for Metro Center and the Dublin Corporate Area, defines a distinct, unique identity and sense of place. It identifies public infrastructure and mobility improvements which will underlie and enable the urban design framework. The plan also identifies catalytic sites to establish a development “beach head” and enable early redevelopment actions, and identifies potential strategic implementation partnerships.

The Revitalization Plan is a tool to guide future development, illustrating the urban design principles that support the vision. Social, environmental, and economic analysis has guided the design of a new district which builds on its strengths, while transforming its identity for the future. A dated office park will be replaced by a living community with housing and retail, grounded in a park-like setting of natural beauty, ecological function and places for gathering, exercise, contemplation and entertainment. Metro Center’s economic viability will be enhanced with a diversity of stable and complementary uses. While the plan provides clear guidance, it allows for flexible adjustment as economic conditions and the community’s vision evolve.





01

# CONTEXT



# BACKGROUND

The construction of Interstate 270 (the Outerbelt) in the early 1970s opened up land for development, helped attract major corporate employers to Dublin and set the foundation for our success today as a premier employment center. The City's emphasis on jobs, particularly higher-wage office jobs, is the foundation of our economic health and enables the City to provide high-quality public services and recreation opportunities to our residents.

Metro Center, located southeast of the I-270 and US-33 interchange, offers freeway visibility, easy access by car, an abundance of free parking and is home to some of Dublin's largest, oldest, and most visible multi-tenant office buildings. This area has been successful for decades but a half century later, as suburban office areas have aged, this office model is having an increasingly difficult time competing with office space in more vibrant, amenity-rich environments. Many employers and employees now desire housing and office space in walkable, mixed-use environments that include restaurants, retail, entertainment, and recreation amenities.

The Revitalization Plan area contains approximately 210 acres. The general limits are; Frantz Road (east), Interstate 270 (west), Bridge Street District (north), and Blazer Parkway (south). Some transportation tasks may require study and recommendations for area outside these limits. This area aligns with what was previously referred to as the MUR-1 (Mixed Use Regional – Metro Center) district. The plan area includes low-rise and mid-rise office buildings with large surface parking lots, smaller office condos, flex office buildings, hotels, some commercial services, undeveloped property, Smiley Park, and the Cosgray Run. Additionally, the plan area includes approximately 3,000-ft of highway frontage.

## METRO CENTER EVOLUTION

1970s

### Interstate 270 Construction

I-270 was constructed in the early 1970s with an interchange at US-33 providing access to Dublin

1979

### Metro Center Development

Pickett Companies established the Waterford Village Planned Unit Development (PUD) to develop the 130-acre Metro Center luxury office park and residential neighborhood to the east

1990s

### Metro Center Heyday

Peak occupancy and enthusiasm for suburban office parks

2010s

### Shifting Priorities

Preferences begin to change away from car-centric development Dublin starts studying the transformation of legacy office parks. Bridge Park ground-breaking in 2015

2020

### Office Disruption

Coronavirus and the rise of work from home disrupts patterns for office work

2021

### Early Visioning

Established early vision for redevelopment and revitalization of Metro Center

2024

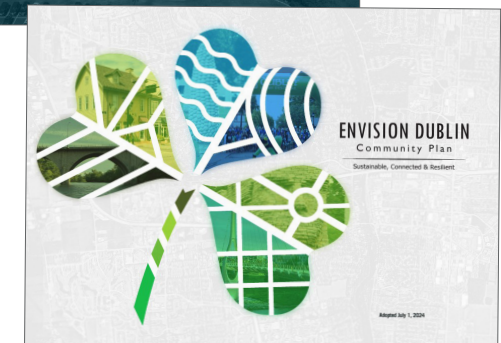
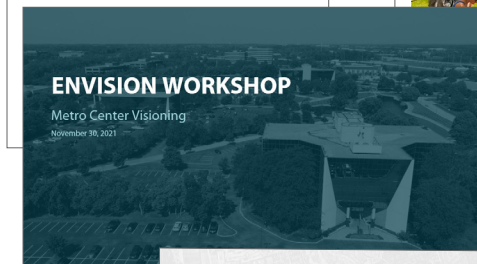
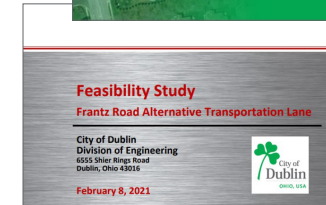
### Revitalization

Metro Center to set a leading example for the revitalization of office parks into mixed-use hubs

# PREVIOUS PLANNING AND KEY TAKEAWAYS

Metro Center and its environs have been in the spotlight of Dublin's planning process for over a decade. The Metro Center Revitalization Plan expands on an established body of planning activity.

- **2014 Viability and Competitiveness Study**  
Kicked off Metro Center re-visioning, establishing a baseline of the site's regional performance
- **2015 Dublin Corporate Area Parking Study**  
Evaluated parking supplies, ratios and needs in relation to land use types and building occupancies
- **2016 Legacy Office Competitiveness Study**  
Acted to address specific physical planning challenges such as parking ratios and landscaping
- **2018 Dublin Corporate Area Plan (DCAP)**  
Developed a new, multiple use zoning category to heighten the site's long-term, 30-50 year competitiveness for private investment and community accessibility
- **2021 Metro Center Visioning**  
Established a baseline for Metro Center's existing infrastructure conditions and redevelopment feasibility to support the current Metro Center Revitalization Plan's concept and urban design
- **2022 Dublin Corporate Area Plan Update**  
Concepts and recommendations resulting from the Metro Center visioning process and Frantz Road Corridor Study were incorporated into a DCAP update
- **Envision Dublin Community Plan**  
The Envision Dublin Community Plan is the comprehensive plan for the City of Dublin and was adopted by City Council in the summer of 2024. The plan creates a long-term vision for Dublin and serves as the roadmap for the community as it grows.





## 2022 DUBLIN CORPORATE AREA PLAN UPDATE

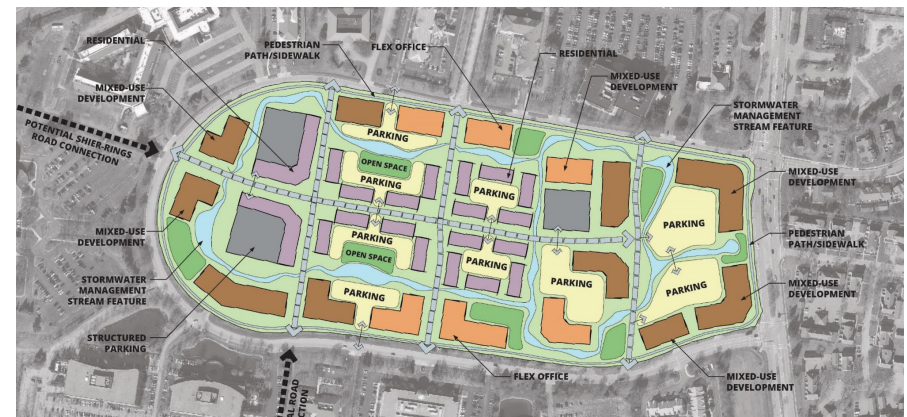
Concepts and recommendations resulting from the Metro Center visioning process were incorporated into the Dublin Corporate Area Plan (DCAP) update in 2022. The intent of the DCAP is to support the district's competitive edge as a regional employment center by introducing updated land use and placemaking strategies. Guidelines, principles and recommendations from the updated DCAP served as the foundation for the Revitalization Plan. DCAP recommendations include:

- Plan for walkable, mixed-use environment with the commensurate amenities, while recommending places for infill and new development
- Reserve highway frontage for office uses
- Study road diets and streetscape improvements for existing streets
- Use formal and informal open spaces as organizational and focal elements for new development and redevelopment
- Maintain a green edge along the west side of Frantz Road to buffer future redevelopment to established residential neighborhoods
- Create new active open spaces
- Encourage placemaking strategies to create vitality within the district
- Identify underserved markets and the related opportunities for attracting new private investment
- Mechanisms to ensure additional development along Frantz Road does not adversely impact neighborhoods to the east
- Establish zoning tools to ensure successful implementation for the vision and plan recommendations, while providing new zoning protections for adjacent neighborhoods
- Establish consistent and compatible architectural and site design guidelines for the entire district

## Infill Concept



## Redevelopment Concept



# PREVIOUS PLANNING AND KEY TAKEAWAYS

## ENVISION DUBLIN COMMUNITY PLAN

The Envision Dublin Community Plan is the comprehensive plan for the City of Dublin and was adopted by City Council in the summer of 2024. The plan creates a long-term vision for Dublin and serves as the roadmap for the community as it grows. To ensure that future growth and development in Dublin aligns with the community's priorities, the plan recommends strategies and policies that guide City policies and annual budgeting. Plan recommendations for Metro Center are summarized below.

### Future Land Use

Two future land uses are recommended for Metro Center to guide future development patterns, Mixed Use Center (MUC) and Suburban Office (SO) with the latter for the area west of Frantz Road, North of Blazer Parkway and south of Cosgray Run. The MUC designation is intended to establish vibrant mixed-use districts, with live-work opportunities organized around open space, supporting services, ground-floor activation and amenities positioned around high-volume thoroughfares. Principal uses for the designation include office, hospitality, multi-family residential, laboratory and R&D.

### Special Area Plan

In addition to future land use recommendations, the Community Plan identifies special areas within the community to provide additional recommendations. Metro Center is included in the Dublin Corporate Area. The intent of the DCA is to support the district's competitive edge as a regional employment center by introducing updated land use and placemaking strategies. Recommendations for Metro Center include: maintaining a green edge along the west side of Frantz Road to transition and buffer future redevelopment from established residential neighborhoods, creating new, active open spaces, reserving highway frontage for office uses and studying road diets and streetscape improvements for existing streets to align with the future identity of the district.

## Economic Development

Economic development recommendations emphasize the importance of repositioning Dublin's legacy office parks to be competitive in the 21st century. The plan highlights the opportunity to transform Metro Center to a distinct employment and active living development node.

## Sustainability

Best practices and innovative site and building design should be explored to limit the environmental footprint of development.

## Housing

Create well-planned, livable neighborhoods with a variety of housing choices for all ages and ways of life, as well as supporting the evolving needs of existing neighborhoods.

## Mobility

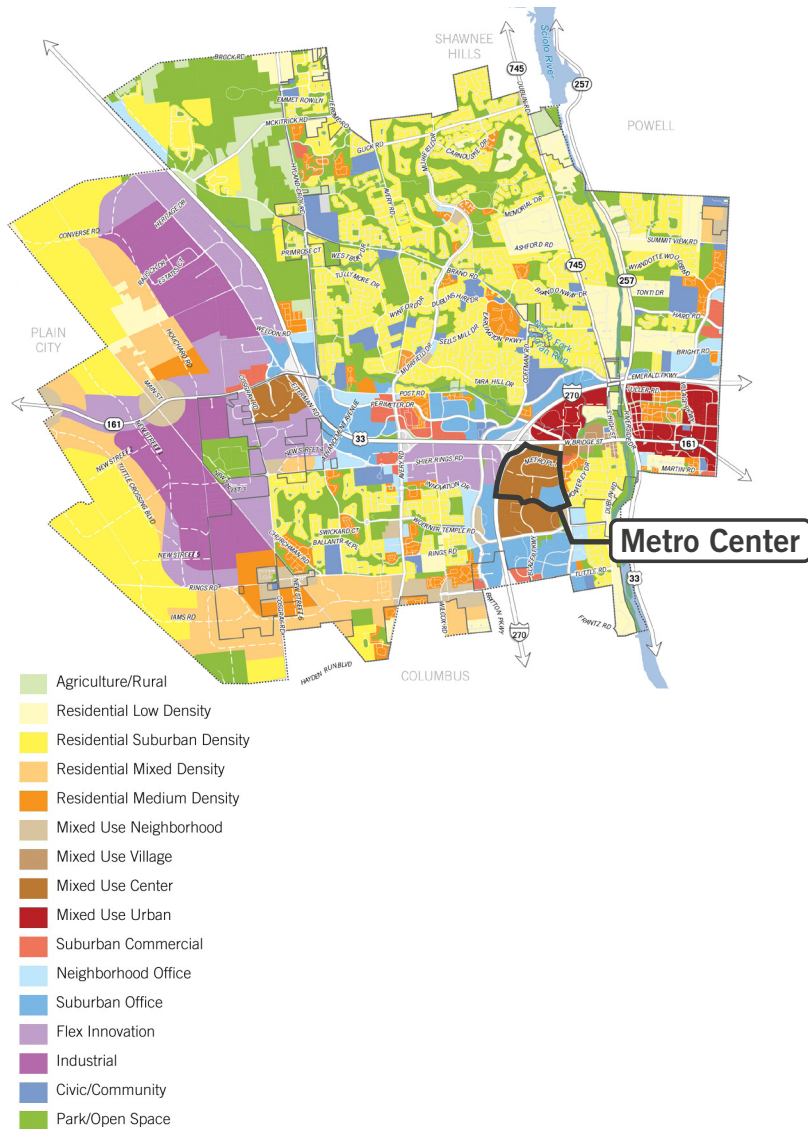
Mobility recommendations are intended to support streets and streetscapes that provide safe and efficient mobility choices for all users and fit with surrounding neighborhoods and natural features. Provide linkages to create local and regional connectivity. Improvements identified include: a new I-270 crossing connecting Emerald Parkway and Metro Center, a new street connecting Metro Center and Blazer Parkway, a greenway connection across I-270 and a new mobility hub in Metro Center.

## Growth Framework

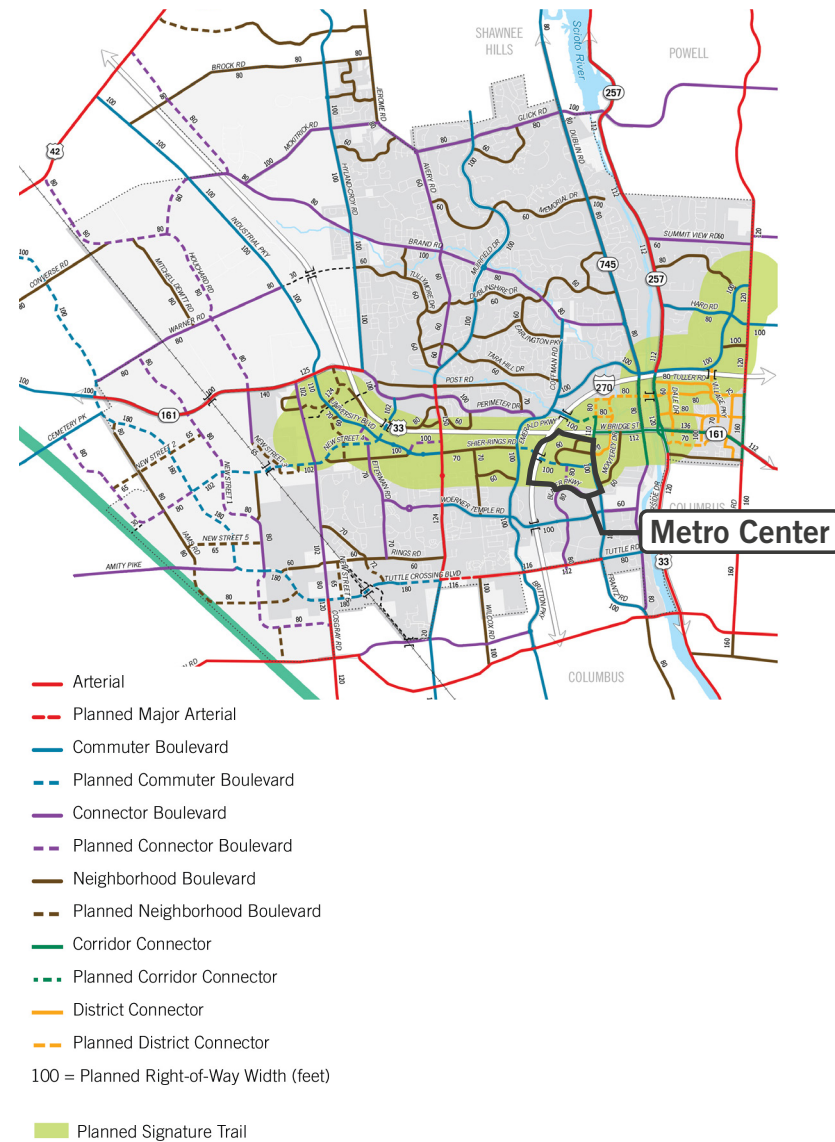
Metro Center and the Dublin Corporate Area are generally developed but have varying degrees of potential for more intense development, conversion of existing structures to new uses, or redevelopment to meet future needs or opportunities. These areas contain undeveloped land, vacant buildings and an abundance of surface parking space, meaning these underutilized areas should be prioritized for development intensification.



## Community Plan Future Land Use Plan



## Community Plan Multi-Modal Transportation Plan





# METRO CENTER TODAY

Metro Center, located southeast of the I-270 and US-33 interchange, offers freeway visibility, easy access by car, an abundance of free parking and is home to some of Dublin's largest, oldest, and most visible multi-tenant office buildings. This area has been successful for more than four decades but nearly a half century later, as suburban office areas have aged, this office model is having an increasingly difficult time competing with office space in more vibrant, amenity-rich environments. Many employers and employees now desire housing and office space in walkable, mixed-use environments that include restaurants, retail, entertainment, and recreation amenities.

Metro Center has features that were appropriate in past decades, but that have become problematic. An abundance of parking makes Metro Center extremely car-friendly but unwelcoming to pedestrians. The large stormwater ponds no longer meet regulations, and are purely functional when they could provide social, aesthetic and environmental benefits. The district is made up of dozens of separately owned parcels, which permit each to operate independently, but fragmented ownership makes redevelopment challenging and improvements difficult to coordinate. As a single-use office park, it lacks the amenities – eateries, open space and gathering areas – that make a place more than an office.







Metro Place South

Frantz Road






# METRO CENTER TODAY






## EXISTING OWNERSHIP AND BUILDING USES

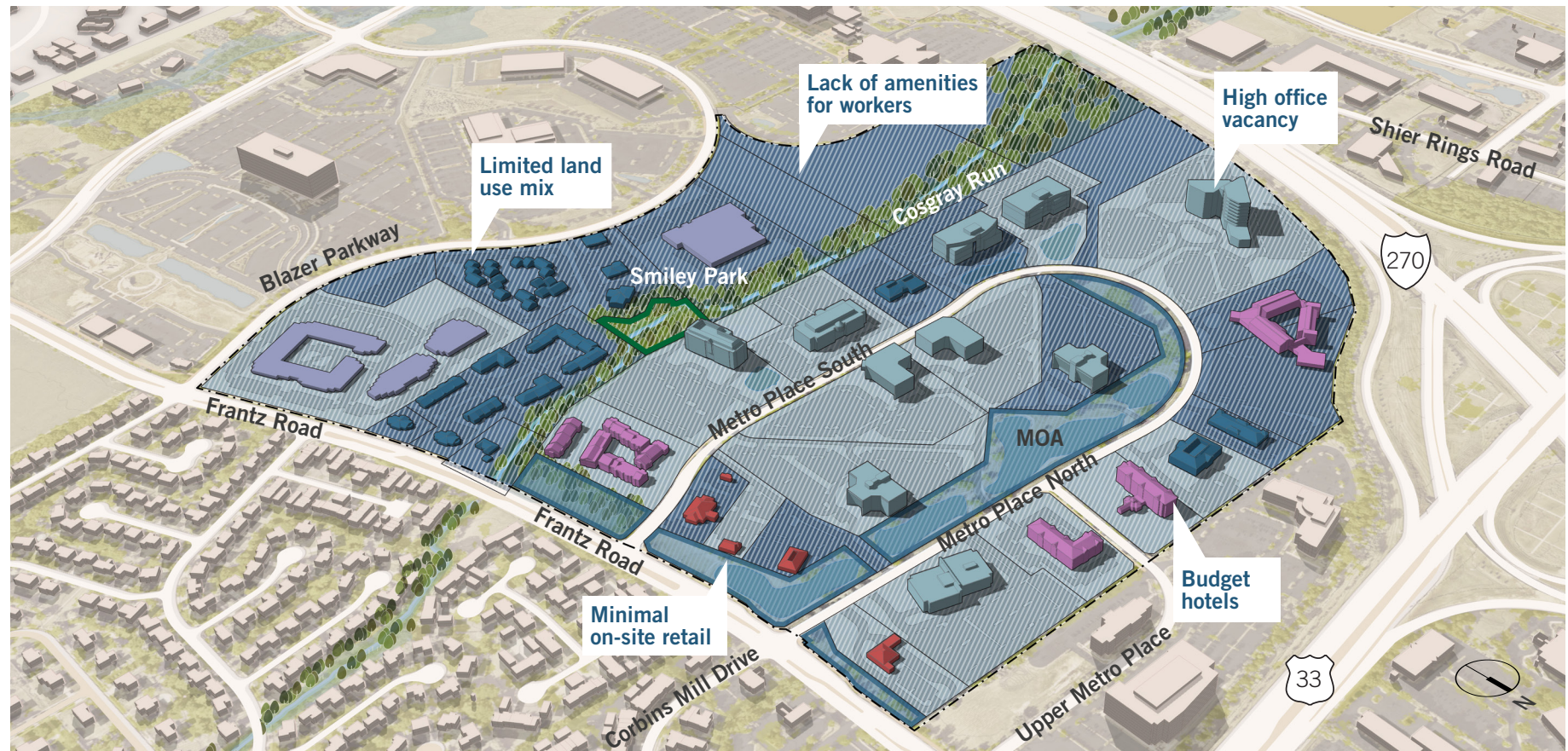
Metro Center, located southeast of the I-270/US-33 interchange, offers freeway visibility, easy access by car, an abundance of parking and is home to some of Dublin's largest and most prominent multi-tenant office buildings. The construction of Interstate 270 in the early 1970s opened land for development and helped attract major corporate employers to Dublin, setting the foundation for its national identity as a premier employment center. The emphasis on jobs, particularly higher-wage office jobs, is fundamental to the City's economic health, and enables it to provide high-quality public and recreation opportunities to residents.

### Ownership

-  Out of State / Country
-  Ohio / Local
-  Metro Center Owners Association Inc (MOA)
-  City of Dublin

### Building Uses

-  Commercial
-  Neighborhood Office
-  Standard Office
-  Flex Office
-  Hotel

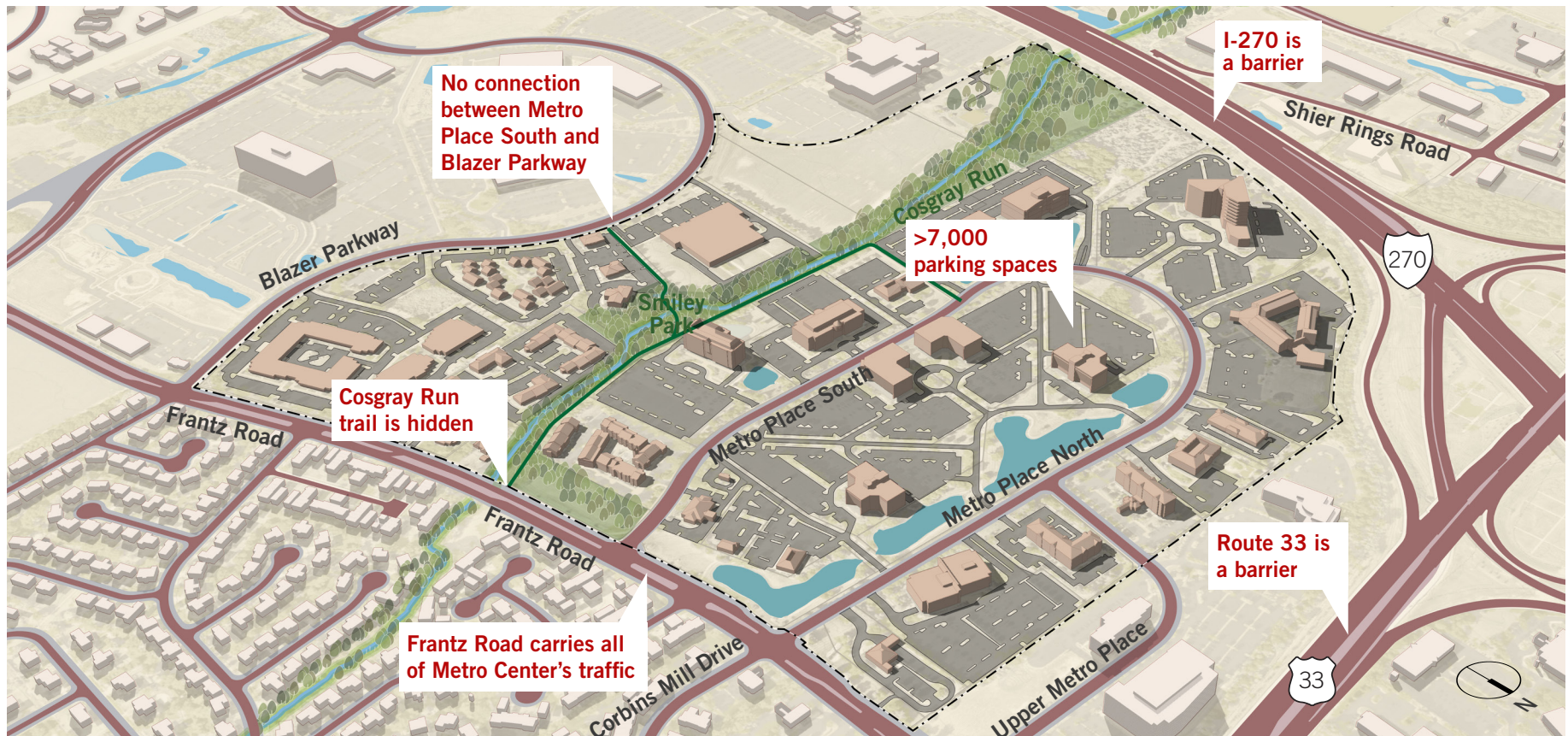




## EXISTING MOBILITY AND CONNECTIVITY

The Metro loop, along with the Upper Metro Place spur, forms the entirety of Metro Center's existing road system. Frantz Road is the only avenue of approach. This insular condition seals off Metro Center from the rest of Dublin, isolating the district and leaving a gap in the local and regional mobility network. The barrier of Interstate 270 is a hindrance to Metro Center's accessibility and to the development of the West Innovation District in the Shier Rings Road/University Boulevard corridor. A better connection is also needed to the Blazer District and other points south. Buildings set back behind surface parking and limited bike and pedestrian facilities limited mobility options.

- Existing Roads
- Surface Parking Lots / Access
- Existing Site Buildings

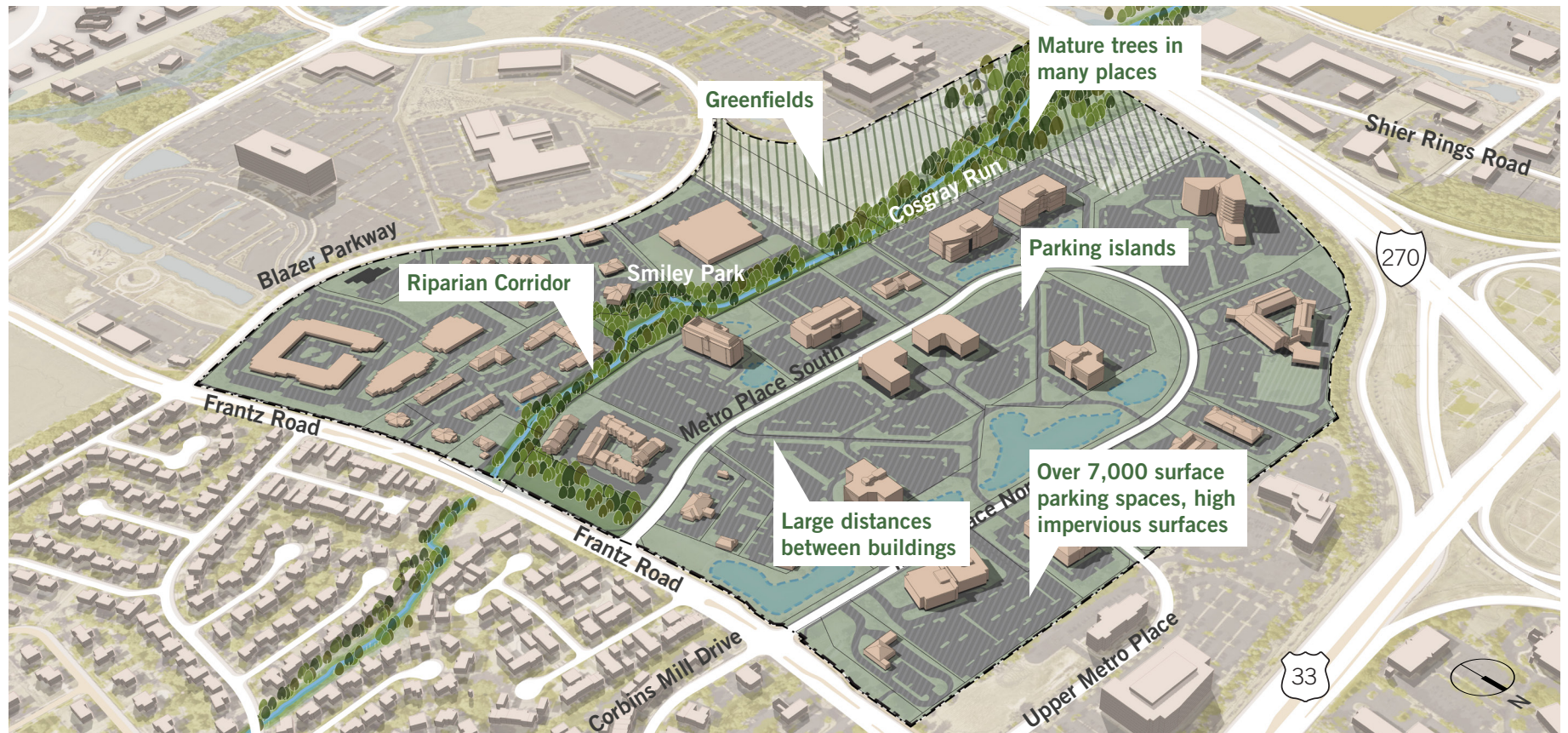
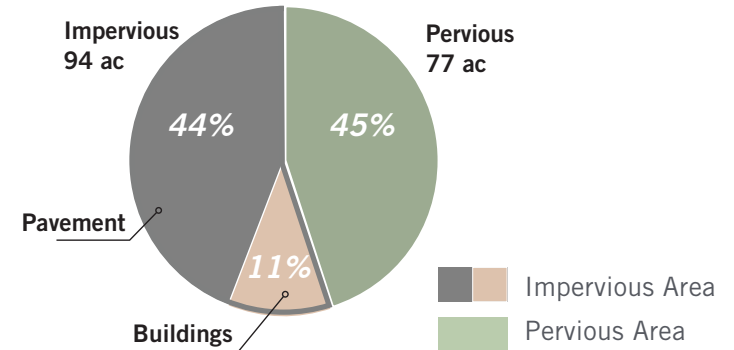




# METRO CENTER TODAY

## EXISTING LANDSCAPE

The office park landscape design is representative of its period, grounding the buildings in a natural frame but functioning primarily as a space for workers to pass through as they move between parking lot and office. The key landscape typologies are park-like lawns, accent trees, woodlands and trails, and stormwater management ponds. The landscape design would not be appropriate for a contemporary mixed-use development, where residents, workers and developers expect the landscapes adjacent to structures to provide high-value public and resident-serving amenities and experiences. There are opportunities to introduce landscape amenities and varied plantings, particularly native species.








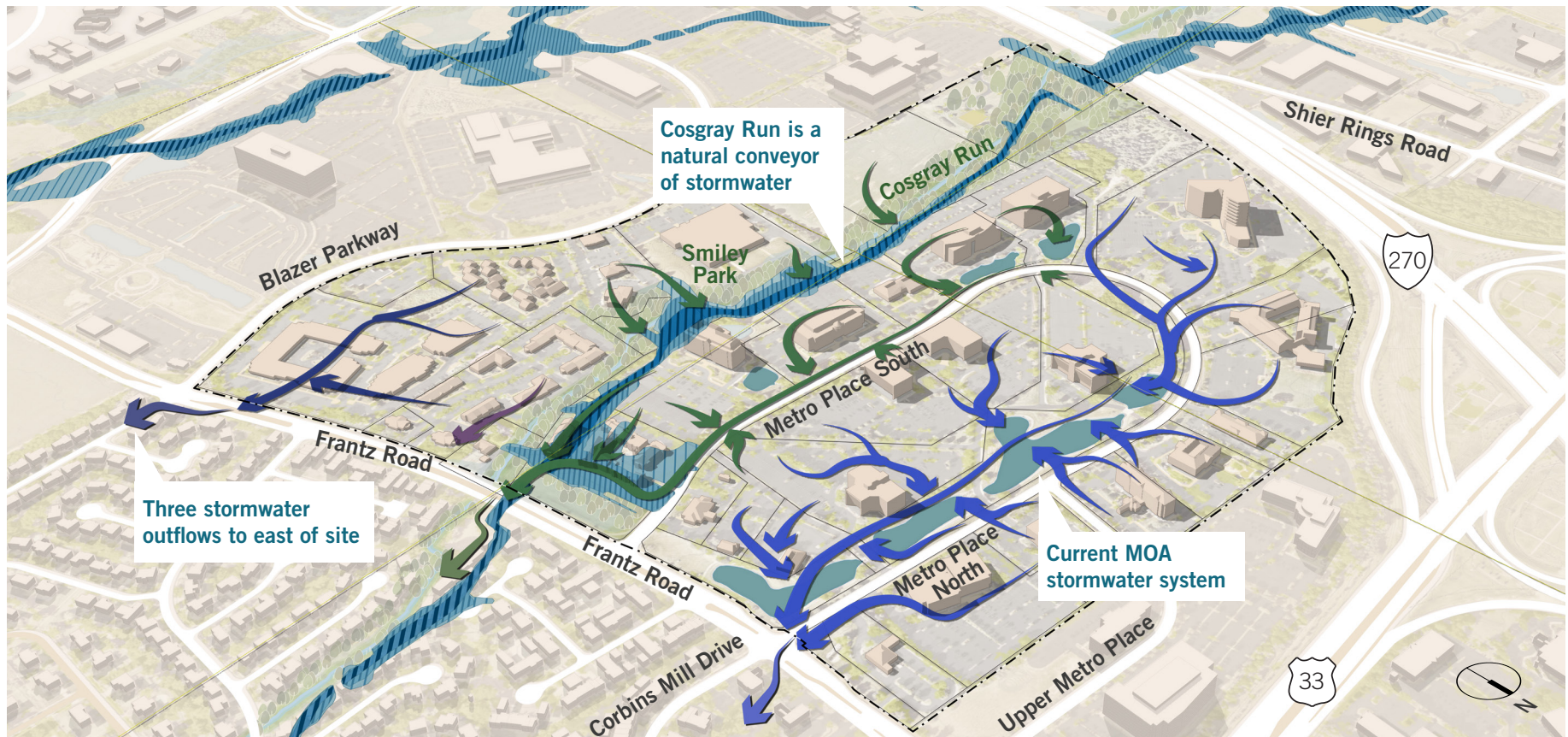


## EXISTING STORMWATER

Metro Center is divided between two micro-watersheds – the chain of stormwater ponds at the center of Metro Place, and Cosgray Run. The ponds detain stormwater from a large area of the site, slowing the peak flow, but without any designed filtration or treatment. The system is undersized according to current codes. The Metro Center Revitalization is an opportunity to expand the stormwater system and enhance it with best practices such as permeable paving, rain gardens, bioswales and filtration gardens.



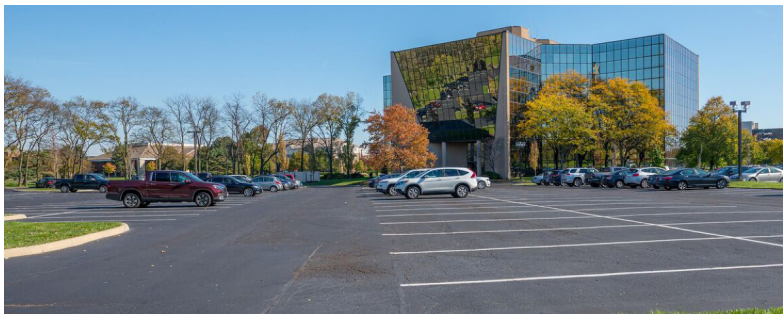
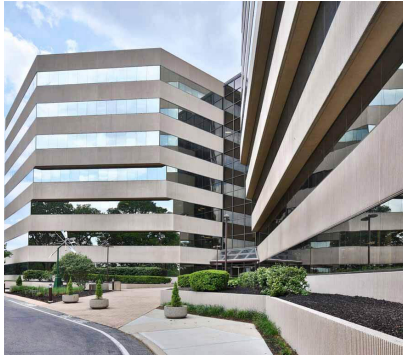
-  Stormwater Flow Direction
-  Stormwater Ponds
-  Regulatory Floodway
-  1% Annual Chance Flood Hazard
-  0.2% Annual Chance Flood Hazard





# METRO CENTER TODAY

## Existing Development





# CHALLENGES AND OPPORTUNITIES

Metro Center faces both challenges unique to the district and those facing suburban office parks across the county as well as opportunities to reimagine the district. Both the challenges and opportunities described below shaped the vision and guiding principles for the revitalization of Metro Center.

## CHALLENGES

Metro Center is poised for transformation. Challenges to redevelopment include:

- Coordination and consensus building between multiple land holdings by active local and passive non-local ownership
- Mobility and infrastructure constraints, such as noise from I-270 that limits residential development suitability, utility line locations between areas north and south of Cosgray Run and the predominance of underutilized surface parking lots
- Lack of diverse development and land uses, currently limited to offices and hotels
- Maintaining affordable office rents as Metro Center is revitalized and upgraded
- Limited public open spaces and lack of site biodiversity; high percentage of lawn areas that require maintenance
- Limited ecological function of the stormwater ponds, which could provide a richer habitat for flora and fauna
- The office space in the park has lost some competitiveness with other, newer sites in the area, and could move from 'class A' to 'B' or 'C' space
- Metro Center is only accessible from Frantz Road and disconnected from the street network to the west and east
- The flood hazard zone along Cosgray Run creates challenges to connecting Metro Center to Blazer

## OPPORTUNITIES

Opportunities for redevelopment include:

- A connection between Metro Place South and Blazer Parkway would integrate development, fill in the urban street grid and welcome the public to the open space of Cosgray Run
- A connection between Metro Center South and Shier Rings Road across I-270 would create a new commuter boulevard and connect to the developing West Innovation District
- High visibility of Frantz Road frontage for retail and food & beverage uses
- Visible from and ease of access to I-270
- Consolidation of parking lots would create opportunities for infill mixed-use development
- Cosgray Run has the potential to be an ecological habitat and recreational corridor connecting to a larger city-wide trail system
- Market demand and community desire exists for multi-family residential, retail services, food/beverage and cultural/recreation amenities at Metro Center





# 02 VISION



# VISIONING PROCESS

Dublin recognizes the importance of repositioning Metro Center for continued success. Community engagement and planning through the DCAP established a vision to revitalize the district. In late 2023 the City engaged a consultant team led by Sasaki to develop a design and implementation framework that creates a distinctive identity, encourages dynamic investment, provides a vibrant mix of uses in a walkable environment and promotes sustainable design principles. As a commitment to realizing the community's vision, an important part of this project will be to identify opportunities for public and private partnership for catalytic projects that transform the Metro Center area consistent with the framework.

## STUDY OBJECTIVES:

- Build upon the community's vision for Metro Center and the Dublin Corporate Area.
- Define a distinct identity and sense of place for the district which replicates the success of Bridge Park but does not duplicate its character.
- Identify public infrastructure improvements which contribute to unlocking opportunities.
- Identify sites best positioned to establish a development "beach head" and develop projects for catalytic change.
- Build consensus in the approach to actionable strategies for implementable change from both public and private actions.





# COMMUNITY GUIDANCE

The City initiated this planning process with community input critical to its success. To engage and inform the public, the process has been made accessible through open houses, public presentations and an on-line community preference survey.

## STAKEHOLDER INVOLVEMENT

Owners and stakeholders were consulted throughout the planning process. In one-on-one interviews, those with direct interest in the site, including the managers of the Metro Owners Association, provided invaluable insight into issues that affect Metro Center's success as a business and real estate enterprise. Three rounds of stakeholder interviews were held, giving participants an opportunity to provide responses as the urban design framework took shape.

## TELL DUBLIN PAGE

A Tell Dublin page on the City's website created a hub to share information, background, updates, images, surveys and documents with the community.

## NEIGHBORHOOD STAKEHOLDER MEETINGS

The City hosted meetings with representatives from Corbins Mill, Llewellyn Farms, Waterford Village and Metro Center associations to provide a project update, share preliminary ideas on Metro Center revitalization and provide an early opportunity for feedback. Neighbors expressed the desire for Metro Center to become a future focal point for Dublin and provide unique recreation and park space. Neighbors supported improving vehicular connectivity to the site to reduce pressure on Frantz Road as well as the opportunity for a signature trail to connect Metro Center to the Historic District, Bridge Park, and neighborhoods and destinations west of I-270. Neighborhood representatives provide a collection of photos of places where residents had visited and enjoyed which could be used as inspiration for future development in Metro Center.

## PUBLIC OPEN HOUSE AND SPEAKER SERIES | JANUARY 2024

The City hosted a panel discussion and open house in January 2024 as part of Dublin's Link Ahead Podcast series and focused on providing insights into mixed-use development trends, impact of the work environment on bringing employees back into the office and ways walkable environments with amenities can benefit surrounding neighborhoods. Panelists included Jenny Rauch (Director of Community Planning & Development), Martin Zogran (Principal at Sasaki), and Brent Purdom (Director of Warrior Services at Quantum Health). Following the panel discussion, participants were invited to share their feedback via a visual preference activity. Approximately 140 participants were in attendance, including Dublin residents and businesses, Metro Center stakeholders and area and national developers.

## PUBLIC OPEN HOUSE - STRATEGIC UPDATE | OCTOBER 2024

The City hosted a public open house in October 2024 to provide updates on the newly adopted Community Plan and the City's economic development strategies, including the revitalization of Metro Center. An overview presentation and exhibits of draft conceptual renderings, plans and a 3D model were provided to attendees. The event provided an opportunity for members of the businesses and development community to network.

## ENVISION DUBLIN COMMUNITY ENGAGEMENT COORDINATION

The Metro Center Revitalization Plan was developed following the adoption of the Envision Dublin Community Plan update. Multiple community engagement events were held as part of the plan update with Metro Center and the Dublin Corporate Area the topic of some engagement sessions. Community input and comments mentioning Metro Center were referenced and used through the Revitalization Plan planning process.







# COMMUNITY GUIDANCE

## **CITY COUNCIL INVOLVEMENT**

The revitalization of Metro Place has been among Dublin's top priorities for a decade. City Council has been involved through its oversight of Envision Dublin and participated directly in the planning process in work sessions held in January, May and September of 2024.

## **CITY COUNCIL STAKEHOLDER INTERVIEWS | DECEMBER 2023**

Each of the City Council members were interviewed individually about their ambitions and ideas for Metro Center, how Metro Center relates to its surrounding neighborhoods and the regional transportation system, changes in Dublin and its office market and what a successful redevelopment of Metro Center would look like.

## **WORK SESSION 1 | JANUARY 2024**

The consultant team gave an overview of the planning process, reported on the December interviews, and presented analysis of existing conditions. A visual preferences exercise was held, in which Council members reacted to precedent images and discussed potential land uses, amenities and inspirations. Finally, Council members and consultants gathered a to brainstorm different configurations of the site.

## **WORK SESSION 2 | MAY 2024**

Consultants gave updates on market analysis and transportation, then presented three alternative scenarios for Metro Center's future; the 'Green Grid', in which minimal changes were made to the existing stormwater ponds and the site was updated through consolidation of parking, infill development and landscaped stormwater corridors; the 'Central Park', which envisioned a community-scaled central park around a large consolidated stormwater pond; and the 'Blue Meander', in which the ponds were relocated to the center of the Metro Place loop, creating a dynamic open space and stormwater corridor and a variety of outdoor rooms and a series of vistas. The 'Blue Meander' scenario was selected as the basis for the urban design framework.

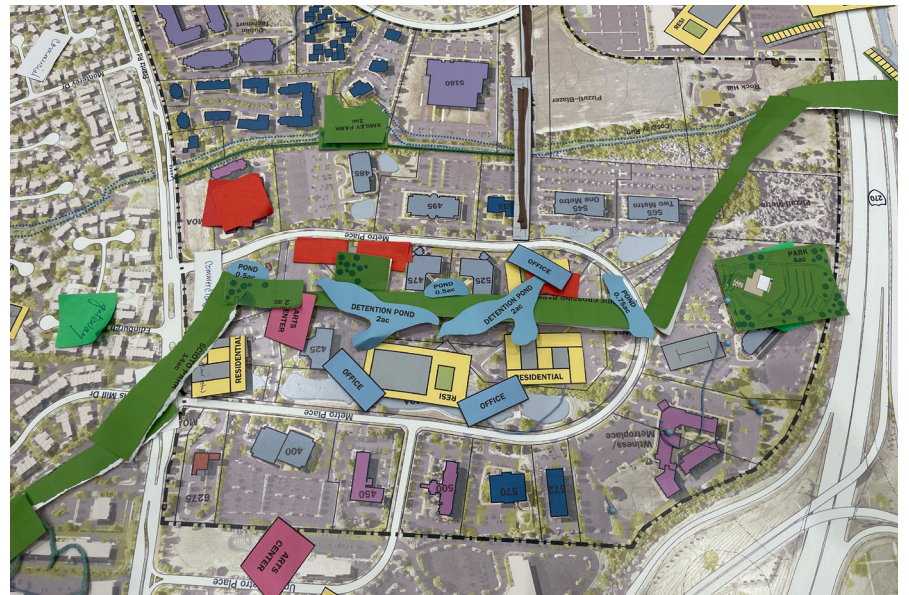
## **WORK SESSION 3 | SEPTEMBER 2024**

Consultants and City staff presented this Metro Center Revitalization and Urban Design Framework Plan for discussion by City Council. An overview of City Council feedback was provided to consultants to guide the development of the plan.

## **PUBLIC REVIEW AND ADOPTION | FALL 2024**

To be updated following public meetings and adoption.







# GUIDING PRINCIPLES

## Redefine the Identity and Shape a Unique Sense of Place

In early phases of revitalization, it is crucial to introduce both public realm improvements and new uses to the site. In turn this will bring attention to the district in a way that will set the stage for the success of the remaining development.



## Rebalance the District

As the future success of the district hinges on the introduction of new uses, it is critical to set a path forward that allows for new uses to be added to the site while maintaining and improving the existing commercial uses on site.





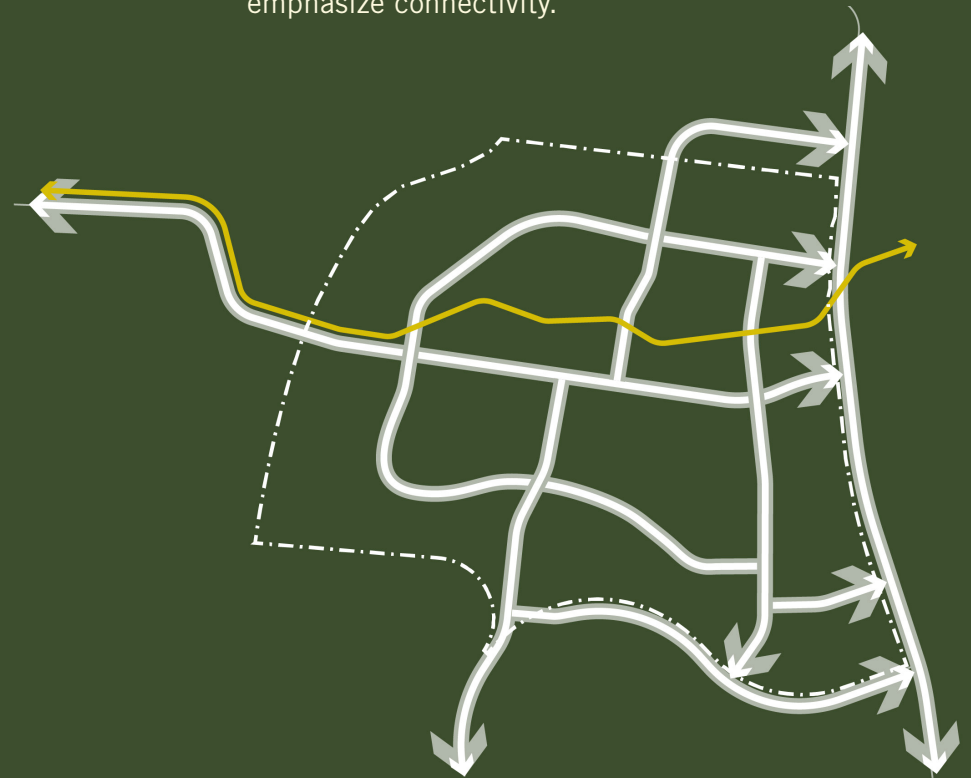
## Reimagine Water System and Create Purposeful Open Spaces

At its heart, a new nature inspired landscape and waterway will create a continuous greenway across the site. Large gathering spaces and intimate areas of retreat will animate the open space network to provide beauty and respite.



## Reprioritize Mobility and Strengthen Connectivity

Connections to Blazer Parkway and across I-270 will better integrate Metro Center to its surroundings. Redevelopment should integrate new streets, paths and trails and prioritize pedestrians, bikes and other active transportation modes to emphasize connectivity.



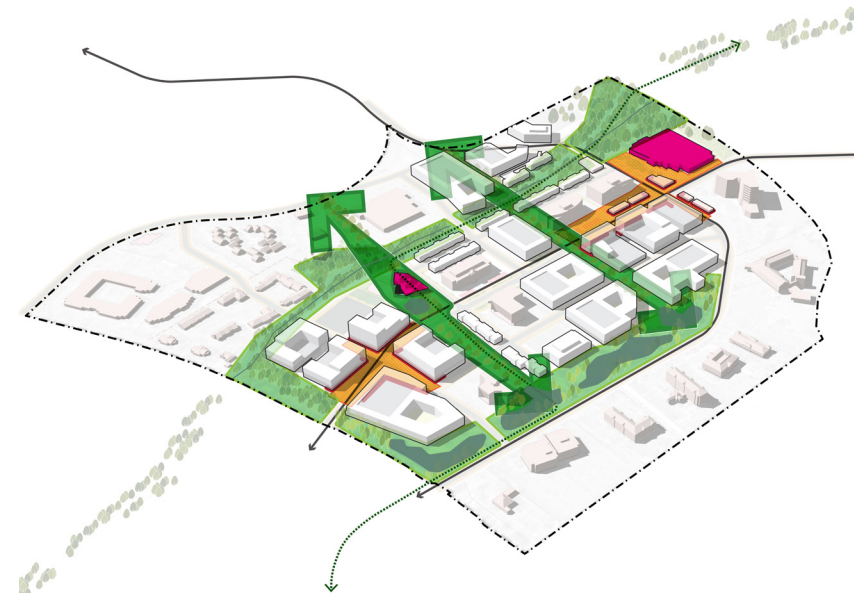


# DESIGN ALTERNATIVES

The process of urban design is a comprehensive and open exercise in imagining possibilities. At Metro Center, those possibilities arise from its existing conditions of development and natural open space, as well as its situation within the regional land use, environmental and transportation frameworks. In particular, it is imperative that the district's redevelopment accommodates access and stormwater requirements.

The initial concepts for Metro Center's new form responded to those needs by reconfiguring the existing stormwater ponds, which are a defining feature, but which are out of date with respect to current regulations. A common idea in all the alternatives was that the stormwater ponds, and the landscape more broadly, can be a defining and elevating feature, not only functional but a beautiful and enjoyable amenity that will make the new Metro Center attractive and successful.

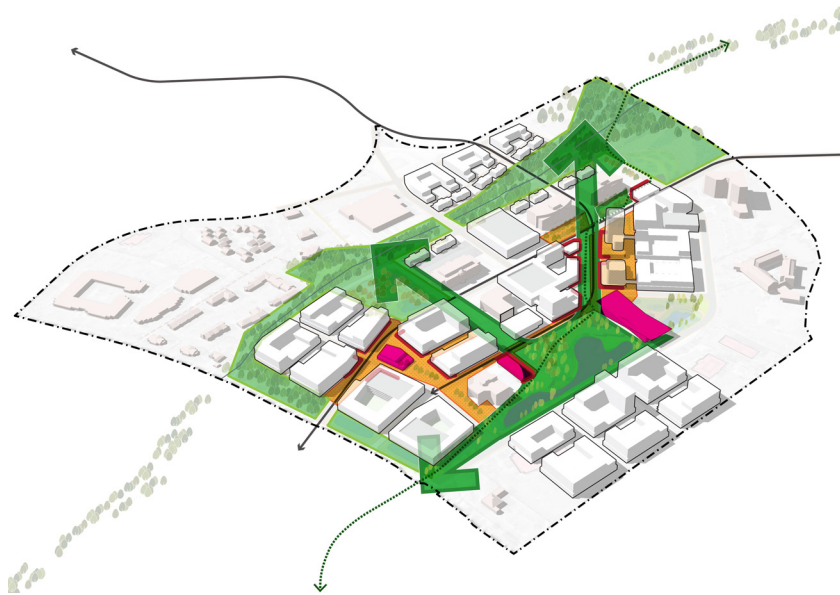
## GREEN GRID



Two landscaped stormwater corridors connect stormwater ponds along Metro Place North to Cosgray Run. Each corridor provides ecological value as well as amenities for adjacent uses within an overall grid system of street and blocks.



## CENTRAL PARK



Stormwater detention is consolidated into a larger community-scaled Central Park along Metro Place North. Anchoring the view across this park from Frantz Road, a major cultural amenity pulls visitors deeper into the site. Green paths radiate out from this park, connecting south to Cosgray Run and east to Frantz Road.

## BLUE MEANDER



Blue Meander centers a dynamic open space and stormwater corridor that winds through the Metro Place Loop to create an ever-changing series of vistas. The central greenspace is bordered by cultural, retail, residential and office uses to create a varied experience.

**City Council recommended preferred alternative –  
May 2024 Work Session**



# REVITALIZATION VISION

The vision of a revitalized Metro Center starts with recognizing and capitalizing on the site's greatest asset – a wealth of open space that can be unlocked by the consolidation of surface parking and beautified by reconceiving the stormwater system as an ecological and landscape resource. The formerly sterile office-only environment is transformed into a living community, with retail, restaurant, housing, office and civic land uses. A series of landscape rooms along the central water feature provides a variety of vistas, social settings and recreational opportunities. Existing infrastructure investment is efficiently repurposed through the retention of the Metro Place loop while connecting it to the west and south through new roadways.

The vision takes into account community concerns about the scale and visual impact of development along Frantz Road. It sensitively integrates new buildings with existing ones and the natural surroundings. It utilizes the I-270 edge both as a view corridor and a buffer, avoiding residential development along this edge. The peripheral properties that are not redeveloped in this plan are repositioned for greater success by creating a vibrant center and can redevelop in the future. The revitalization vision is a model that shows the potential for substantive improvement of other properties within the Dublin Corporate Area, and an actionable vision for the creation of Dublin's next great place.

## KEY ELEMENTS OF THE REVITALIZATION VISION

- Support existing office tenants with complementary uses, amenities and services
- Embrace walkability and mobility options that link the district to the citywide network
- Foster a sense of place and identity unique to Metro Center
- Consolidate underutilized surface parking to create new opportunities for a mix of uses
- Provide a variety of new housing types for workers and residents
- Establish a unique natural open space amenity and connect the district with greenspace





33

33

270

270

Shier Rings Road

Emerald Parkway

Plan Area

Upper Metro Place

Metro Place North

Corbins Mill Drive

Frantz Road

Metro Place South

Cosgray Run

Smiley Park

Millennium

Blazer Parkway

Parkway Professional Plaza

Dublin Techmart

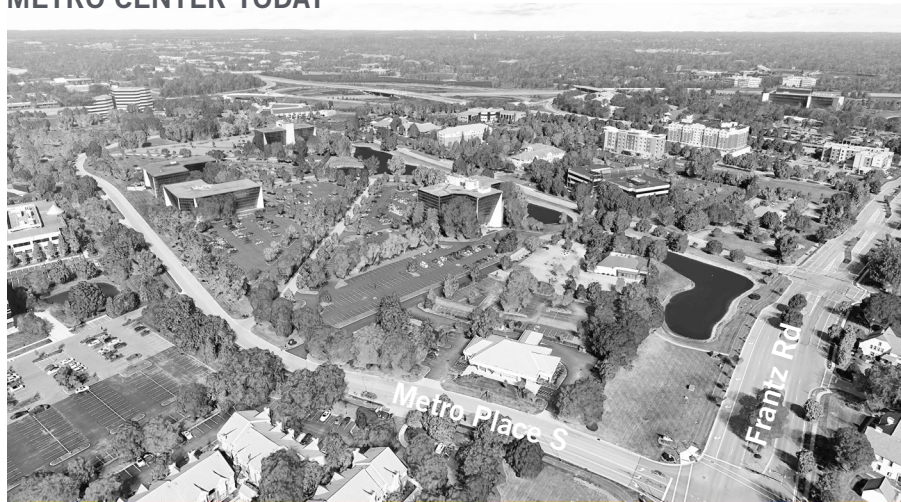




# METRO CENTER REIMAGINED

Metro Center is reimagined as a new employment hub for the 21st century, one that thrives from a mix of uses including new places to work, live, gather, recreate or grab a bite to eat. At its center, a car-free, nature-based waterway and trail system creates a unique identity for workers, visitors and community members.

## METRO CENTER TODAY







Retail Plaza

Waterway Park

Green Roof

Residential  
Courtyard

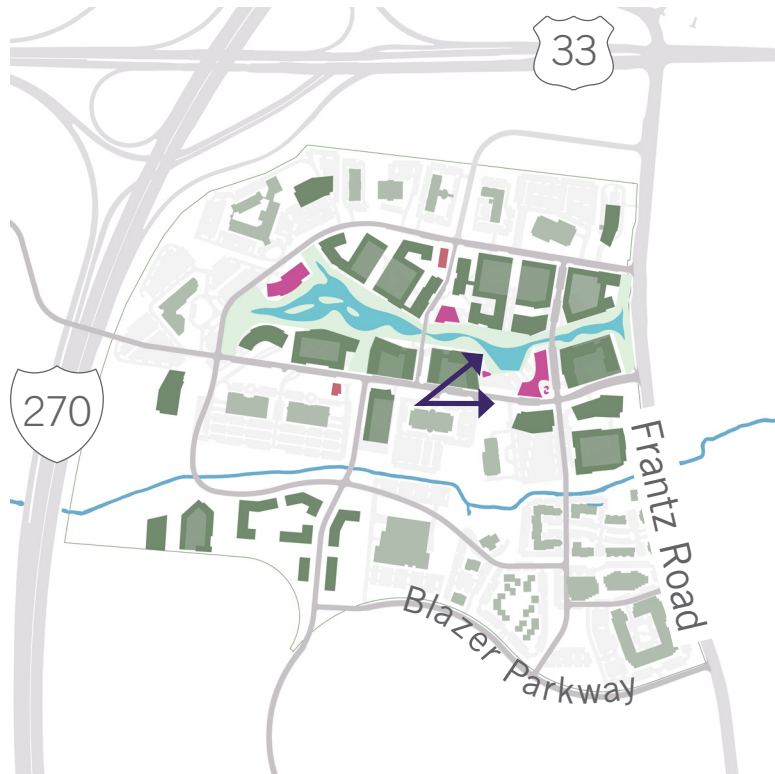
Dining Decks

Frantz Road  
Activation



# A NEW IDENTITY

The revitalized Metro Center will be a mixed-use neighborhood that celebrates landscape and natural beauty in an urban context. Office and employment centers will share space with housing, retail destinations and cultural/community facilities, set in a vibrant pattern of paths, ponds and trees.



Engaging and Sustainable Architecture

Ecological Stormwater Management System

Terraced Stormwater Habitat Edges





Visibility from  
Frantz Road

Views to  
Waterway Park

Green Roof for Habitat and  
Reduced Stormwater Impacts

Cultural and Retail  
Destination

Multi-Modal  
Mobility Hub

Access to Water

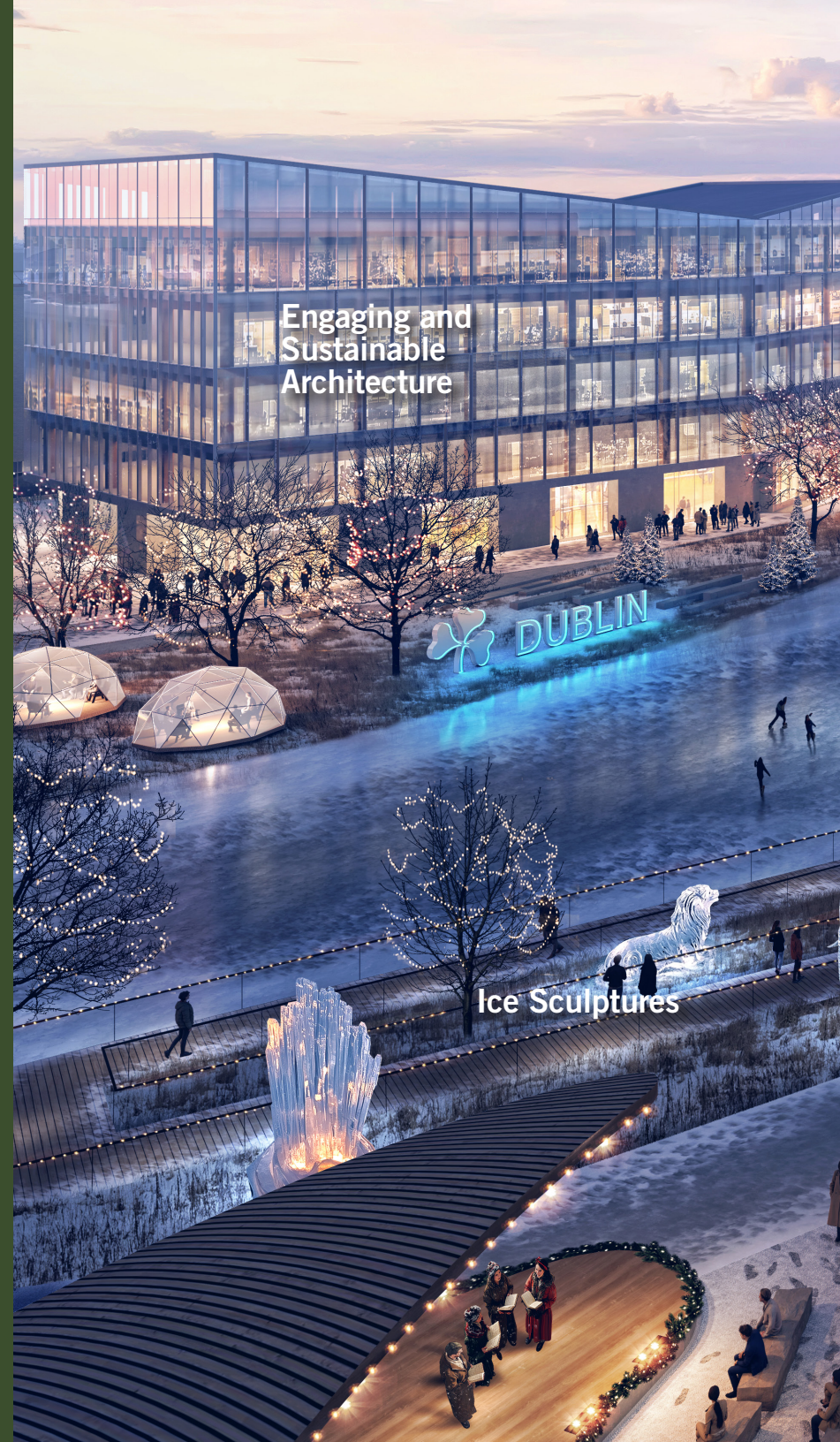
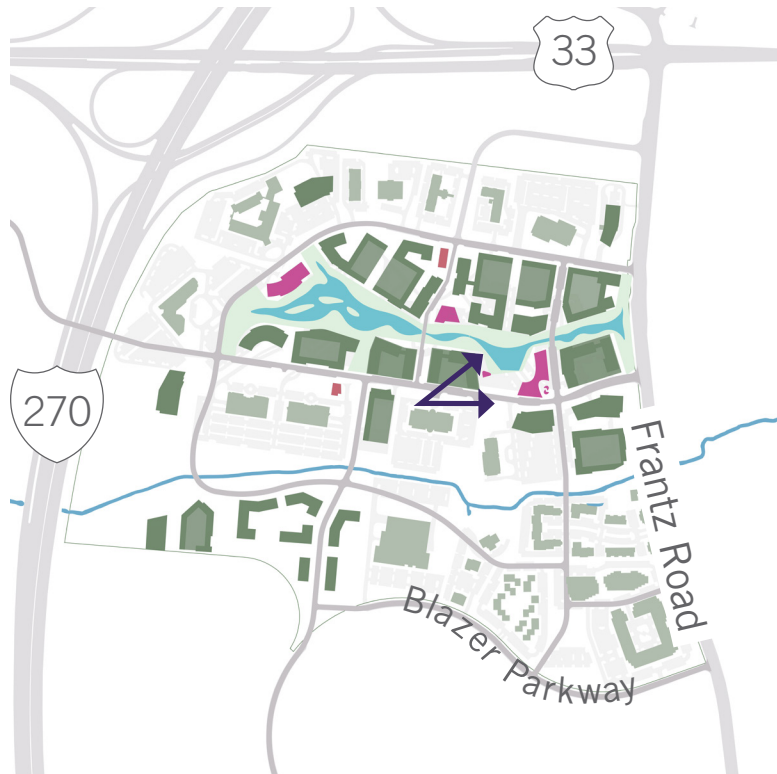
Splash Pad  
Gathering Plaza

Multi Purpose  
Performance Lawn



# A PLACE FOR ALL SEASONS

Throughout the year, Metro Center will provide ample opportunities to gather as a community both to celebrate seasonal events or simply to enjoy the sights and sounds of Dublin. It is vital to ensure that the site's open spaces feel welcome in all seasons, providing shade in the summer and opportunities for warmth in the winter. Metro Center should become an enjoyable destination year-round, providing needed amenities and comfortable activities for all.



Engaging and Sustainable Architecture

Ice Sculptures





Visibility from  
Frantz Road

Views to  
Waterway Park

Cultural and Retail  
Destination

Ice Skating

Winter Holiday Market

Fire Pits



# PURPOSEFUL OPEN SPACES

The proposed open space reclaims surface parking areas for enhanced and vibrant landscapes. These spaces are to be designed to invigorate the site's ecology and provide amenities for the public, office workers and local residents, making Metro Center a destination location in the city. The green heart of the new Metro Center will greatly enhance bio-diversity, habitat restoration, and the presence of pollinators, birds and aquatic life. It will be a place to experience nature in a wide variety of ways, whether kayaking, strolling, biking, or picnicking along the water's edge.







Office  
Amenities

Destination  
Lookout

Residential  
Amenities

Habitat / Biodiversity  
Creation

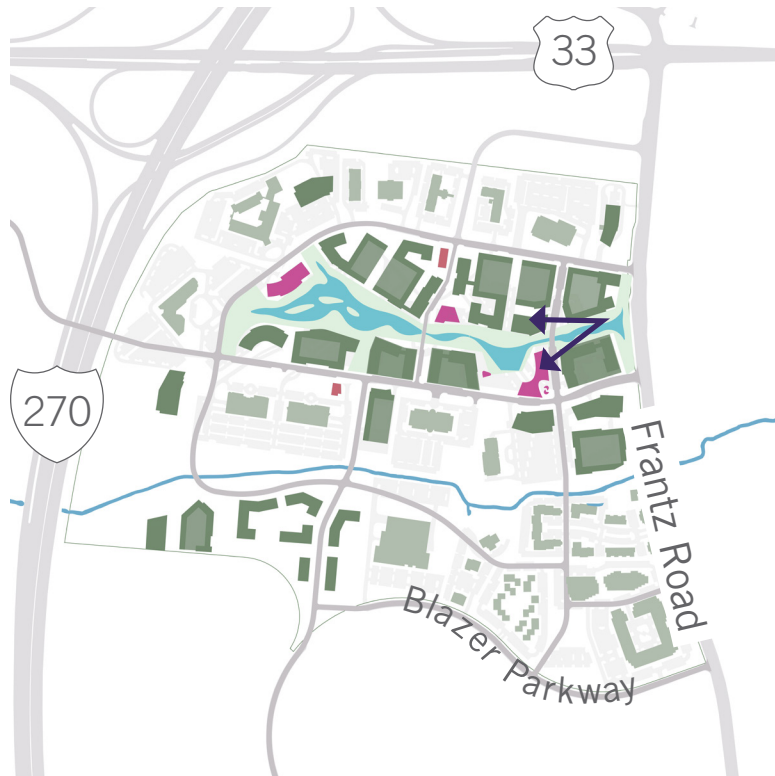
Integrated Stormwater  
Filtration

Bike Loop



# DESIGN FOR PEOPLE

Metro Center will be a new model for streets and open space. Bringing land uses together reduces travel distances, promoting healthy mobility and sustainability. The existing sea of parking will be replaced with an environment built for people, connected by walkable paths and sidewalks that foster community and interaction.







Residential  
Balconies and Terraces

Retail  
Amenities

Culture /  
Retail  
Pavilion

Walkable  
Accessible Paths



# NATURE IN THE CITY

The heart of Metro Center will be where the waterway landscape and new development come together. The road crossings of the waterway will be pedestrian-oriented, with limited and slow vehicular traffic. Visitors, workers and residents will have access to varied combinations of activities, amenities and nature. There will be many sites and opportunities for public art and signature architecture to create a dynamic and visually engaging environment throughout the year.







Views of  
Waterway Park

Retail Pavilion

Level drop and rocky  
ledges aerate water



# THE WATERWAY LANDSCAPE

Metro Center's great assets – open space and water – are reconceived to create a vibrant new identity for the district. Through the consolidation of parking and the relocation of the detention ponds, the Metro Center Revitalization Plan creates a series of unique experiences and a vibrant setting for workers, residents, and visitors. Informed by an understanding of Metro Center's importance in Dublin's economy and civic life, the Revitalization Plan is a guide to the realization of the city's next great place.







Destination Amenity  
anchors Waterway Park

Woonerf to provide  
visibility to park and retail

Cultural Pavilion and  
Landmark Plaza

Deep Views  
into Site



An aerial, isometric-style rendering of a city center, likely the Metro Center in San Francisco. The image shows a dense cluster of modern, multi-story buildings with flat roofs and large windows. A winding river or canal flows through the center of the development, surrounded by lush green trees and landscaped areas. Several parking lots are visible between the buildings. The entire scene is overlaid with a semi-transparent green filter.

03

# DESIGN FRAMEWORK AND GUIDELINES



# DESIGN FRAMEWORK AND GUIDELINES OVERVIEW

## PURPOSE

The design framework provides a tool for the City to evaluate future development proposals and ensure that each development is assessed to be consistent with the vision for a new identity and transformational change in Metro Center. The design framework shapes future development in Metro Center by identifying land uses, block structure, the mobility and open space networks, along with desired locations for ground floor activation and specialty buildings. It is intended to provide the broadest and most basic horizontal relationships embodied by the Revitalization Plan. The framework provides a structure for future development that allows flexibility in response to changing conditions and a spatial structure for the guiding principles, to ensure that investment and market-driven development support the overall vision for transformation at Metro Center.

## HOW TO USE

The framework guides the character and quality of development and provides a visual example of how land use, activation, open space and mobility can be aligned to create long term value. While the plan is suggestive of future development, many aspects including street design, the crossing at I-270, and the integrated stormwater system are based on more advanced study and technical performance. The framework is not prescriptive, but rather provides a foundation for future more detailed guidelines of individual streets, landscapes, buildings, stormwater facilities and other elements of the plan.



# URBAN DESIGN

The urban design framework is built around the simple, yet powerful idea of centering a dynamic landscape within a closely clustered group of buildings with streets at its periphery. The overall urban design framework relies on strong open space and mobility frameworks to guide future development which will occur over time and change with market demands.

The urban design framework guides land use, streets and open space system for the future Metro Center. Within the existing loop road, the buildings are clustered around a new, nature-inspired stormwater landscape and shared use path and trail system. This car-free environment features wetland habitat, extensive walking and biking trails, as well as areas of festive gathering and quiet retreat. Residential, office, retail and cultural uses line this central space to ensure a variety of users throughout the day and year.

Outside the existing loop, land uses and building redevelopment will evolve over time. Newer office buildings south of Metro Place South are expected to be maintained. Metro Center will remain a vital employment center for Dublin, as well as a place for residents and visitors from across Dublin and beyond. Many areas are designated as mixed-use in the Revitalization Plan to provide future flexibility. Traditional office uses and neighborhood office uses provide a diversity of land uses better suited to market demands and tenant preferences. Many existing and well-performing uses on site will remain well into the future, providing continuity of revenue, and consistent site occupancy.







Smiley  
Park

Cosgray Run

Metro Place South

Metro Place North

Corbins Mill Drive

Frantz Road

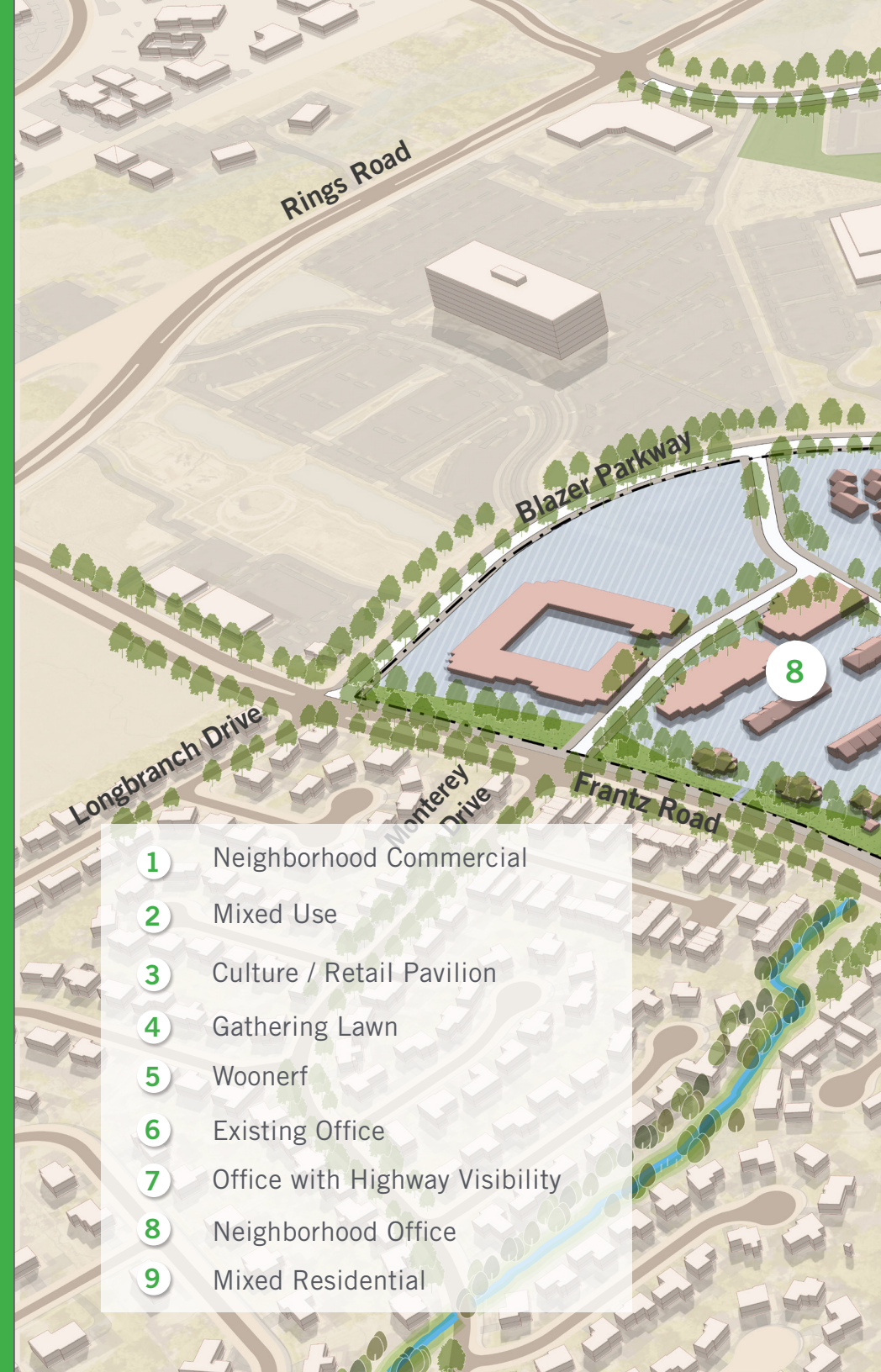
Upper Metro Place



# DEVELOPMENT FRAMEWORK

The development framework indicates major land uses, block structure, the mobility and open space networks, along with desired locations for ground floor activation and specialty buildings. It is intended to provide the broadest and most basic horizontal relationships embodied by the plan. Land uses are broadly defined as office, neighborhood office and mixed-use to provide flexibility and a range of building types to develop over time.

The mixed-use category allows for a great degree of flexibility as it enables commercial office, residential, retail, and community amenities to be developed over time. This allows the overall urban design framework and open space system to remain intact yet allows for better alignment to changing market demand over time. Office uses should be maintained along the I-270 corridor to take advantage of visibility from the highway and to allow for a generous landscape buffer. Residential uses are not allowed in this area. As indicated in the diagram, active edges are strategically located at key points within the plan. These active edges could include retail frontages, building lobbies, and common areas for example, to create visibly occupiable spaces and to avoid blank walls and strictly interior oriented uses at the ground level.







Smiley Park

Cosgray Run

Metro Place South

Metro Place North

Corbins Mill Drive

Frantz Road

Upper Metro Place



# DEVELOPMENT PRINCIPLES

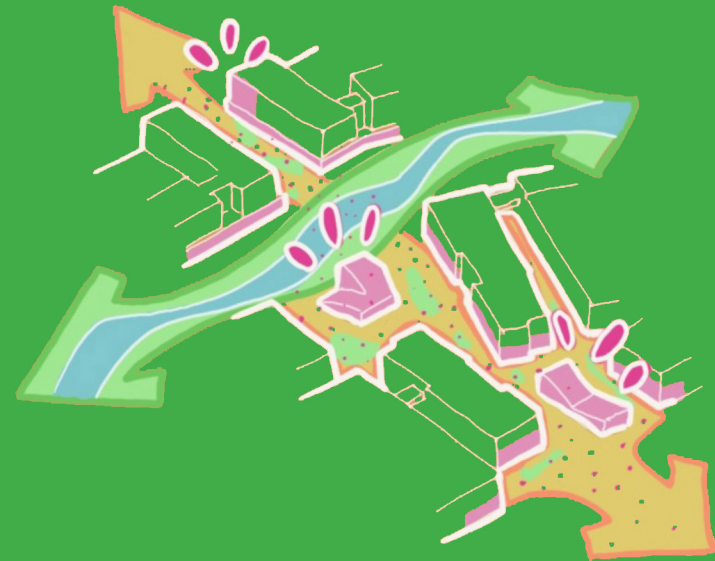
## Diversity of Experience

A broad mix of uses across the site will ensure a diversity of experiences for visitors, workers, and residents of all ages.



## Accessibility of Place

Visibility and accessibility for community assets such as shared use trails, open spaces, and cultural and retail uses encourages year-round use and enjoyment for all.





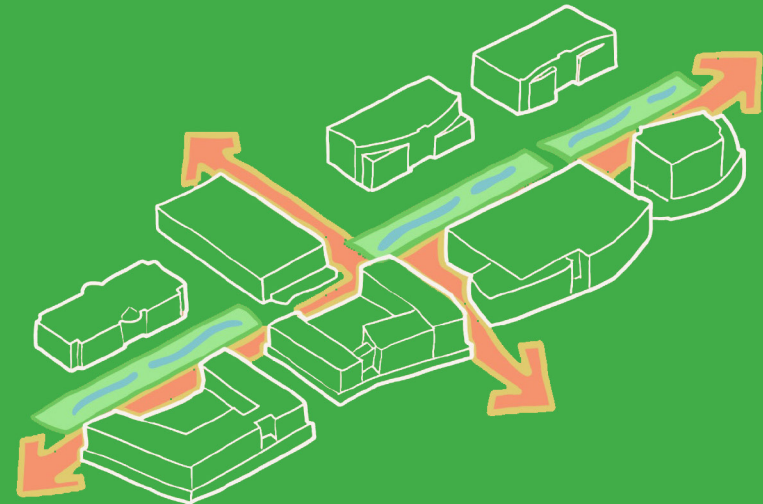
## Adaptability of Framework

The mix of land uses can evolve over time so as to align with future market conditions. Both block and parcel configurations are sized to accommodate a variety of residential and commercial office building types.



## Coherent Urban Form

Unlike Metro Center today, buildings will form coherent-well defined edges to streets and open spaces to provide a sense of purpose and place. Variety in heights, material and articulation will provide diversity and visual interest.





## LAND USE

A guiding principle of the Metro Center vision is to diversify the mix of land uses. The development framework builds on the future land use recommendations of the Envision Dublin Community Plan, using office, neighborhood office and mixed use as the foundational land uses to guide the transformation of the district from a suburban office park to a vibrant, walkable, mixed-use neighborhood.

### OFFICE

Office uses should be maintained along the I-270 corridor to take advantage of visibility from the highway. Supporting uses include ancillary commercial uses such as restaurants, gyms or business services that are encouraged to be integrated into the interior of office buildings. Residential is not allowed in this area. Sites with key visibility and locations within the mixed-use areas should also be preserved for office or hotel use.

### NEIGHBORHOOD OFFICE

Existing small-scale office development northwest of the intersection of Frantz Road and Blazer Parkway provides a transition to existing residential neighborhoods east of Frantz Road. These offices provide space for small businesses and are expected to remain. Appropriate uses include office, medical office and institutional uses and their ancillary uses. Supporting uses may include assisted living.

### MIXED-USE

Mixed-use allows for the greatest degree of flexibility as it enables office, residential, hotel, commercial and other community amenities. Uses will be mixed horizontally with vertical mixed-use and ground-floor activation in key locations.

## GROUND-FLOOR ACTIVATION

To foster a vibrant and walkable district, key corridors and locations are identified to prioritize ground-floor activation and building edges. Activation should create visibly occupiable spaces, building activity that spills over into the outdoors and avoid blank walls and strictly interior oriented uses at the ground level. Ground-floor activation strategies include:

### COMMERCIAL

The design framework introduces new commercial uses to Metro Center, providing opportunities for retail, neighborhood services such as a dentist or dry-cleaner, restaurants and entertainment options. Patios and outdoor seating areas may be used to extend activity outside areas designated for commercial ground-floors.

### STRATEGIC ACTIVATION AREA

Strategic activation areas occupy key locations within the open space framework and should be gathering places and destinations to animate the district. Each area should be unique, and design should respond sensitively to the context of each location. Example activation strategies include trail-heads, scenic overlooks, public art, placemaking, signature architecture, specialty uses and civic or cultural uses.

### ACTIVATE EDGE

In areas where commercial activation is not required, other uses may activate designated ground-floor frontages. Appropriate uses including, office and residential building lobbies and shared entries, common amenity spaces such as gyms, club rooms and coworking spaces and placemaking and public space.



Upper Metro Place

Metro Place North

Metro Place South

Cosgray Run

Smiley Park

Frantz Road

Blazer Parkway

# Land Use & Activation Map

## LAND USE

- Office
- Neighborhood Office
- Mixed Use

## ACTIVATION

- Commercial
- Strategic Activation Area
- Active Edge





# URBAN FORM AND ARCHITECTURE

## URBAN FORM

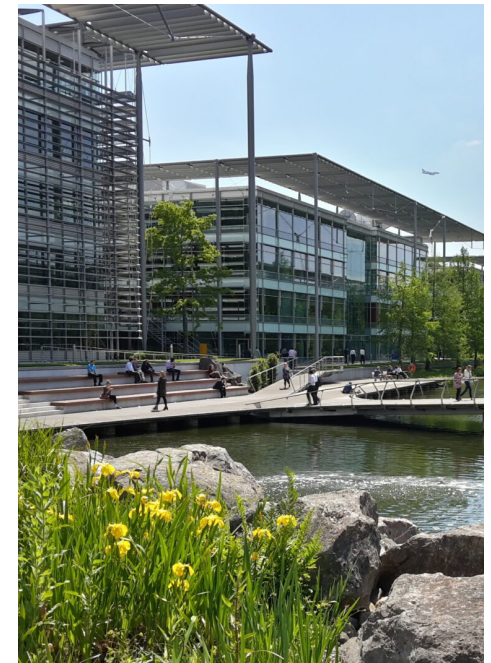
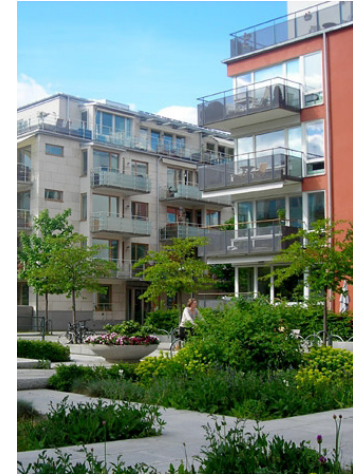
Buildings should adhere to the urban design framework in massing, scale, and configurations to the greatest extent possible. While the framework allows for flexibility, the overall urban form should create coherent streetwalls and frame significant open spaces. Building step-backs and articulation should transition new development near existing residential neighborhoods.

## DESIGN FOR PEOPLE

All architecture should begin by centering people, their comfort, and well-being. Ground floor spaces should include high quality materials with visual impact, and maintain high levels of transparency. Facade length should be limited and breaks of steps in massing employed where feasible. Future building setbacks from street edges should be limited in all cases to provide a consistent streetwall and pedestrian comfort.

## BUILDINGS THAT CONNECT WITH NATURE

Buildings should supply ample daylight and capitalize on views to nature throughout the project. Balconies should be provided to maintain, as well as roof terraces, landscaped courtyards and overlooks. Buildings fronting the waterway park should provide a consistent and coherent edge.





## ARCHITECTURAL DIVERSITY

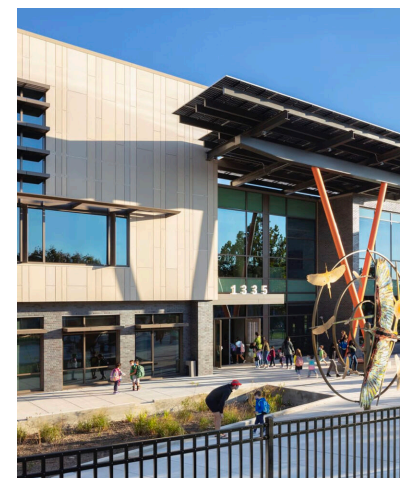
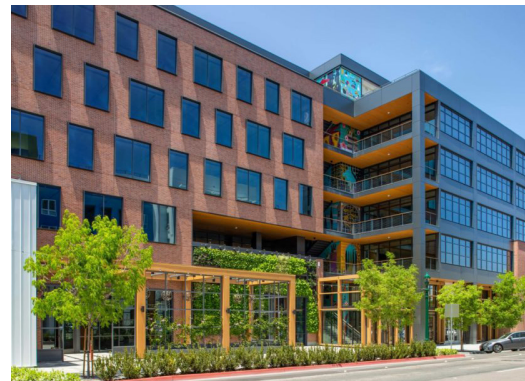
A mosaic of building types and architecture exists in Metro Center today. Future buildings should provide a consistent yet high quality fabric against which buildings on sites with terminal vistas, key locations and specialty stand-alone commercial and cultural buildings will stand out. Buildings on these key sites should express unique architecture and incorporate signature designs. Repetitive use of a single building type, scale, mass, or material should be avoided with future development to ensure architectural interest.

## BUILDING MATERIALS

High-quality architecture and building materials are recommended. Natural materials are encouraged; those emulating a natural material are discouraged. Natural materials such as stone and brick provide a reference to Dublin's history, glass provides interactivity, other compatible materials such as woods, metals, and other innovative materials should be encouraged to provide interest to the building mass.

## ADAPTIVE BUILDING REUSE AND RETROFITS

Adapting to future needs, some existing buildings may change uses without complete site redevelopment. Adaptive building reuse and retrofits provide the opportunity to create incremental improvements and changes. When feasible, exterior improvements should reorient building entries, reconfigure service areas and make architectural updates to better engage the public realm. Building additions also provide the opportunity to engage the public realm.





# PLACEMAKING

Placemaking creates vibrant, people-centered spaces that foster a sense of belonging and community. It involves integrating various elements such as architecture, public art, green spaces, and social infrastructure to design environments that are not only functional but also inspire engagement and connection. Effective placemaking considers the needs and desires of the community, encouraging inclusivity, interaction, and a sense of identity, all while enhancing the aesthetic.

## PUBLIC ART

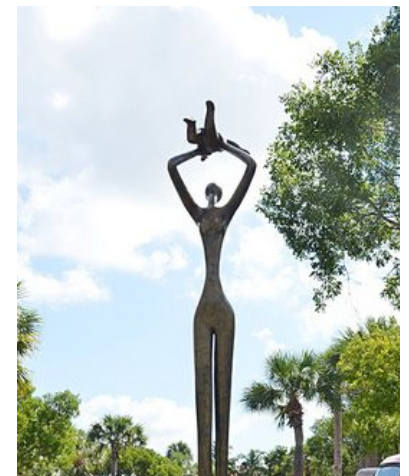
Public art plays a crucial role in placemaking by creating visual focal points that foster a sense of identity and belonging within a community. It encourages interaction, dialogue, and pride, transforming ordinary spaces into vibrant, memorable destinations that reflect the cultural and social values of the area.

## PUBLIC SPACE

Public spaces should be designed as inclusive environments that encourage social interaction, creativity, and a sense of community ownership. By incorporating flexible features, such as seating, art, and green areas, these spaces can empower people to connect, engage, and cultivate a shared sense of belonging.

## EVENTS AND PROGRAMING

Future development can support placemaking by designing spaces that are flexible and support a range of events and programming, including fitness and wellness activities, markets, pop-up events, community festivals and informal gatherings.





# OTHER DEVELOPMENT RECOMMENDATIONS

## SUSTAINABLE BUILDING DESIGN

- Encourage energy-efficient design of buildings and mechanical systems
- Use local and/or recycled materials
- Align with green building practices and emerging trends
- Incorporate roof mounted solar on flat roofs, screen from public view
- Conserve water through selection of appropriate fixtures
- Sustainable materials are encouraged in new construction that upholds high-quality design and character.

## PARKING

- Encourage shared parking between sites and uses
- Consolidate surface parking into structures
- Consider reducing or eliminating parking minimums, consistent with best practices and developer needs
- Implement transportation demand management to reduce parking demand
- Encourage the use of permeable paving materials and take advantage of new developments in paving technology
- Incorporate other sustainable practices such as solar shades, bioswales and rain gardens
- Garage faces should be limited as much as possible

## 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

## LANDSCAPING

- Where feasible, replace turf lawns that require weekly mowing, irrigation and fertilization with low-mow turf species, meadows, shrubs and perennial plantings that require seasonal or annual maintenance
- Promote afforestation: doubling the tree coverage of the site with diverse native and adapted species, that provide ecological value through habitat creation and forage and provide seasonal and horticultural interest
- Promote biodiversity: designing the more horticulturally-focused garden spaces, foundation plantings and buffer plantings and the restoration of woodland plantings to increase the site's biodiversity—both in terms of plant species, but also insects, birds, bats and other wildlife
- Use nature-based solutions: maximizing, where feasible, green infrastructure to improve pond and site runoff water quality, including bioswales, rain gardens and flow-through wetland plantings to filter pollutants, sediments and nutrients from runoff
- Reduce impervious surfaces: in addition to reducing the area of surface lots, use permeable paving where feasible throughout the site
- Use low-embodied-carbon materials: project materials should reduce the global warming footprint of new construction by reducing concrete, using natural stone and aggregate materials, maximizing recycled content in landscape products and furnishings and prioritizing local products and materials
- Site landscaping should be integrated into the larger open space framework scheme
- Site landscaping should be consolidated into areas large enough to support successful plant growth
- Landscape mounding is not encouraged in mixed-use areas

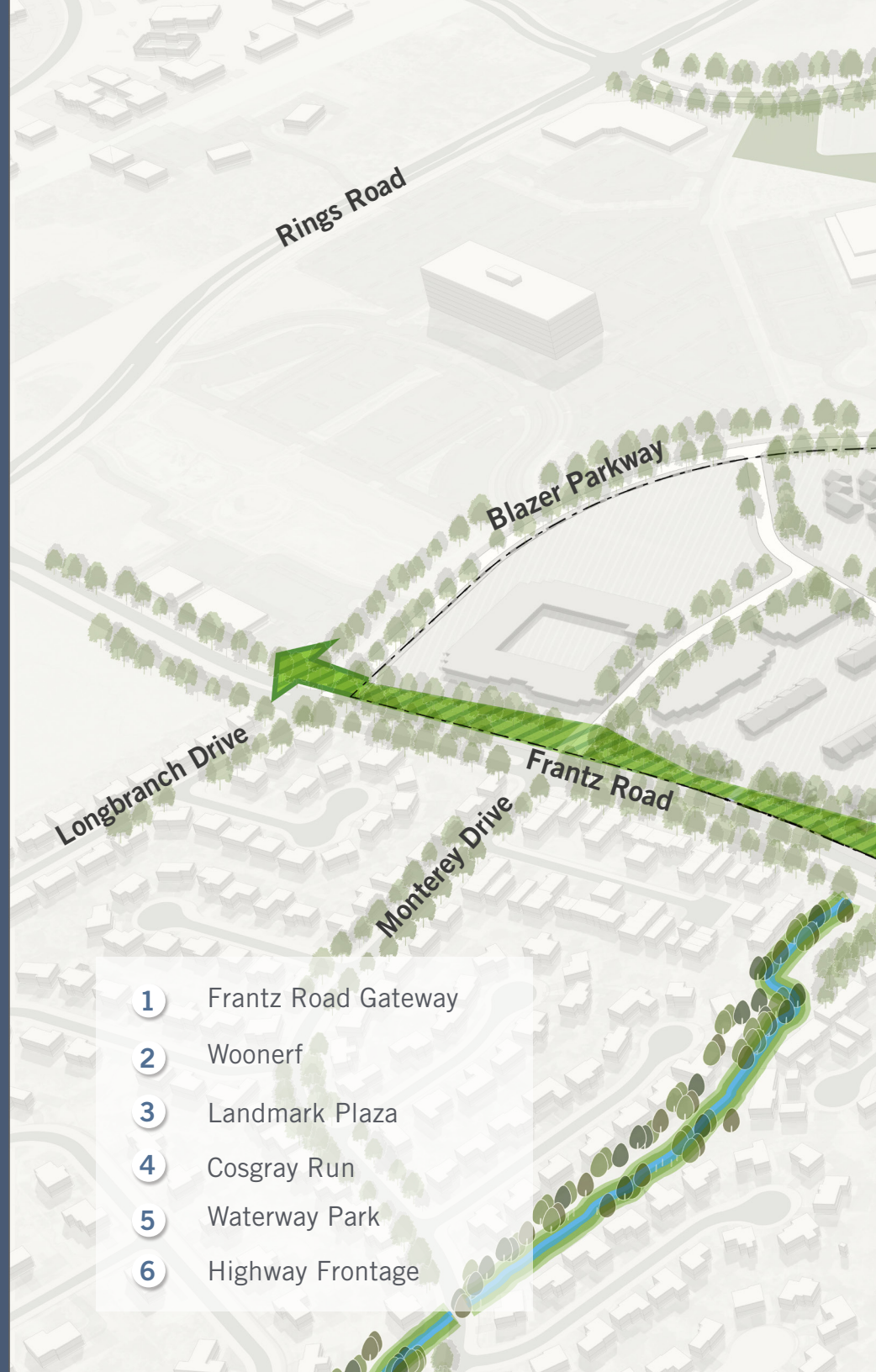


# OPEN SPACE

The open space framework plan reclaims surface parking areas to create enhanced landscapes. Five special landscape zones are designed to enhance the site's ecology and create a variety of experiences to provide amenities for the public, office workers and local residents. The open space framework is intended to guide both private and public improvements in the district to create the desired transformation of Metro Center.

The open space framework creates a fluid sequence of large and small spaces infused with diverse habitats, multi-sensory experiences, and the ability to enjoy the water's edge. This signature waterway park reaches between buildings to connect to the district's landscapes such as Smiley Park and Cosgray Run and beyond, as a true landscape system.

The open space design draws inspiration from the diverse regional ecosystems of Central Ohio, integrating forested areas, grasslands, upland and emergent wetlands. This approach also provides on-site ecosystem services such as water filtration, flood mitigation, and soil stabilization. By incorporating native plant species throughout these habitats, the open space will support biodiversity, attract pollinators, and provide essential habitats for local wildlife. This ecologically-focused design creates a resilient landscape that manages stormwater effectively and enriches the surrounding natural environment. At the same time, this park is designed as a carefully managed horticultural landscape, with robust species planted in swaths matching species need and microclimate conditions. The combined effect is a park of nature and for people, bringing the benefits of ecological performance into a curated space.







Shier Rings Road

270

6

Cosgray Run

Metro Place South

5

Smiley Park

4

3

2

Metro Place North

2

Edinburgh Road

1

Corbins Mill Drive

Frantz Road

Upper Metro Place

33





# OPEN SPACE PRINCIPLES

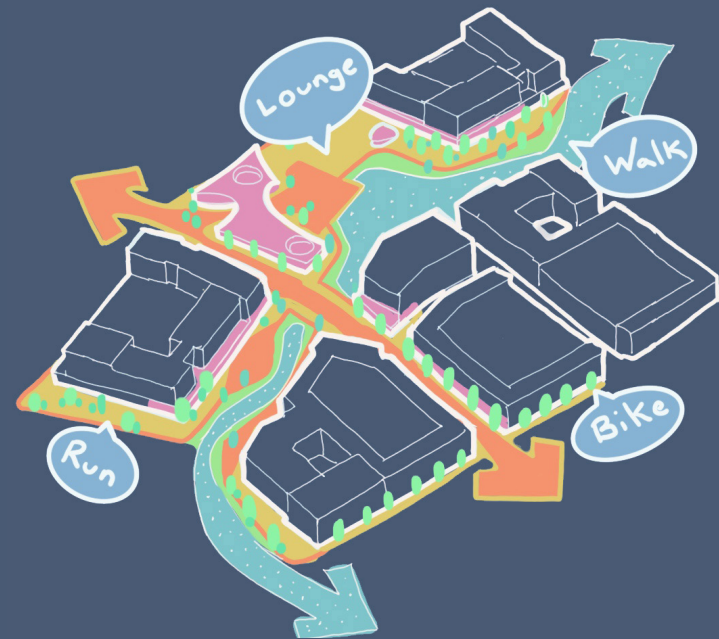
## Ecological Performance

The future of Metro Center should be a place for meaningful ecology, with landscapes that support biodiversity in planting, pollinators, birds, bats and other wildlife.



## Landscape for People

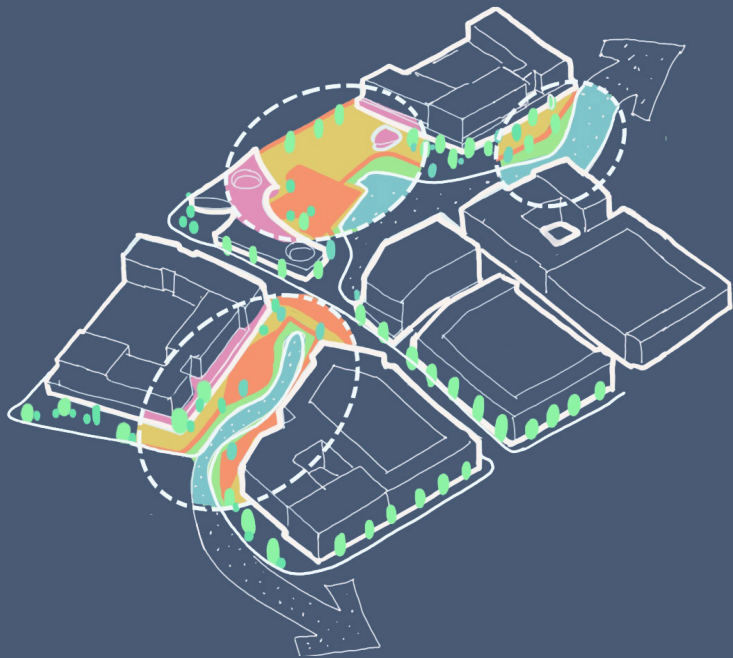
Metro Center Landscape should provide amenity spaces and activities for residents and the public, increasing the quality of life in a universally accessible and comfortable way.





## Diversity of Experiences with Landscape Rooms

The landscape should include quiet spaces, such as nature walks and meditation decks; and active places, such as events venues, outdoor dining terraces and outdoor fitness programs. A diversity of experiences and amenities organized through a network of landscape rooms will support a broad range of uses and create a place-based collective memory of the overall site.



## Connectivity of Metro Center Open Spaces with Dublin Parks and Scioto River

This landscape must connect to and complement existing parks and the river, primarily through the multi-modal bicycle and pedestrian trail, but also through providing complementary programs not immediately provided in nearby parks, providing additional amenities for residents.





# OPEN SPACE EXPERIENCES

The concept of landscape zones is applied at a macro and micro level within the proposed framework. At the macro level, the core open spaces of the site are organized into distinct landscape zones, each with a unique identity, described below. At the micro level, the concept of diverse, small niches, occupiable spaces, and intentional landscapes drives the proposed building massings, allowing for amenity decks and green roofs, courtyards, shared patio spaces, and active frontages on the public realm.

## LANDSCAPE ZONES

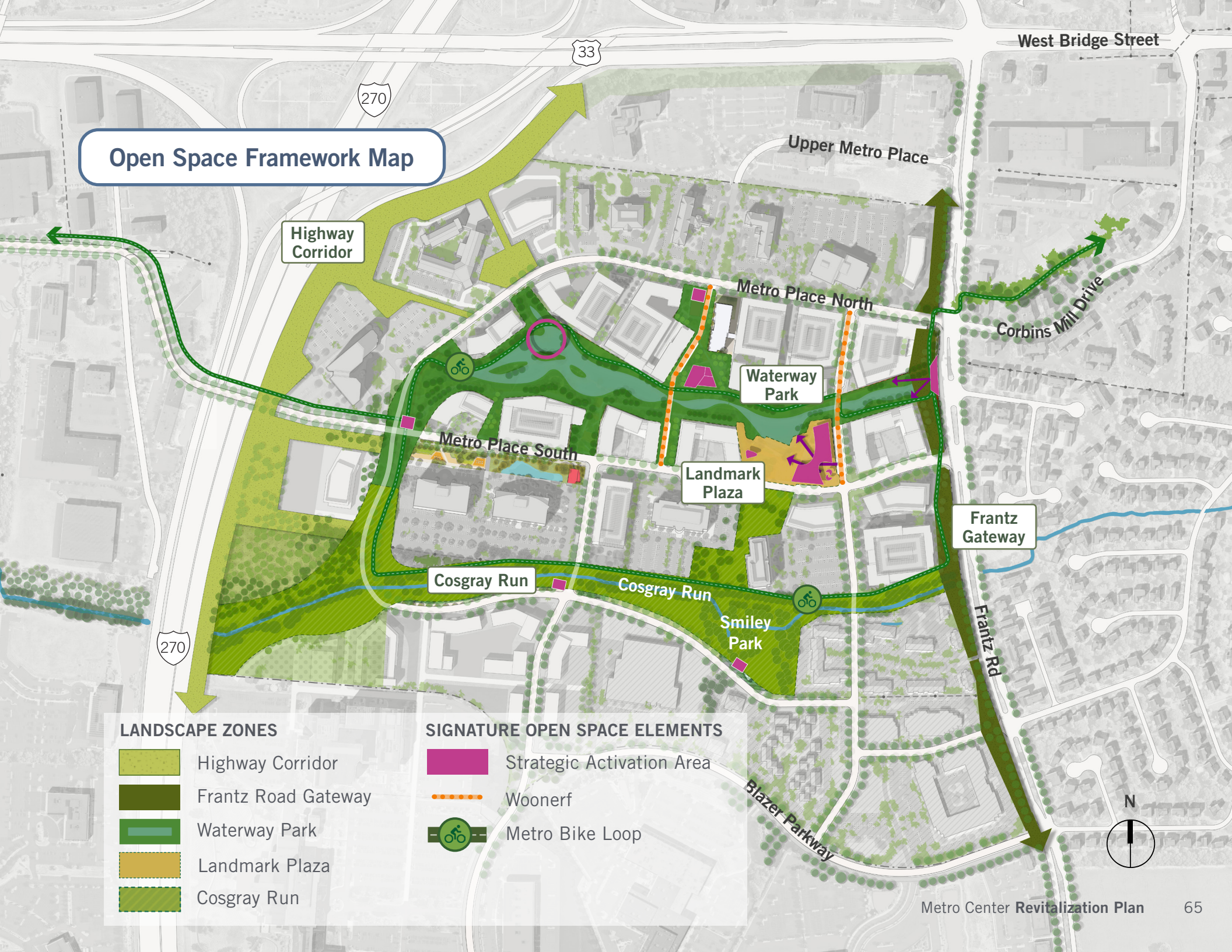
- **Waterway Park:** This park provides a green heart and focal point for the transformation of Metro Center, with a network of public spaces organized around an enhanced stormwater system.
- **Landmark Plaza:** A large central space for community activities, performances, people-watching and getting close to the water.
- **Cosgray Run:** The riparian corridor, Smiley Park and trail provide a more naturalized and passive experience with a focus on restoration ecology.
- **Frantz Gateway:** The threshold landscape creates a gateway and linear park along Frantz Road.
- **Highway Corridor:** Creates a green view from I-270 and buffer for development.

## SIGNATURE OPEN SPACE ELEMENTS

- **Strategic Activation Areas:** Points of interest, cultural hubs and scenic views, focus placemaking. Additional information and recommendations for activation areas are provided in the mobility framework.
- **Woonerf:** Woonerfs transform public spaces by prioritizing pedestrians and cyclists over cars, creating an inviting environment where people can interact, play, and linger in safety. This shared, slower-paced space fosters a sense of community, making the public realm more vibrant, inclusive and enjoyable. Additional information and recommendations for woonerfs are provided in the mobility framework.
- **Metro Bike Loop:** The loop is a signature bike path providing a variety of experiences as it circulates through the different landscape zones, more passive in the Cosgray Run and a more active in the waterway park. Additional information and recommendations for the bike loop are provided in the mobility framework.



# Open Space Framework Map



## LANDSCAPE ZONES

- Highway Corridor
- Frantz Road Gateway
- Waterway Park
- Landmark Plaza
- Cosgray Run

## SIGNATURE OPEN SPACE ELEMENTS

- Strategic Activation Area
- Woonerf
- Metro Bike Loop



# WATERWAY PARK

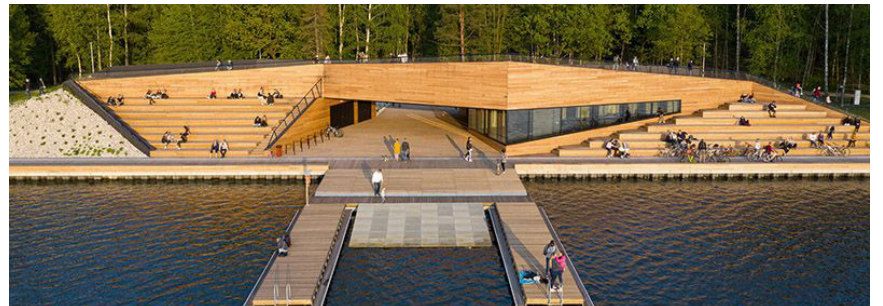
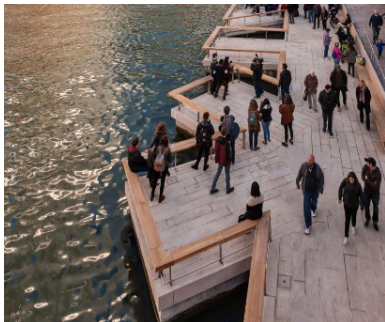
Waterway park is the central greenspace of Metro Center, including a network of experiences oriented around the chain of stormwater ponds. The ponds are redesigned as landscape amenities, taking on different characteristics at each stage of the park, moving from the edges of the site as quieter, naturalistic designs, to the more vibrant urban core at the landmark plaza. On the western end, stormwater from the wider development passes through filtration plantings that expand into the largest pond, with islands and crenulated edges.

The open space framework envisions a very different water edge from today, where turf lawn slopes down to the ponds. The existing condition does little for habitat and ecological value, and can directly contribute to poor water quality by introducing chemicals and nutrients through runoff. The new water's edge is envisioned as a part of the pond's green infrastructure, transitioning from the upland landscapes down the slope with native plants and riparian shrubs to stabilize the bank. At the water's edge, emergent and aquatic wetland species such as arum and rushes are punctuated by key tree species such as bald cypress and tupelo.

In addition to the cycling and pedestrian paths and overlooks along the shore, a network of boardwalks extends to newly created islands to provide an immersive experience in the wetland gardens, with nodes for bird observation, fishing, and rest. An elevated boardwalk ramps up from the shore to a highpoint overlook approximately one story above the largest island, with 360-degree views of the whole water system. With an observation deck above and porch swings below, this feature provides an iconic, peaceful destination within a re-imagined waterway park.









# WATERWAY PARK

The waterway park offers a diverse range of experiences, with tranquil, natural areas to the west that provide peaceful spaces for relaxation and nature walks. In contrast, the area near the landmark plaza is more lively, featuring active spaces for events, dining, and community gatherings along the water's edge.

Each of the water's edge zones can be planted in a manicured manner and with the capacity to improve water quality. This landscape, from the operating water level of the ponds to the maximum flood capacity level, is floodable, with all species suited to periodic flooding and inundation. Access down to the water is integrated through rustic stone steps and seawall elements at key locations where emphasizing the view should be prioritized.

The waterway park promenade provides opportunities for outdoor dining and gathering. Terraced gardens allow visitors to explore the water's edge, with a floating deck for observation and activities. The ornamental gardens also serve also as part of the stormwater system, with recirculating water flowing through terraces, weirs and small waterfalls to further improve and oxygenate the pond water. With multiple activating elements, this space is designed to allow for many user groups simultaneously—a small concert at the bandstand and lawn alongside joggers on the promenade, kids in the wet plaza, and outdoor cafe diners.





Metro Place North



Frantz Road



Metro Place South



# LANDMARK PLAZA

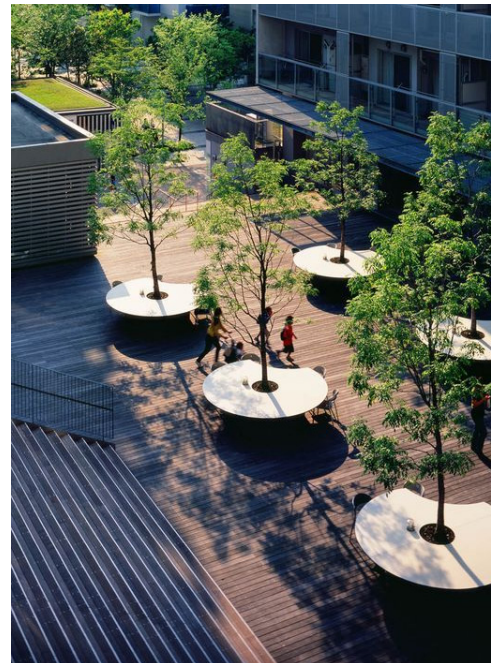
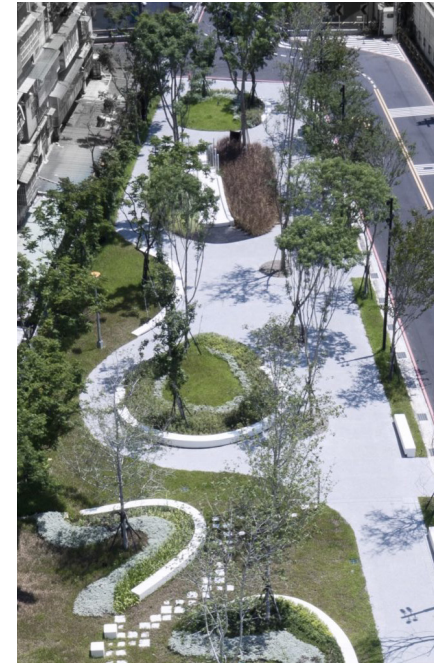
The landmark plaza defines the cultural hub of the site. This is a vibrant space, with active building frontages from architecture spilling out into the public space. The plaza is activated by vibrant ground floor uses on three sides and access to the water's edge on the fourth. The plaza is envisioned with two diverse yet complimentary uses: an event lawn with an iconic bandstand that serves as a shade structure and outdoor dining terrace on non-event days, and a 'wet' plaza - a hardscape space that in summer months has a water skim and interactive jets for children to play in and to cool the plaza space. These concepts describe a vision for programming this important space. Various measures can be employed to activate the plaza. The plaza should be sized to accommodate major community gatherings.





# FRANTZ GATEWAY

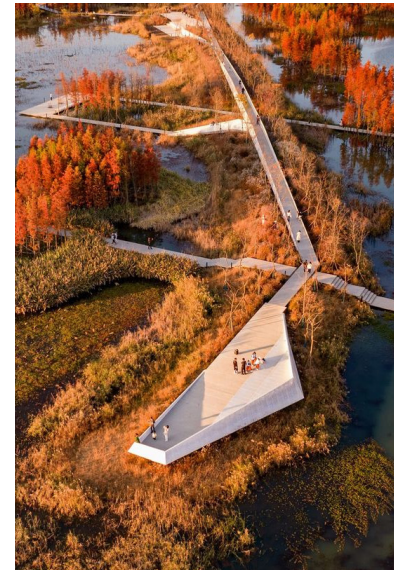
The space from the edge of Frantz Road and the building facades is re-envisioned as a threshold landscape—with tall oaks providing an overstory clear views between the buildings and the street, accessible pedestrian and bicycle pathways, and meadow and wetland gardens providing an inviting welcome to visitors and neighbors. Outdoor patios and seating areas may transition interior building space with the open space. Open space elements should coordinate with future Frantz Road streetscape improvements.





# COSGRAY RUN

The riparian corridor, Smiley Park and trail provide a more naturalized experience, with a focus on restoration ecology, removal of invasive species, and nature interpretation. This landscape is a corridor for running and cycling, with small group seating areas, fitness stations and neighborhood trailheads, and is also a learning landscape with opportunities for nature play. The planting of Cosgray Run will focus on introducing native riparian species, planting a diversity of understory flowering shrubs and trees, and introducing spring ephemeral geophytes such as mayapple where possible. Future development should create neighborhood path connections and provide trailheads at strategic locations.





# HIGHWAY CORRIDOR

Views from I-270 create a first impression for many traveling to and through Dublin. The landscape should be consistent with the established character in areas of the Dublin Corporate Area and Emerald Corridor fronting I-270. Appropriate landscape treatments include mowed or low mow turf, native meadows, landscape planting beds, mounding or landscape forms and ponds. Areas with healthy, native tree canopy should be preserved, gaps in the tree canopy and understory should be filled to increase screening and provide acoustic dampening to improve quality of life for workers within adjacent office and commercial buildings. Views of office buildings facing I-270 should be preserved. Surface parking lots between office building and I-270 should be well landscaped. Parking structures facing I-270 should be screened with vegetated walls, architectural screening or public art.



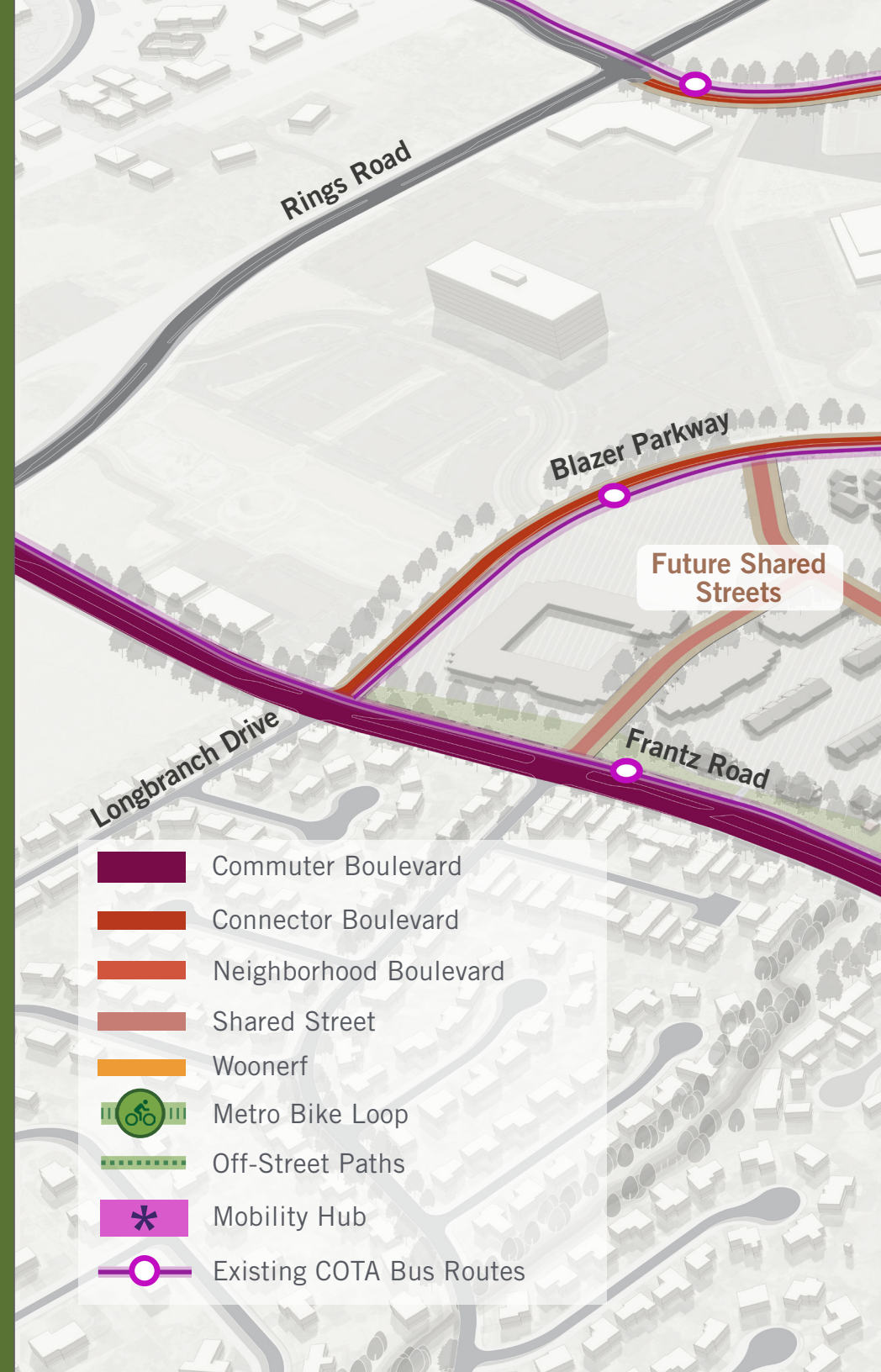


# MOBILITY FRAMEWORK

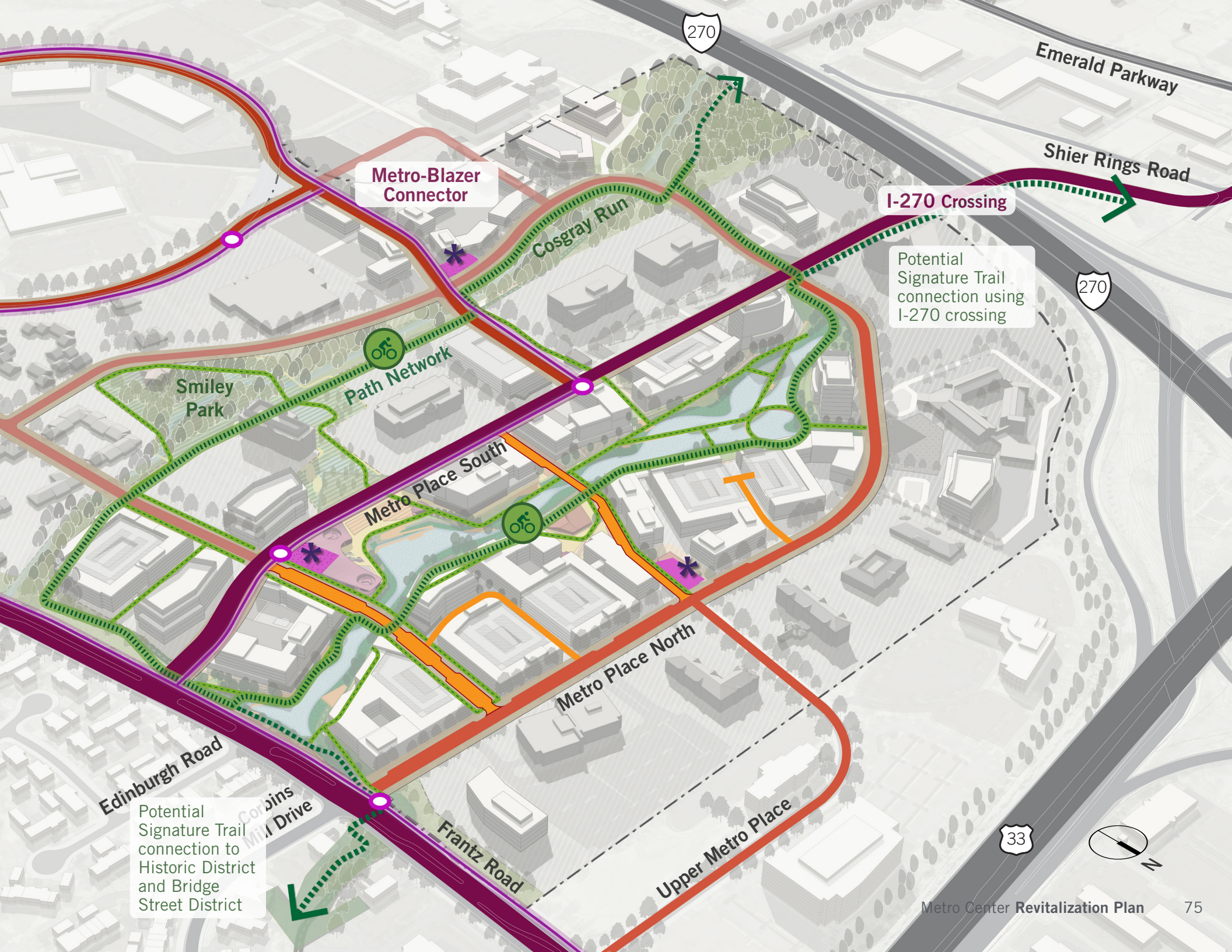
Following the paradigm shift recommendations of the Envision Dublin Community Plan, the mobility framework balances the needs of pedestrians, bikes, cars, and transit across a multi-modal network. Future streets are planned, and existing streets are reimagined to provide a more balanced system, prioritizing bikes and pedestrians rather than vehicular throughput. To limit right-of-way and pavement widths, each street accommodates every mode differently with context sensitive design.

The future bike and path network illustrates a well-connected system of bike and pedestrian connections with both on and off-street facilities. Within Metro Center, a signature bike loop provides multiple experiences as it moves through different open spaces. The mobility framework contemplates how mobility hubs and existing and future transit services may provide mobility choices to and within the district, reducing personal automobile reliance.

Implementing the Multi-modal Transportation Plan, a new neighborhood boulevard connecting Metro Place South and Blazer Parkway and a commuter boulevard connecting Metro Place South and Shier Rings Road across I-270 help improve connectivity for the entire community. Other low volume and low-speed connections provide opportunities to create woonerfs that blend mobility and public space with high-quality streetscape materials and thoughtful design.





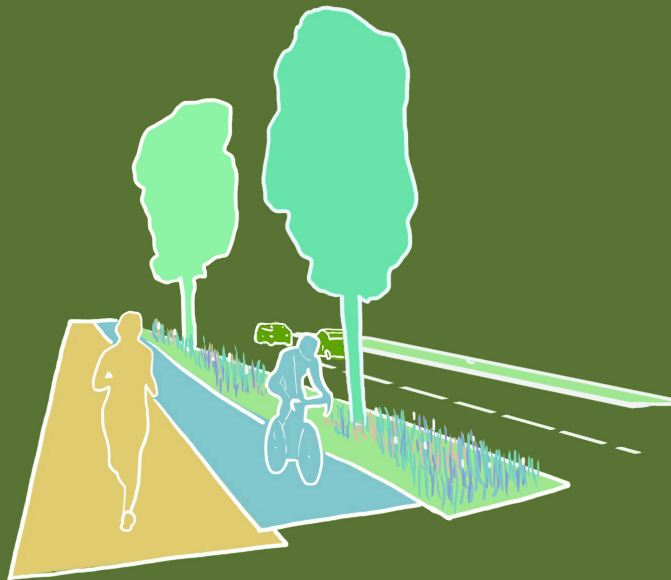




# MOBILITY PRINCIPLES

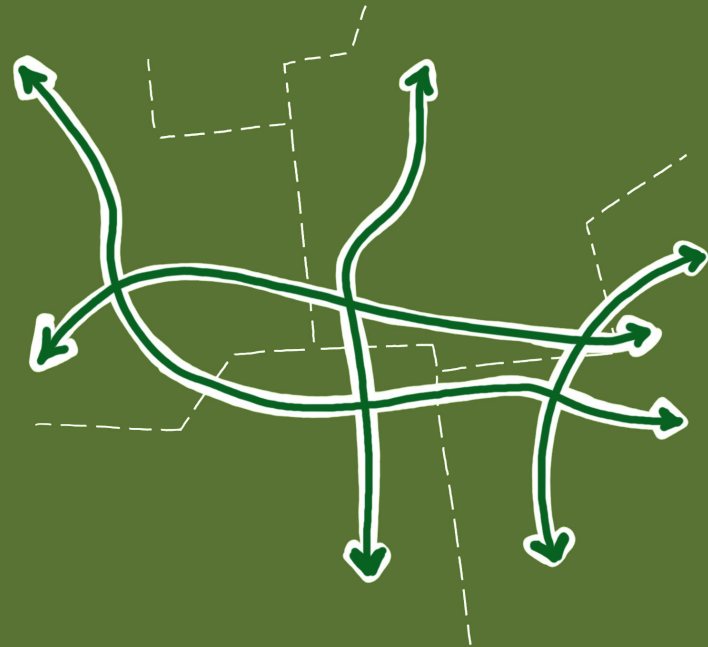
## Multimodal Character

Within Metro Center, walking and biking will be primarily non-automobile. The streets and the entire outdoor realm will be designed to accommodate and encourage walking and bicycling, by providing generous and enjoyable paths, public open spaces and walkways.



## Regional Connectivity

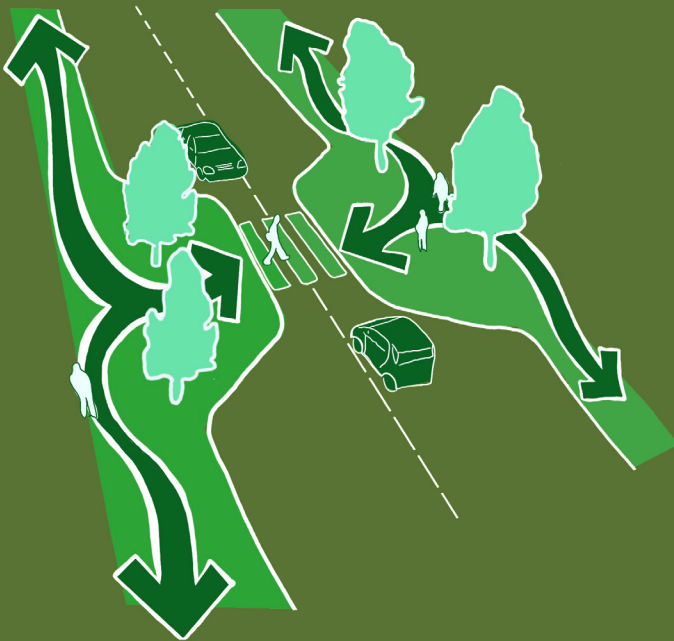
The Metro Center loop will be connected to the south and Blazer Parkway by a new street with bicycle and pedestrian accommodations. The urban design framework is compatible with a potential future crossing of I-270, connecting to Shier Rings Road and Emerald Parkway. A bicycle/pedestrian trail, serving both practical and recreational users, will cross the site from east to west.





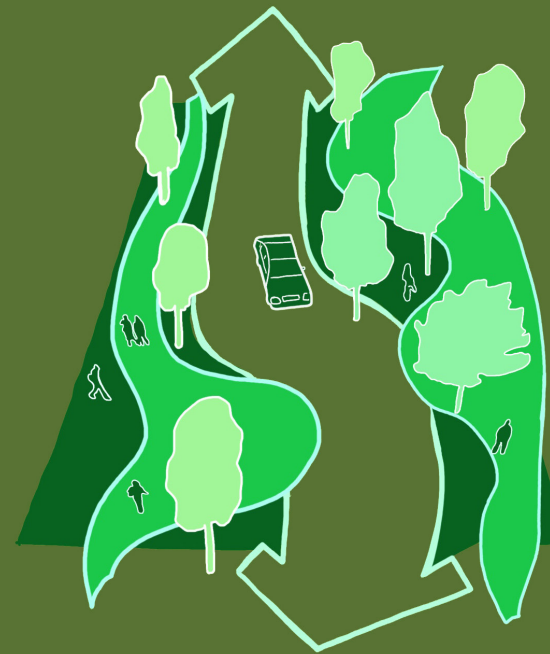
## Speed Management

Pedestrian and bicycle mobility will be prioritized over vehicular traffic. Street and lane widths will be limited for speed management. The primary concern is for the safety of pedestrians, bicyclists and other non-motorized modes. Traffic operations will be judged, not on the basis of peak-hour levels of service, but in terms of relationships between demand and capacity on a 24-hour basis.



## Integration with Landscape

Streets will be designed as yet another component of the landscape system. Streets themselves can be ecologically restorative, with decorative drainage swales, pervious pavement and shade trees.





# BICYCLE NETWORK

On-street bicycle lanes will be provided on the district's commuter collector street, Metro Place South, and its extension across I-270 to meet Shier Rings Road. These buffered lanes will reinforce the regional bicycle network as it passes through Metro Center, supplementing the off-street path and trail system and potentially serving as an important link in a Signature Trail route. Collector urban and neighborhood streets will be low-volume, low-speed, bike-friendly streets on which bikes can ride safely. Within the Metro Center site, the off-street path and trail system will comprise a number of facility types.

Along the Metro-Blazer connection and Metro Place North, a two-way shared-use bike/pedestrian path will abut the street. Shared-use paths will also connect Metro Place North and South to the interior of the loop and the waterway park, as well as connecting South Metro Place across the Cosgray Run, utilizing the existing footbridge at Smiley Park. Finally, the entire trail system will be pulled together by a signature path network located around the north side of the waterway park and south to Cosgray Run, making an approximately 1.2-mile circuit passing through Metro Center's iconic open spaces and ideal for recreational cycling.

## BIKE FACILITY TYPES

- **Metro Bike Loop:** The bike loop is a signature path circulating through Metro Centers open spaces and developments that provide a unique experience. The bike loop may form a link of the east-west signature trail. The bike loop is further detailed on a subsequent page.
- **Shared Use Path:** Shared use paths follow street right-of-way. They may be located independently or at the back of walk. The City's standard for new shared use paths is 11-ft, in conditions where a shared use path is adjacent to a walk, an 8-ft path and a 6-ft sidewalk may be appropriate.
- **Shared Use Trail:** A shared use trail is located outside of a street right-of-way in an easement or its own right-of-way. The trail is shared between both cyclists and pedestrians. High use trails may delineate cyclist and pedestrian areas.
- **Bike and Pedestrian Connector:** Connectors provide pedestrians and cyclists connections between major paths and private development.
- **Protected Bike Lanes:** Bike lanes should be used on commuter streets to provide more seamless travel for cyclists. Bi-directional bike lanes should be 5-ft with a 3-ft buffer protected by a physical barrier. Bike lanes should only exit the street at major intersections, minor intersections should be marked.
- **Woonerf:** A woonerf is a type of street that prioritizes pedestrians and cyclists and functions like a plaza or a paved yard. Woonerf characteristics are further detailed on a subsequent page.
- **Local Street:** Low speed, low volume streets with a high level of bicyclist comfort where cyclists can share the street with motorists. Sidewalks are provided back of curb for pedestrians



# Future Bicycle Network Map

-  Metro Bike Loop
-  Shared Use Path
-  Shared Use Trail
-  Bike and Pedestrian Connector
-  Protected Bike Lanes
-  Woonerf
-  Local Street
-  Mobility Hub

Potential Signature Trail connection using I-270 crossing

Potential Signature Trail connection to Historic District and Bridge Street District



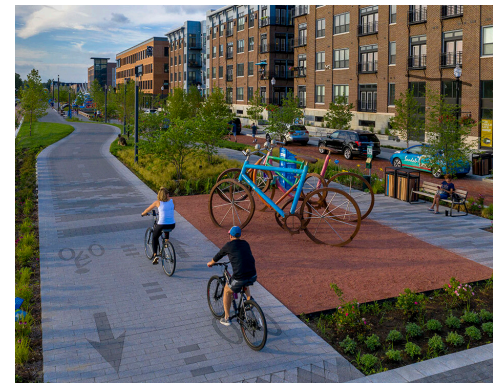
# METRO BIKE LOOP

The bike and pedestrian network will be pulled together by a signature bike loop path located around the north side of the waterway park and south to Cosgray Run, making an approximately 1.2-mile circuit passing through Metro Center's iconic open spaces and ideal for recreational cycling. The physical design of the loop may vary, responding to the different conditions which it travels to/through.

At the time of the Revitalization Plan adoption, the City was in early steps of studying the east-west signature trail. Multiple corridors and alignments were considered with different implications for Metro Center. Pending the recommendations of that study, the bike loop may be incorporated into, and create a link in the east-west signature trail.

## KEY CONSIDERATIONS:

- Street crossings should be well marked
- Clear and recognizable wayfinding
- Connections to strategic activation areas and mobility hubs should be provided
- Placemaking and public art should be incorporated into the design of the loop as well as private development adjacent to the loop





# TRANSIT AND OTHER MOBILITY RECOMMENDATIONS

## TRANSIT

With the recent funding approval for LinkUs, COTA plans for improved transit routing and for transit supportive infrastructure including sidewalks, bike paths and bike lanes. The City should continue to coordinate with COTA to expand transit services in Metro Center. Part of LinkUs' future high frequency transit system planning is a bus rapid transit (BRT) corridor which would connect downtown Columbus and the Bridge Street District (BSD). Future phases envision the corridor's extension to the Ohio University Dublin Campus and passenger rail station site in the West Innovation District (WID). The routing between the BSD and WID has not yet been studied but potential route may use Metro Center South and the future I-270 crossing through Metro Center. The mobility hub recommended at Metro Place South should be considered for a BRT station to promote multimodal connectivity. Additionally, incorporating the Dublin Connector, a free transportation service for Dublin residents over the age of 55, residents with disabilities or anyone who works in Dublin should be contemplated with future transit planning.

## ACTIVE TRANSPORTATION

Future development should install bicycle racks near building entrances, extend sidewalks and path connections into sites to provide direct access to buildings and consider facilities such as covered bike racks, outdoor and indoor lockers and showers

## FRANTZ ROAD STREETScape

Evaluate the Frantz Road streetscape with regard to pedestrian and bicycle safety and amenities including lighting. Accent paving at both existing and proposed crosswalks. Improvements should be coordinated with the future open spaces on the west side of Frantz Road.



## MOBILITY HUBS

Mobility hubs should enhance transportation options by integrating various modes such as buses, bikes and micro-mobility rentals, into convenient, accessible locations. These hubs aim to improve connectivity across the city, reduce congestion, and promote sustainable travel choices by focusing on seamless transfers and user-friendly experiences. Mobility hubs should provide connections to facilities identified in the Future Bicycle Network Map. Mobility hubs may be stand alone or incorporated into adjacent buildings. Restrooms and other support facilities may be appropriate at some locations.



# WOONERF

A woonerf, also referred to as curbless street, shared space or festival street stem from a concept in which typically narrow streets with low vehicle volumes are designed without a curb and with high-quality streetscape materials, enabling the street to function like a plaza or a paved yard. Originating in the Netherlands, the term woonerf translates to living street, where vehicles are allowed but must drive at very low speeds, often alongside people, trees, benches and public art. The design encourages interaction between different street users, fostering a sense of place while improving safety and reducing the dominance of cars in urban areas.

## KEY CONSIDERATIONS:

- Style as a walkable urban space with design features such as generous plantings, street furniture and flush curbs to prioritize pedestrians and calm vehicular traffic
- Woonerfs principles should be applied to any connection with vehicular access between Metro Place South and Metro Place North to ensure the waterway park is a pedestrian friendly zone
- Use bollards with lighting to help delineate space where necessary
- Use paving material other than asphalt and ensure surfaces are safe and accessible for all users
- The street should meander, avoid long stretches to help deter through vehicular traffic
- Lane and parking area widths may vary, streets used for fire protection should maintain a clear 12-ft area for emergency vehicles

## Woonerf Example

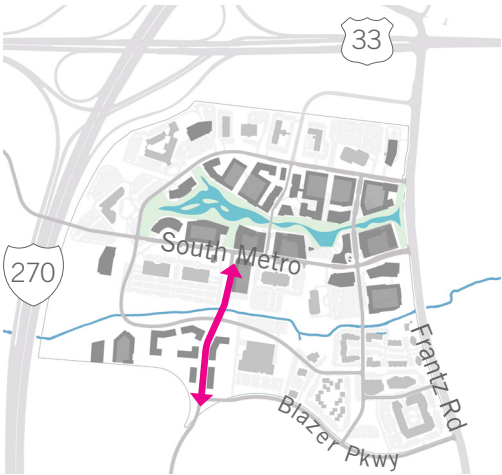


Minimum 50' Between Building Faces

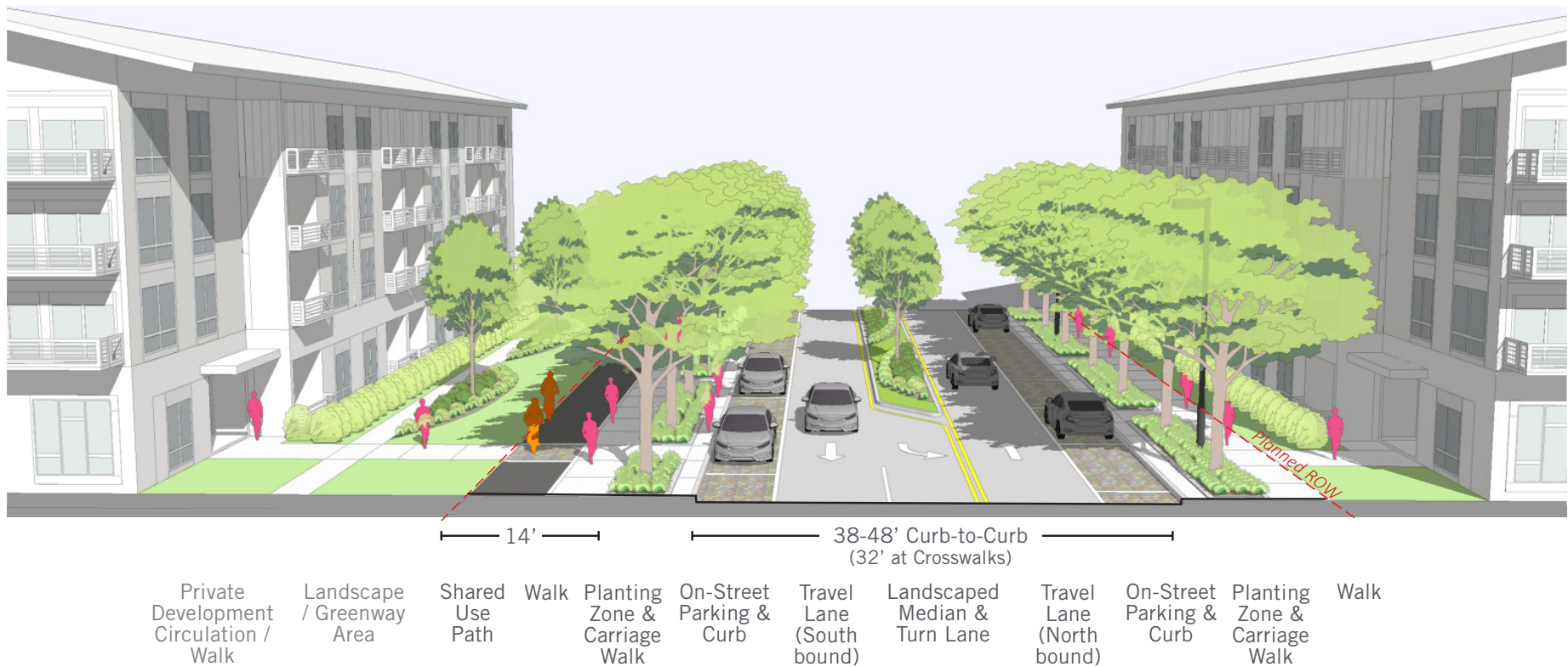


# METRO-BLAZER CONNECTOR

The Metro-Blazer connector will create a new neighborhood connection between Metro Center and the Blazer Research District. Travel lanes should not exceed 11-ft in width. Street elements include a shared use path at the back of walk on the east side of the street, on-street parking and a landscaped median to green up the right-of-way. Outside the right-of-way, a landscaped greenway area at least 15-ft in width should be maintained west of the shared use path with private site circulation and building access occurring outside the greenway to limit interruptions to the shared use path. The alignment, intersection configures and other technical details are provided in the Appendix.



## Metro-Blazer Connector Typical Section



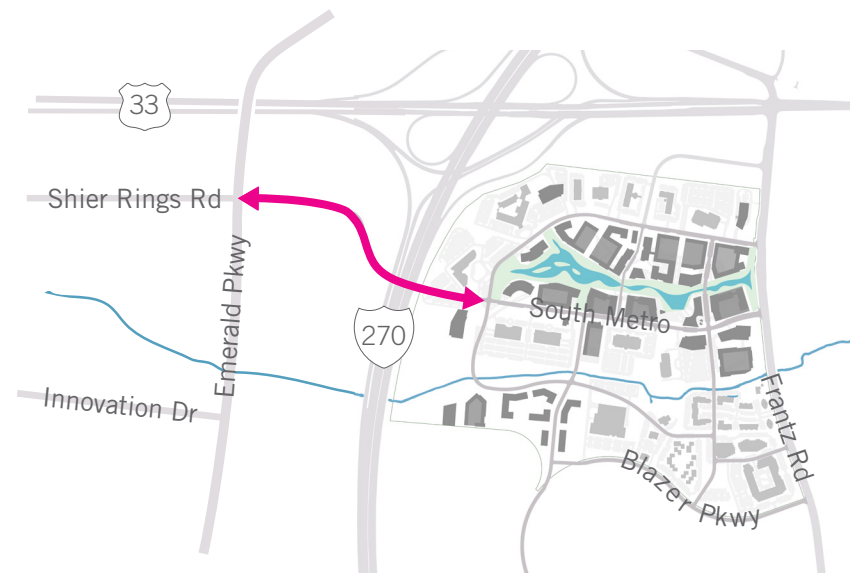


# METRO-SHIER RINGS CONNECTOR AND I-270 CROSSING

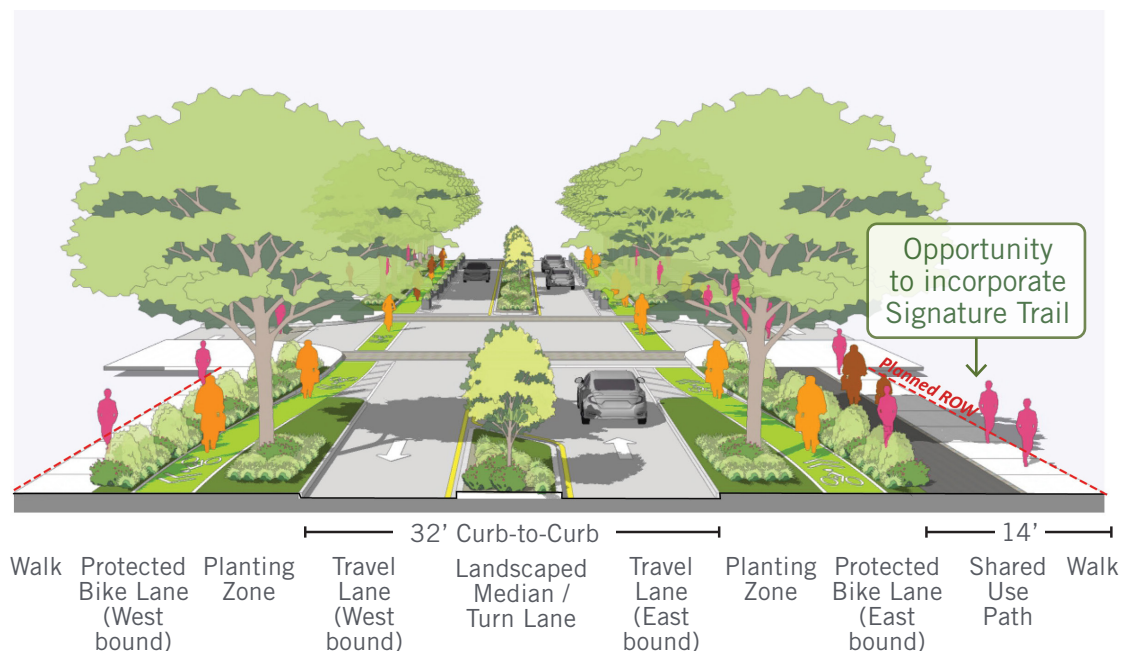
Metro Center is currently accessible only from Frantz Road. A street connection and bridge over I-270, connecting Metro Place South with Shier Rings Road on the west side of the highway would promote east-west mobility for pedestrians, bicyclists and motorists and enhance access to Metro Center, unlocking commercial opportunities. The Multi-modal Transportation Plan identifies this connection as a commuter boulevard and should prioritize commuting by bike. Bi-directional, on-street bike lanes are recommended to connect with the existing University Boulevard bike lanes in the WID. Bike lanes should only transition off of the street at major intersections such as Emerald Parkway, on-street markings should mark bike lanes at minor intersections. Additional information and technical transportation findings for the crossing are provided in the Appendix.

## OTHER CONSIDERATIONS:

- If future phases of the northwest BRT corridor connecting the BSD and WID route through Metro Center the future I-270 crossing bridge may need to be re-examined to accommodate the specific needs of the BRT service.
- Pending the recommendations of the east-west signature trail study and selection of a corridor, the east-west signature trail may be incorporated into the I-270 crossing.

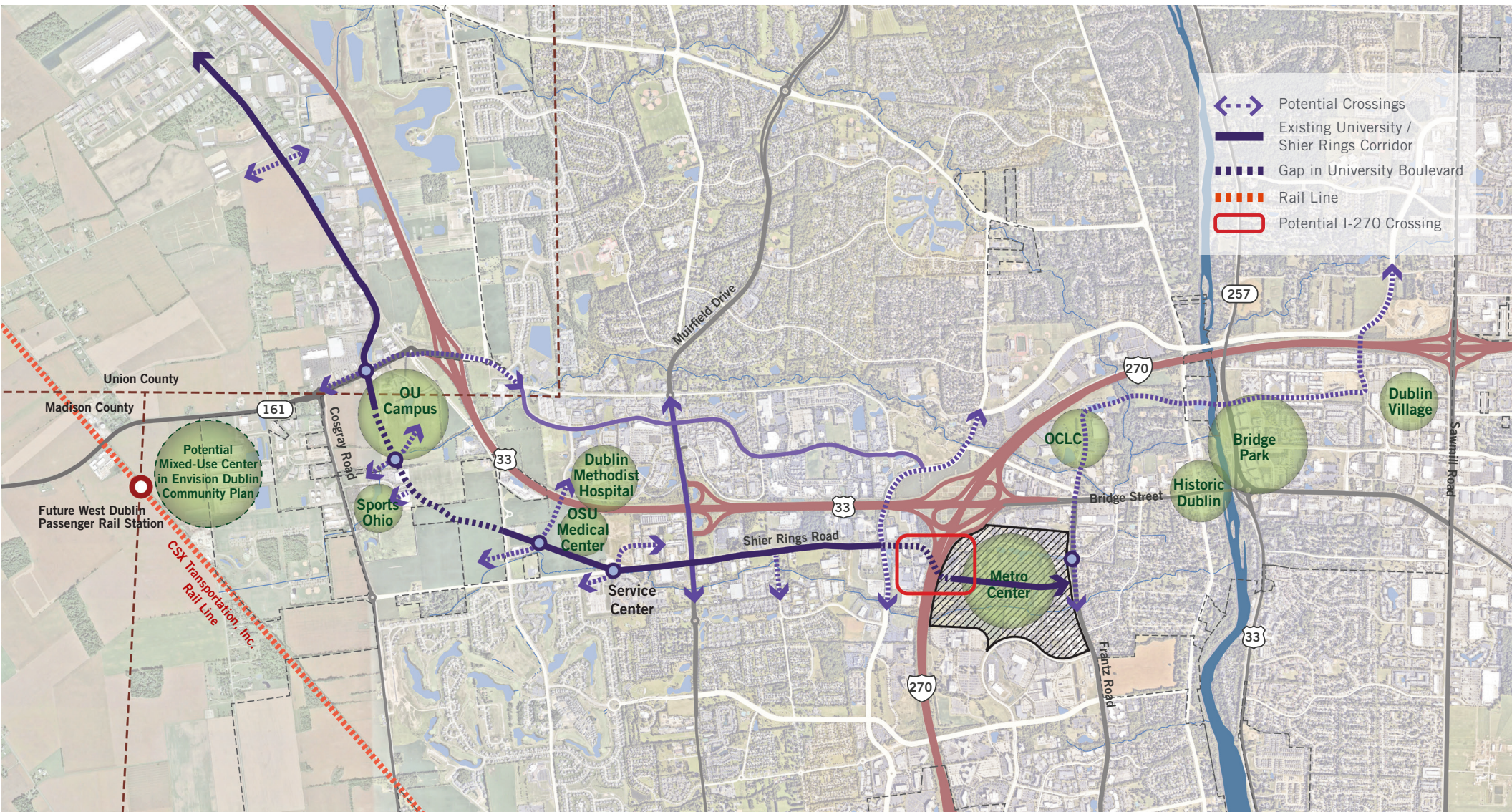


## Metro Place North to I-270 Crossing Typical Section





## Improving East-West Connectivity





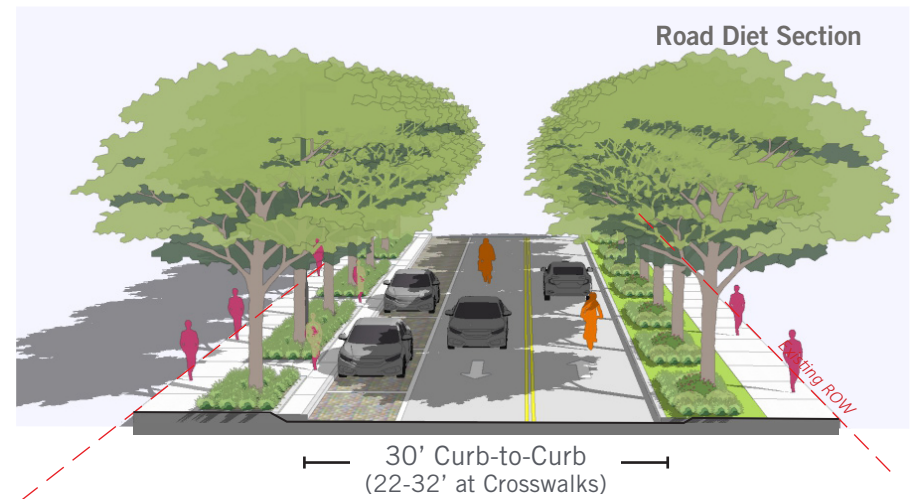
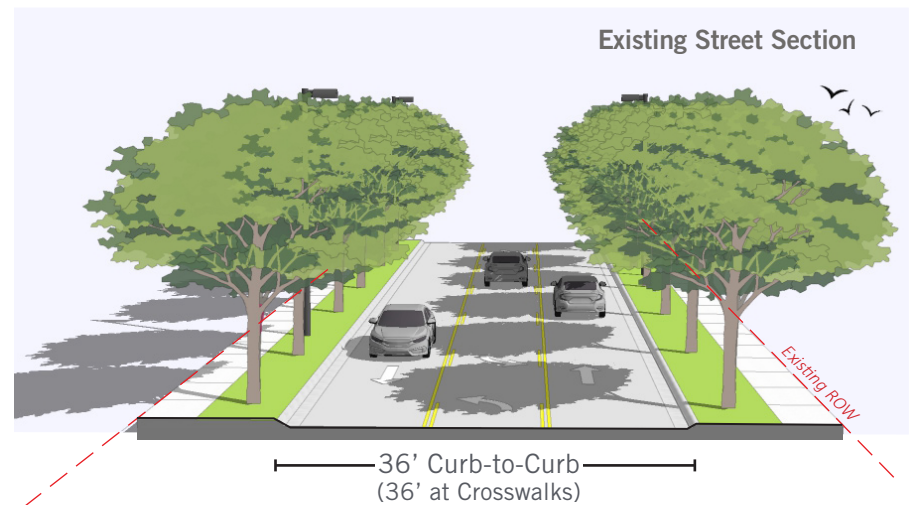
# ROAD DIETS

Special area plan recommendations of the Envision Dublin Community Plan identify Metro Place North, Metro Place South, Upper Metro Place and Blazer Parkway as candidates for potential road diets and streetscape improvements. A road diet is a traffic management strategy that reduces the number of lanes for vehicles and or pavement widths, reallocating space for other uses like bike lanes, wider sidewalks, or transit use. The goal of a road diet is to improve safety, reduce speeds, and enhance the overall pedestrian and cyclist experience. By slowing down traffic and creating more balanced street use, road diets can foster more walkable, livable urban environments. Example sections illustrate how road diets could be applied to existing streets in Metro Center.

## KEY CONSIDERATIONS:

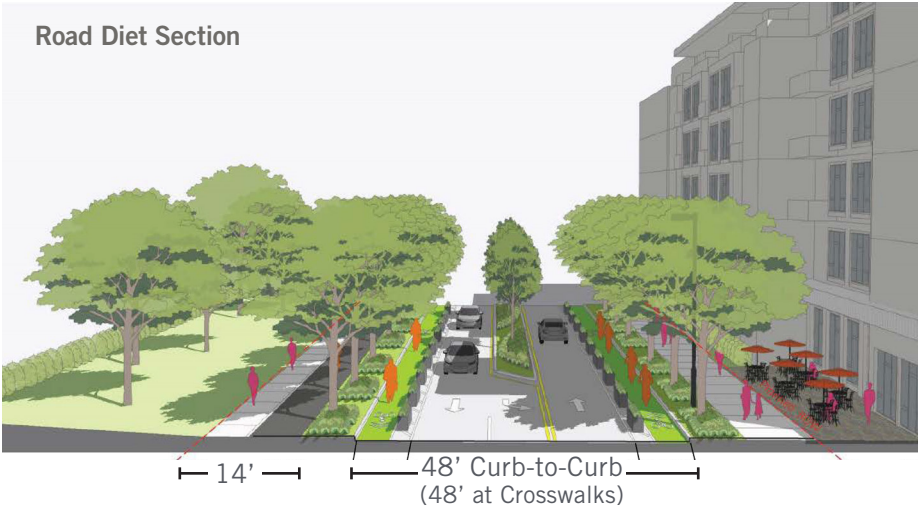
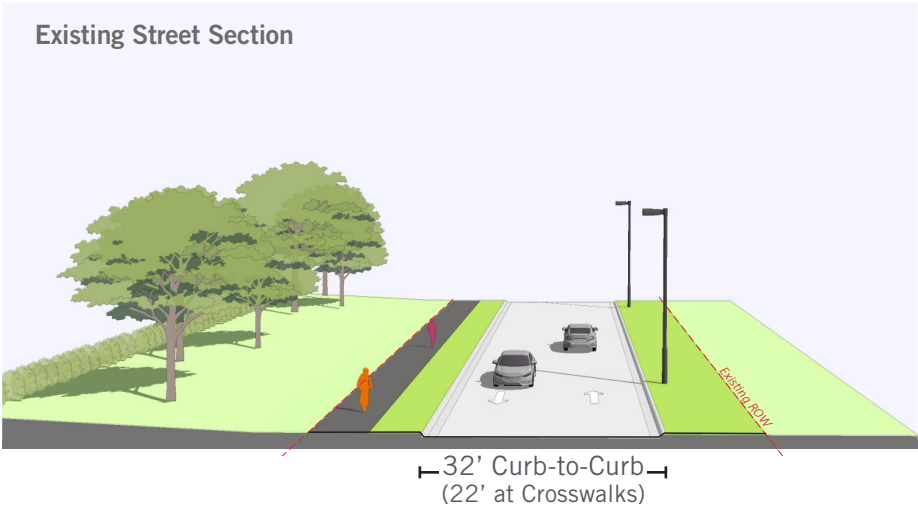
- Preserve where possible existing establish street trees
- Existing site access and curb cuts will impact typical sections and will require streetscape transitions
- Reference the Future Bicycle Network map for appropriate bicycle and pedestrian improvements

## Upper Metro Place

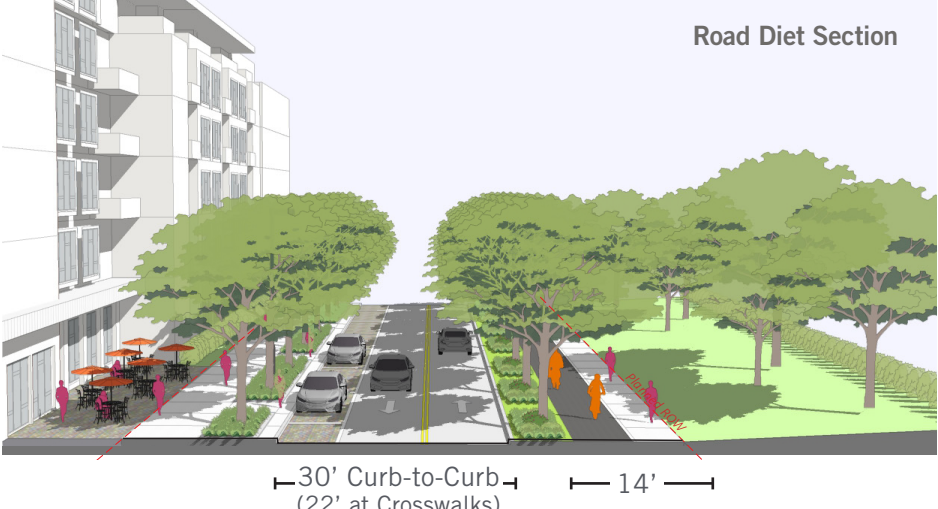
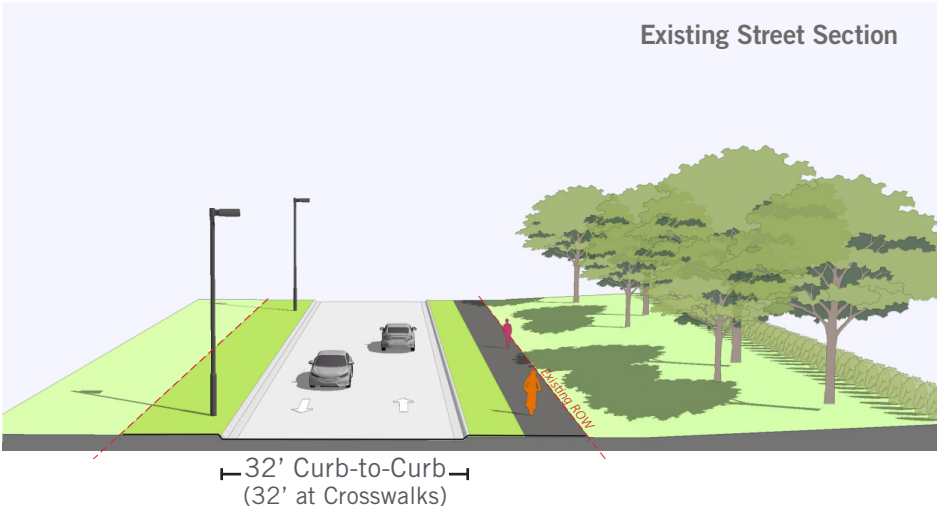




Metro Place South



Metro Place North







04

# IMPLEMENTATION



# IMPLEMENTATION OVERVIEW

The revitalization of Metro Center will be shaped and directed by many factors: immediate and near-term market opportunities, goals of current property owners and land assembly and development phasing considerations, the challenges of mixed-use development programming, challenges of maintaining operation consistency for existing tenants. Implementation recommendations are intended to help guide decision making and progress. As further study and details arise, implementation strategies should be adjusted accordingly to continue the momentum for change.

Implementation is guided through four lenses:

- **Catalyzing Development:** The first catalytic projects are important to establishing a new identity and transformation at Metro Center that will inspire new reinvestment by current owners while attracting developer interest and investment for new development and business. Key considerations for future development and site-specific recommendations are provided here.
- **Community Partners:** The revitalization of Metro Center will be implemented through a coalition of public and private partnerships and will require ongoing participation by many organizations and groups. Key actors and roles are identified here.
- **Infrastructure:** Key public infrastructure improvements needed to help establish the new framework for a revitalized Metro Center, including stormwater management, the waterway park, utilities, Metro-Blazer Connector, Metro-Shier Rings Connector and I-270 Crossing, parking structures and Frantz Road streetscape improvement are identified here.
- **Implementation Tools:** Existing and potential regulatory and design, communication and economic development implementation tools are described here.



# CATALYZING DEVELOPMENT

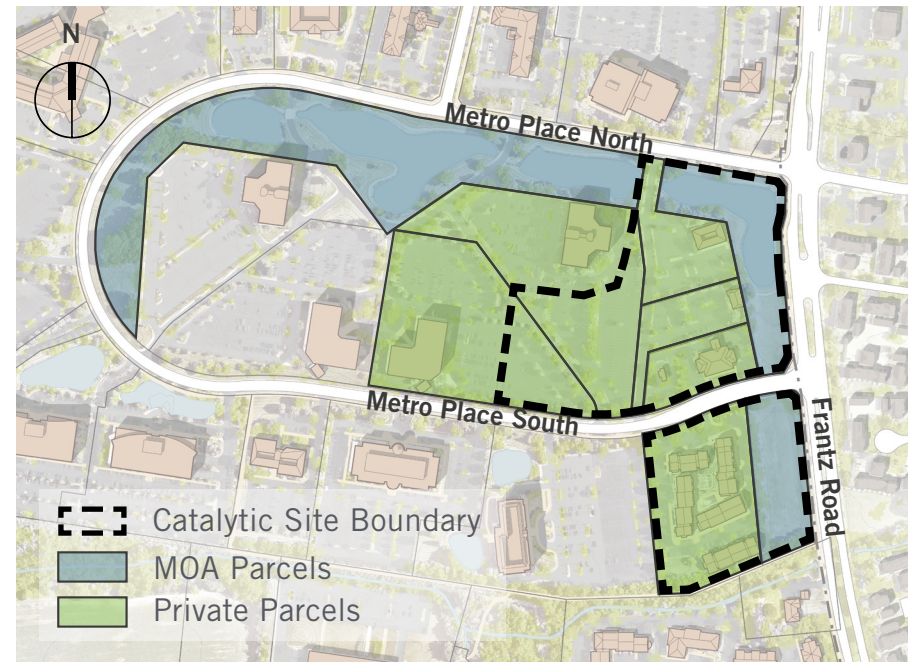
## FRANTZ ROAD CATALYTIC SITE

The first catalytic projects are important to establishing a new identity and transformation at Metro Center that will inspire reinvestment by current owners while attracting developer interest and investment for new development and business. Market analysis and stakeholder feedback identified approximately 17 acres fronting Frantz Road for early development opportunities that can spark catalytic change in the district.

### KEY CONSIDERATIONS:

- Assemble properties starting along Frantz Road, including the Metro Owners Association (MOA) reserves which provide regional stormwater management for the district
- Identify collaboration opportunities between development partners, landowners, businesses and the City to build public-private partnerships
- Align the needs, plans and expectations of existing owners, lenders and tenants
- Develop a parking management plan to ensure that new and existing users are adequately served
- Invest in public infrastructure improvements that contribute to establishing the new framework and unlock opportunities, including the waterway park and stormwater modifications, streets, Frantz Road streetscape and open space improvements, parking structures and active transportation
- Update zoning and other regulatory items to permit mixed use development
- Collaboration between the City and development partners to create development plans which align with the vision
- Continue to communicate with stakeholders and neighbors at each step of the process

## PROPERTY ASSEMBLAGE



## INTERIM STRATEGIES

In the interim between the completion of the catalytic projects and future phases of development, care will be needed to ensure the viability of new development, by adequately buffering from areas not undergoing complete redevelopment. In particular, the visual impact of existing parking lots should be mitigated. Stormwater management, including the connection of the new detention ponds with the old, is particularly important. Integration of new streetscape design standards with the existing character of Frantz Road should also be addressed.





Metro Place North

Existing Ponds

Metro 1

Existing Parking

Existing Parking

Metro 2

Metro 3

Existing Parking

Existing Parking

Metro 4

Potential Temporary Parking

Mixed-Use Residential

Waterway Park

Ph 1a

Mixed-Use Residential

Ph 1b

Landmark Plaza  
Comm. & Cultural

Metro Place South

Metro Lakes

Potential Shared Parking  
Using Existing Lot

Office

Ph 1c

Residential

New Shared Street

Parkspace



# CATALYZING DEVELOPMENT

The identification of the catalytic sites is intended to emphasize the importance of establishing the momentum that will carry the Metro Center revitalization to completion. The sites selected for early action comprise a critical first phase of development based on their prominence and ability to announce a new district in Dublin; their feasibility in terms of real estate economics; their practicality in terms of stormwater management and its ultimate configuration; and the availability of land.

## NEAR-TERM MARKET CONDITIONS

A market study provided a snapshot of market conditions in 2024. The study emphasized due to the available of office vacancy in both Dublin and the Central Ohio market that there will be limited demand for large speculative office space. Though Metro Center intends to maintain its role as one of Dublin's premier employment centers, near-term market opportunities identified by the study recommend diversifying the existing uses. Near-term opportunities include:

- Lead with high quality eating and drinking, experiential retail and entertainment to signal the emergence of a new identity at Metro Center
- Future development should have a strong character and contribute to establishing and changing the sense of place and unique identity of Metro Center
- Establish a neighborhood with a mix of residential, including multi-family rental and follow with for-sale properties
- Explore creative-office typologies

Additional findings from the market study are provided in the Appendix.

An aerial rendering of the Metro Center area in Dublin, Ohio, showing a mix of existing and proposed development. A green line traces a path through the landscape, highlighting key areas. Two callout boxes with white borders and black text point to specific locations. The first box, located in the upper right, points to a park area with a large, curved, modern building. The second box, located in the lower right, points to a large, multi-story office building. The background shows a mix of green space, trees, and existing urban infrastructure.

Signature parkspace along water, new mobility hub and art and cultural space

Creative office environments to support the future of work



An aerial architectural rendering of a proposed urban development. The scene features several multi-story buildings with modern architectural styles, including large glass facades and flat roofs. A central courtyard area includes a swimming pool, lounge furniture, and greenery. The development is situated near a river and a road labeled 'Frantz Road'. Callout boxes with white borders and black text are overlaid on the image, pointing to specific features. A green line outlines the main development area. The background shows a mix of existing urban infrastructure and green spaces.

A variety of new housing  
and lifestyle choices

Sustainability and  
green building design

New places to eat,  
drink and play

Metro Place North

Frantz Road

Metro Place South

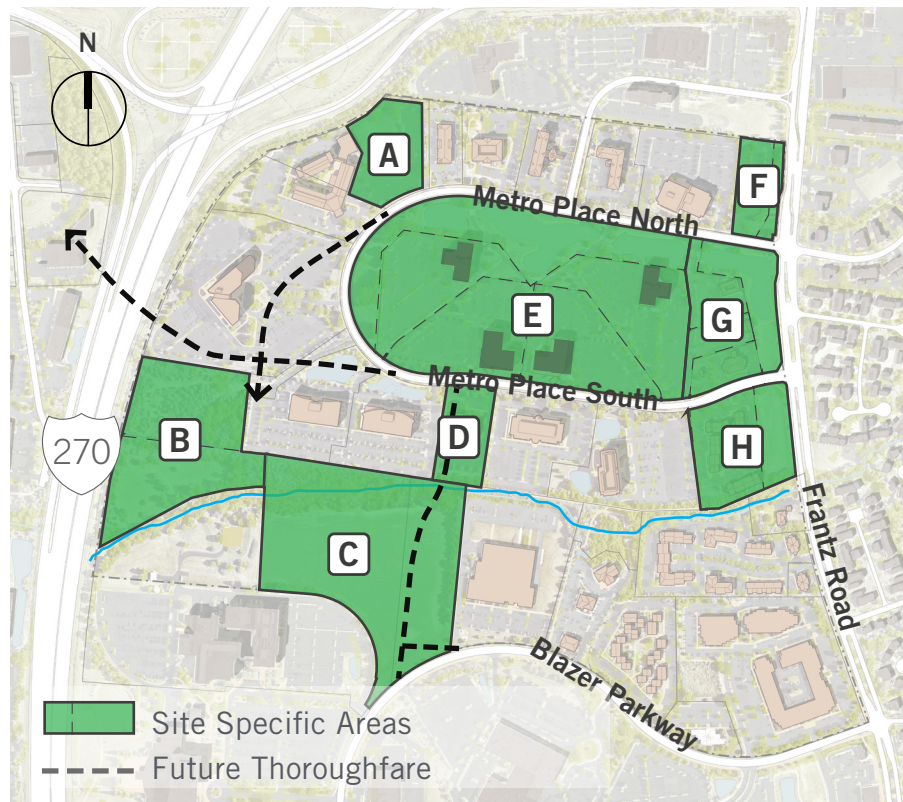


# CATALYZING DEVELOPMENT

## SITE SPECIFIC RECOMMENDATIONS

The following detailed policies are recommended for specific parcels in order to provide additional implementation guidance. Within the context of general guidance provided in this plan, the Site Specific policies provide an additional layer of detail relative to recommended land use types and preferred development patterns, taking into account the existing development of adjacent to the sites, including freeway visibility, access and nearby residential neighborhoods. The recommendations are organized by site as denoted on the Site Specific Recommendations Areas map.

## SITE SPECIFIC RECOMMENDATION AREAS



### A - 600 N METRO PL

Future infill development on this site should take advantage of its location and visibility from the I-270 and US-33 interchange. A multi-story office building, hotel or conferencing center with ancillary commercial uses is appropriate. The future building(s) should be positioned to create a street presence on Metro Place North and coordinate with the open space framework to establish a terminal vista from the water-way park. Parking should be located to the north, landscaped and shared with existing site uses.

### B - THREE METRO

This greenfield site benefits from visibility from I-270. A multi-story office building with ancillary commercial uses is appropriate. Pedestrian and bicycle connections to the Cosgray Run open space should be provided where feasible. Development should accommodate the future Metro-Shier Rings Connection and I-270 Crossing and a new north-south shared street to align with the future relocation of Metro Place North. This parcel would benefit from development in coordination with the portion of 5200 Blazer Parkway north of Cosgray Run.

### C - 5185 BLAZER PKWY

The greenfield site south of Cosgray Run should feel integrated into the district. Future development should accommodate the new Metro-Blazer Connector, frame the Cosgray Run open space, provide for an extension of and connection to the Metro Bike Loop, provide street connections to the east and west and align architecture with terminal vistas. The site is located in a passive part of district and provides opportunity for a variety of residential types which complement more vertically mixed and active buildings fronting the waterway park. Activation should occur near the Metro-Blazer Connector and Cosgray Run and Blazer Parkway.



#### **D - 535 S METRO PL**

The single-story building site could be redeveloped to accommodate the future Metro-Blazer Connector. The residual parcel should be developed with a mixed-use building with the potential to explore shared parking with 495 S Metro Pl. Improvement and connection to the Metro Bike Loop should be accommodated.

#### **E - METRO 1, 2, 3 AND 4, 'INNER LOOP'**

Properties within the 'inner loop' will be critical to accommodate the new stormwater system and waterway park. Redevelopment will need to be phased to allow for modifications to the stormwater system. Careful consideration should be given to interim conditions between phases of redevelopment to ensure the viability of new development by adequately buffering it from areas not undergoing complete redevelopment. Where practical, building and site improvements should be made to areas not undergoing complete redevelopment to better align with the future vision and framework.

#### **F - 6275 FRANTZ RD**

Future redevelopment of the existing auto-oriented drive-thru building should include a multi-story building with ground-floor activation near the intersection of Frantz Road and Metro Place North that supports a more walkable environment. The narrow parcel creates challenges to accommodate parking that can be screened from the street, shared parking with 400 N Metro could be a potential solution. Site development should be coordinated with future open space improvements within the MOA reserve to create a comprehensive design approach.

#### **G - FRANTZ ROAD 'INNER LOOP'**

Redevelopment of this area will establish a gateway to the reimagined Metro Center and should provide a strong first impression of the district's new identity. New buildings facing Frantz Road should be placed so as not to create a wall but rather to set up an entry into the waterway park and terminal vistas. Development should accommodate stormwater modifications, the new waterway park and new north-south woonerf street. Coordinate site development with future open space improvements within the MOA reserve to create a comprehensive design approach.

#### **H - 435 S METRO PL**

Development should provide a transition to existing single-family homes east of Frantz Road through varying building heights, building step backs and use of building materials. A new north-south shared street and connection to the Metro Bike Loop should be provided. Shared parking with 485 S Metro Pl/Metro Lakes should be explored. Coordinate site development with future open space improvements within the MOA reserve to create a comprehensive design approach.



# COMMUNITY PARTNERS

The revitalization of Metro Center will be implemented through a coalition of public and private partnerships and will require ongoing participation by many organizations and groups. Key actors and roles include:

## **CITY OF DUBLIN**

The City will continue to play a leading role in building partnerships, coordinating implementation efforts, advancing public infrastructure improvements, ensuring future development aligns with the vision set forth in the Revitalization Plan and keeping residents and the community updated and involved.

## **PROPERTY OWNERS AND CURRENT BUSINESSES**

Property owners will be the impetus to starting change in Metro Center. They will need to be fully on-board with the revitalization effort, and will need to be ready to cooperate and capitalize. Property lines will likely change; some current owners may leave and others buy in.

## **METRO OWNERS ASSOCIATION**

The proposed relocation of the stormwater ponds, which are the MOA's primary responsibility, opens up a variety of potential futures for the MOA's function and governance.

## **DEVELOPERS**

Bringing the plan to reality will most likely require a master developer, one with a good working relationship with property owners and the City and a commitment to the vision.

## **DUBLIN CITY SCHOOL DISTRICT**

The school district will be involved, both in planning for any changes in enrollment that might result from the revitalization, and in assessing its impact on City and District finances.

## **RESIDENTS / NEIGHBORHOODS**

Ongoing consultation with residents and neighbors will be important, especially within the Corbins Mill, Llewellyn Farms and Waterford Village neighborhoods.

## **PROPERTY MANAGEMENT AND REAL ESTATE PROFESSIONALS**

Property management and real estate professionals will facilitate the process of leasing and occupying the diverse new uses and buildings at Metro Center. The local real estate community is a great asset in communicating this amazing new opportunity and finding the people who will bring it to life.

## **CENTRAL OHIO TRANSIT AUTHORITY (COTA)**

COTA service is currently provided on Frantz Road and through Metro Center. The Revitalization Plan is designed around transit-friendly principles. As it takes shape, COTA will play a role in the creation of new routes and facilities, including mobility hubs.

## **OHIO DEPARTMENT OF TRANSPORTATION (ODOT)**

ODOT will be responsible for reviewing any project related to the I-270 crossing. Preliminary design studies performed for this plan will need to be further developed in coordination with ODOT.

## **DUBLIN ARTS COUNCIL**

The urban design framework for Metro Center envisions numerous opportunities for public art, community engagement in the arts and performance/exhibition spaces. The Arts Council can be an invaluable partner in exploring ways to make Metro Center an invigorating environment through cultural and historical installations and activities.



# INFRASTRUCTURE

Key public infrastructure improvements needed to help establish the new framework for a revitalized Metro Center, including stormwater management, the waterway park, utilities, Metro-Blazer Connector, Metro-Shier Rings Connector and I-270 Crossing, parking management and Frantz Road streetscape improvement are identified here.

## **METRO BIKE LOOP AND SIGNATURE TRAIL**

The Metro Bike Loop creates a 1.2-mile circuit passing through the district's iconic open spaces. A portion of the loop exists along Cosgray Run but may need to be improved. The physical design of the loop may vary, responding to the different conditions which it travels to/through. At the time of the Revitalization Plan adoption, the City was in early steps of studying the east-west signature trail. Multiple corridors and alignments were considered with different implications for Metro Center. Pending the recommendations of that study, the bike loop may be incorporated into and create a link in the east-west signature trail.

## **FRANTZ ROAD STREETSCAPE IMPROVEMENTS**

Frantz Road should be evaluated for pedestrian and bicycle safety improvements, including accent paving at both existing and proposed crosswalks. Improvements should be coordinated with the future open spaces on the west side of Frantz Road and be designed to promote mode shift.

## **PARKING MANAGEMENT**

Metro Center has more than 7,000 surface parking spaces today. Parking structures will be a critical element to create the transformation of the district's sense of place. The City should consider partnerships and strategies to create a regional parking management plan.

## **METRO-BLAZER CONNECTOR**

The need for a connection between Metro Center and Blazer Parkway to the South was recognized and studied as part of this project. A Metro Place/Blazer connection would help fill in the City's grid, paralleling Frantz Road with a more pedestrian and bike-friendly corridor and filling in a gap in the street network. The new street cross-section is intended to accommodate one lane in each direction, on-street parking and a shared use path. Intersection controls will ensure adequate vehicular levels of service, but will be scaled to maximize pedestrian safety and comfort.

## **METRO-SHIER RINGS CONNECTOR AND I-270 CROSSING**

The connection between Shier Rings Road and Metro Place was studied during the development of Dublin's Multi-Modal Thoroughfare Plan and is identified as a Planned Commuter Boulevard, which is intended to combine the traditional minor arterial with commuter bike routes, accommodating moderate length trips with a focus on user safety. Based on traffic volumes in the City's Envision Dublin travel-demand model, a 2-lane road is planned with one through lane in each direction, protected bike lanes and separated pedestrian facilities, and center turn lanes where applicable and necessary.

## **OTHER FUTURE STREETS**

In addition to the Metro-Blazer Connector and the I-270 Crossing, the Revitalization Plan other future new streets that are not part of the City's Multi-modal Plan. These streets should be constructed when new development and redevelopment occurs.



# INFRASTRUCTURE

## SANITARY AND WATER

The 12-inch water mains along Metro Center Drive North and South are of adequate size to support redevelopment and are capable of providing the appropriate volume and pressure of water required to meet minimum standards. The water pressures, while meeting minimum standard, are on the lower end of the preferred range. As a result, most multi-story buildings will require pressure-boosting pumps to adequately provide domestic water and fire suppression to upper floors. This is most likely the case with existing buildings and will be required for new buildings.

The Metro Center site is tributary to two different sanitary trunk sewers: South Fork Indian Run (SFIR) Trunk Sewer and Cosgray Run Trunk Sewer. SFIR Trunk Sewer has known capacity issues. Therefore, it is recommended that a portion of Metro Center be redirected from the SFIR Sewer to the Cosgray Sewer as part of redevelopment. To facilitate this, a new sewer should be installed extending north from the Cosgray Sewer and west along Metro Place South.

## STORMWATER MANAGEMENT

Metro Center stormwater discharges to two streams. The portion north of Metro Place South is tributary to Monterey Creek and the portion south of Metro Place South is tributary to Cosgray Run. The existing stormwater ponds along Metro Place North provide stormwater management for the Monterey Creek-portion of the redevelopment area. Despite their size, this system of ponds does not meet current City stormwater drainage standards.

Several alternatives, including the Blue Meander concept, were developed for redesigning the Metro Center stormwater management system in a way that better meets current regulatory requirements and contributes to a revitalized Metro Center by creating open space and a water feature amenity. The Blue Meander concept would provide a centralized stormwater management feature which will provide stormwater treatment for the redevelopment areas within the Monterey Creek tributary area. This is intended to largely, but not entirely, relieve the stormwater burden on individual redevelopment sites. Water quality pre-treatment on individual redevelopment sites would still be required to reduce the long-term maintenance burden and aesthetic of the Blue Meander feature. In the Blue Meander concept, redevelopment sites within the Cosgray Run tributary area, south of Metro Place South, would continue to fully manage stormwater on each individual site.

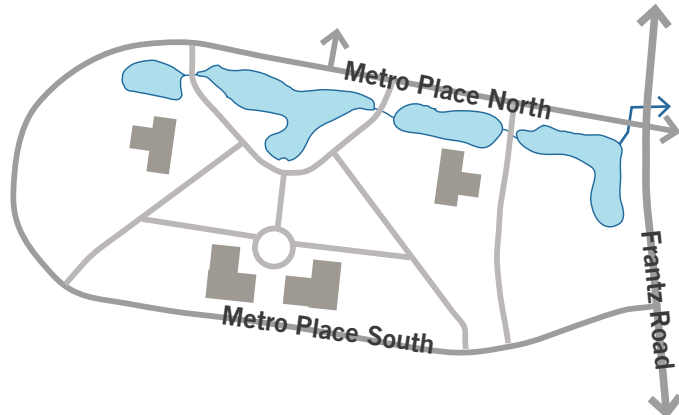
## PHASING

Stormwater modifications and the creation of the waterway park will need to be phased from Frantz Road toward I-270.

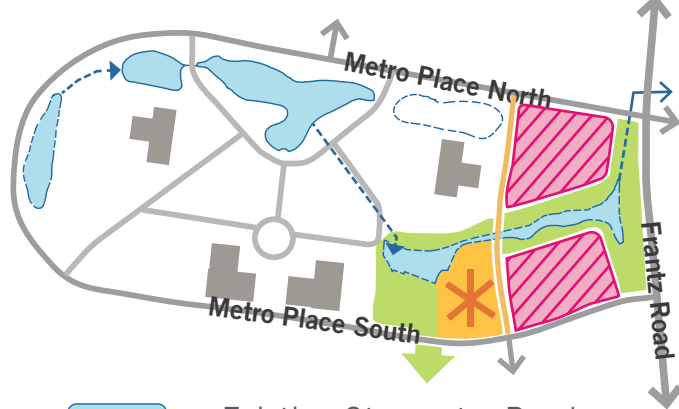


# INFRASTRUCTURE

Existing Stormwater System

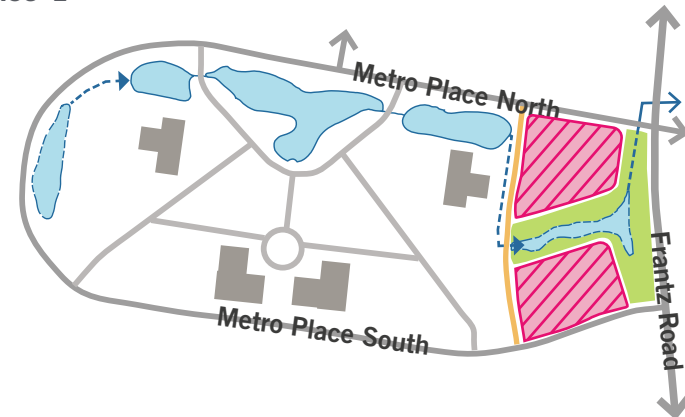


Catalytic Site Phasing

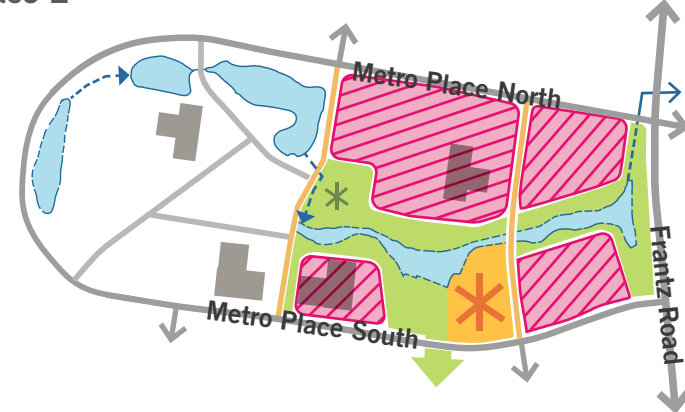


-  Existing Stormwater Pond
-  New Stormwater Pond
-  Stormwater Connection
-  Waterway Park
-  Landmark Plaza
-  Redevelopment/Infill
-  Woonerf Street

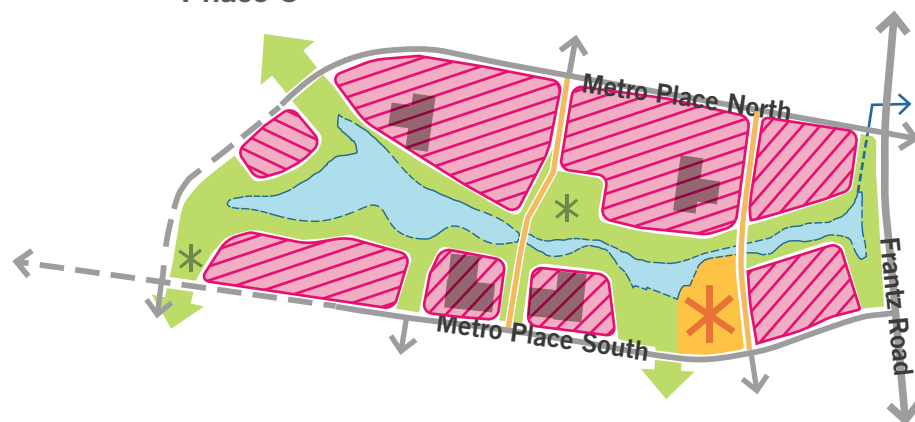
Phase 1



Phase 2



Phase 3





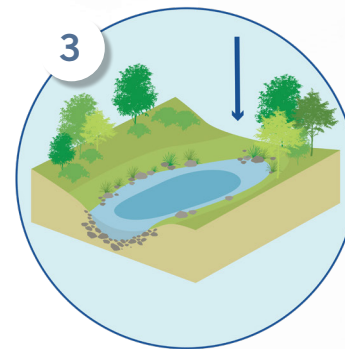
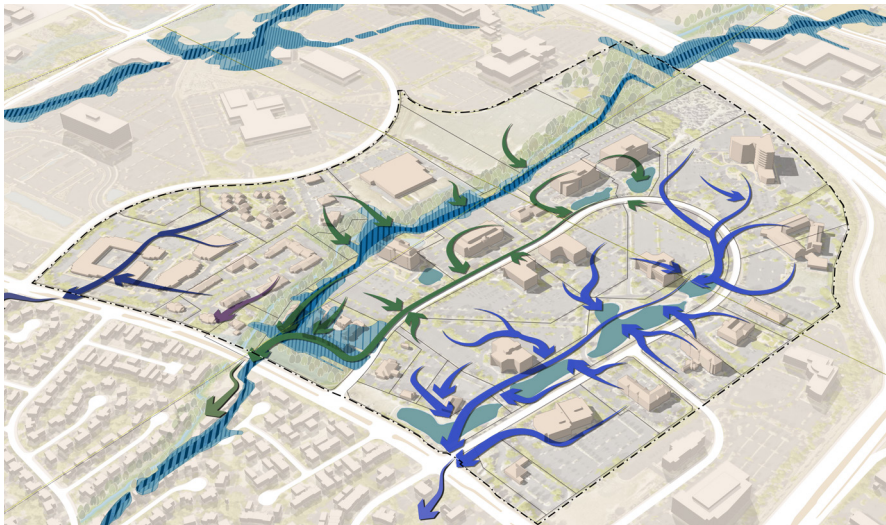
# INFRASTRUCTURE

## STORMWATER MANAGEMENT

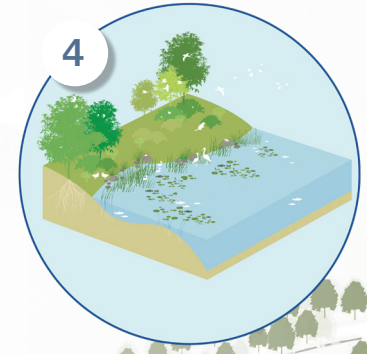
The goal of the stormwater management plan is to meet current design standards while also applying progressive measures to enhance the usability of the detention ponds as an integral part of the open space portion of the land use plan. This plan will create an amenity to be enjoyed by the entire community through connection with the City's pedestrian trail system.

The existing stormwater management system does not meet the City's current design standards, predominantly related to the minimum required freeboard in the individual detention ponds. The stormwater management plan for the redevelopment of Metro Center will include temporary measures to allow the Phase 1 catalytic portion to meet current design requirements while also promoting the initial development of the waterway park concept.

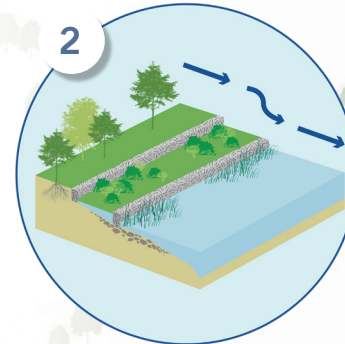
### Existing Stormwater Management



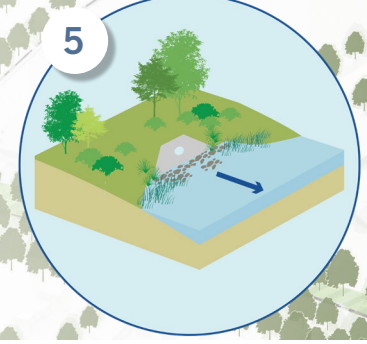
Level drop and rocky ledges aerate water



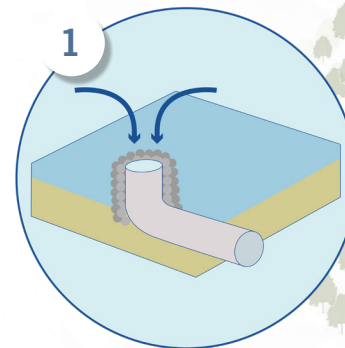
Living shore extracts nutrients and provides habitat



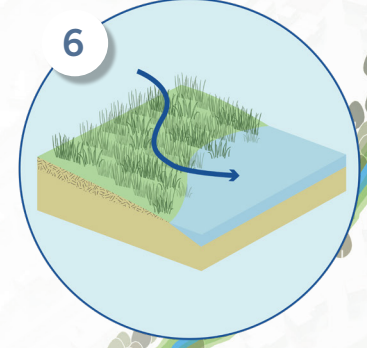
Stormwater gardens clean water before releasing into ponds



Outfall, forebay & sedimentation basin slow water, spread it out and allow for sediment to settle



An armored outfall protects from flooding



Flow through wet meadow removes hydrocarbons and nutrients





Shier Rings Road



Blazer Parkway

Metro Place South

Metro Place North

Upper Metro Place

Corbins Mill Drive

Frankz Road





# IMPLEMENTATION TOOLS

## REGULATORY AND DESIGN TOOLS

The Revitalization Plan provides a tool for the City to evaluate future development proposals and ensure that each development is assessed to be consistent with the vision for a new identity and transformational change in Metro Center. Additional tools that build upon recommendations of the Revitalization Plan may be developed to further help guide the implementation of the vision.

- **Update Zoning:** Collaborate with private property owner and developers, especially for the catalytic sites to prepare and adopt a new zoning classification for the district. New zoning should specifically identify placemaking as a review criterion and should incorporate new landscaping requirements consistent with the intent of the plan.
- **Development and Design Guidelines:** Prepare and adopt guidelines that further illustrate the design intent of the plan and new zoning. Support new development that is consistent with the plan and the context of individual sites, provide architectural guidelines and encourage design creativity and high-quality construction.
- **Green Design and Building Practices:** Sustainable approaches should address future building and site design, including new stormwater approaches, alternative energy sources, passive and active design and incentives to implement 'green' solutions.
- **Woonerf:** Clearly define standards for the use of the woonerf as a street: the rights and responsibilities of pedestrians, cyclists and vehicle drivers who use the woonerf spaces.
- **Wayfinding and Signs:** Metro Center today follows auto-oriented wayfinding and sign design. The City should consider how updating sign design standards or guidelines may improve the district's identity and how to coordinate wayfinding to improve the function of the entire district.

## COMMUNICATION TOOLS

Communication tools play a vital role in streamlining information flow, ensuring messages are clear, consistent, and easily accessible across various platforms. By leveraging these tools effectively, the City and its partners can enhance collaboration, improve audience engagement and foster stronger relationships with stakeholders.

- **Communications:** Continued engagement with neighborhoods and local groups and organizations and use social media platforms, newsletters and podcasts are critical to share the vision, provide implementation progress updates and seek input when needed.
- **Marketing:** Coordinated marketing can amplify a district's visibility by delivering consistent messaging across multiple channels, creating a unified brand that resonates with target audiences. By aligning promotional efforts, businesses and stakeholders can strengthen their collective presence, driving traffic, fostering community engagement, and ultimately contributing to the district's overall success.
- **Branding and Identity:** If Metro Center were to undergo rebranding, it could redefine its image as a modern, dynamic place that better reflects the evolving needs of the district and embraces innovation. Future developers, stakeholders and the community should input on this possibility.

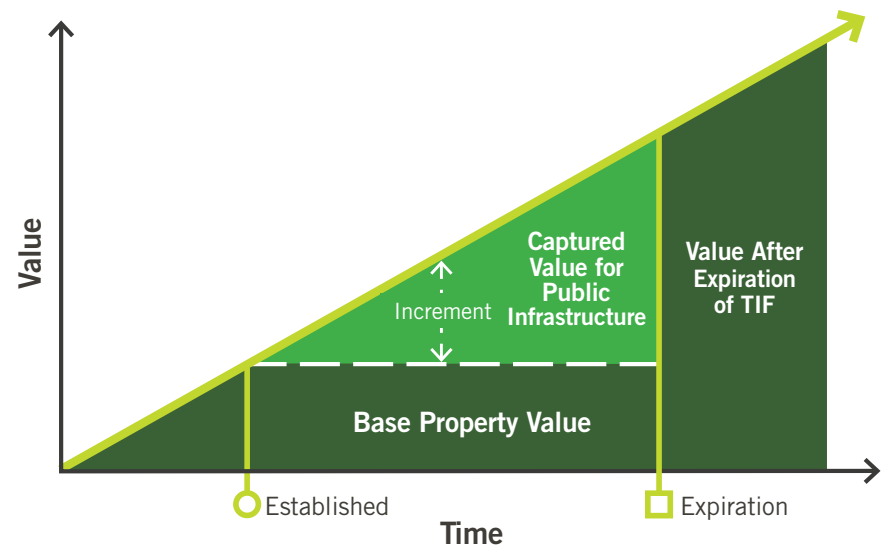


# IMPLEMENTATION TOOLS

## ECONOMIC DEVELOPMENT TOOLS

The City has a number of economic development tools to help support the transformation of Metro Center and implement the City's Economic Development Strategy to reposition business parks to create distinct development nodes. These tools include:

- **Dublin Community Improvement Corporation (CIC):** The CIC aims to improve Dublin's commercial and civic landscape and can help facilitate land acquisition, hold land and potentially fund improvements.
- **Capital Improvement Program (CIP):** The City's CIP can help prioritize and allocate funding for large-scale infrastructure projects by providing a structured approach to budgeting over multiple years. These plans ensure that essential projects, such as street construction and park development receive the necessary resources to be completed.
- **Local, State and Federal Funding and Grants:** Local, State and Federal grants and funding can provide sources for economic development and transportation and mobility projects. Grants from the State like the Ohio Transformational Mixed-Use Development Program provide tax credits against development costs incurred during the construction of projects that create catalytic change in an area. With the recent funding approval for LinkUs, funding will be dedicated for improved transit routing and for transit supportive infrastructure including sidewalks, bike paths and bike lanes.
- **Public-Private Partnership (PPP):** PPPs offer a collaborative approach to urban revitalization, combining public resources with private sector expertise and investment. By aligning the goals of both sectors, PPPs can drive innovation, reduce financial risk and accelerate the development of key infrastructure projects in Metro Center.
- **Tax Increment Financing (TIF):** TIFs are an economic development mechanism available to local governments in Ohio to finance public infrastructure improvements and could be useful to implementing key public infrastructure improvements which transform the district. The City should continue to partner with the Dublin City School District to find solutions beneficial to all parties.



Conceptual Tax Increment Financing Plan





05

# APPENDIX



# APPENDIX OVERVIEW

The appendix is a compendium of technical studies conducted as part of the planning for Metro Center and includes data, calculation, analysis, findings and software outputs for technical study.

## **TRANSPORTATION:**

The transportation appendix includes the traffic analysis of the Metro-Blazer Connector and the Metro-Shier Rings Connector and I-270. The Metro-Shier Rings Connector and I-270 study includes 30% design drawings for the horizontal alignment, typical sections, right-of-way limits, traffic control and lane configurations at each proposed intersection (Emerald Parkway and Metro Place), one structure type for the bridge and utilities to be carried by bridge. The Metro-Blazer Connector study includes horizontal alignment, typical street sections, right-of-way limits, traffic control and lane configurations at each proposed new intersection each proposed intersection (Blazer Parkway and Metro Place) and the Cosgray Run crossing.

## **STORMWATER MANAGEMENT:**

The appendix documents the feasibility of needed stormwater management to accommodate the new stormwater system, including capacity requirements, stormwater strategies, property impacts, phasing and order of magnitude costs.

## **UTILITIES:**

The results of future development needs to water and sanitary infrastructure in the ground and order of magnitude cost estimates for new site utility work are documented here.

## **MARKET STUDY:**

A market study conducted by SB Friedman Development Advisors provides a snapshot of market conditions in 2024, including existing development inventory, vacancy and rates, district occupancy over time, near-term market opportunities and case studies.

***Note: the Appendix will be updated following the completion of each technical study.***



## **SASAKI**

Martin Zogran  
Fred Merrill  
Andrew McClurg  
Letitia Tormay  
Chris Hardy  
Anthony Polidoro  
Chetan Kulkarni  
Katya Trosman

## **EMH&T**

Michael Brehm  
Miles Hebert  
Doug Turney  
Larry Creed  
Andy Kushmeider

## **SB Friedman**

Ranadip Bose  
Michael Ryzhov