



City of Dublin

**LAND USE & LONG  
RANGE PLANNING**

July 11, 2013

# Development Plan Review

## 13-049DP-BSC – BSC Sawmill Center Neighborhood District

### Dublin Village Center and Edwards Apartment Building | West of Sawmill Road, South of Tuller Road, and East of Village Parkway

This is a request for review of an approximately 325-unit podium apartment building to be constructed on an approximately 6.44-acre site with approximately 7.091 acres of new public right-of-way and 7.78 acres of off-site improvements in the BSC Sawmill Center Neighborhood District. This is a request for Development Plan Review by the Administrative Review Team under the provisions of Zoning Code Section 153.066(E).

#### **Date of Application Acceptance**

Friday, May 31, 2013

#### **Date of ART Determination**

Thursday, July 11, 2013

#### **Case Manager**

Rachel S. Ray, AICP, Planner II | (614) 410-4656 | rray@dublin.oh.us



## **PART I: Application Overview**

<i>Zoning District</i>	BSC Sawmill Center Neighborhood District
<i>Review Type</i>	Development Plan Review
<i>Development Proposal</i>	7.091 acres of new public right-of-way; 7.78 acres of off-site improvements; 325-unit Podium Apartment Building on a 6.44-acre site
<i>Use</i>	Multiple-Family Residential (Permitted Use in BSC Sawmill Center Neighborhood District)
<i>Building Type</i>	Podium Apartment Building
<i>Administrative Departures</i>	None
<i>Waivers</i>	None
<i>Property Owner</i>	Whittingham Capital LLC; Stavroff Interests, Ltd.
<i>Applicant</i>	Steve Simonetti, Edwards Communities Development Company
<i>Representative</i>	Stephen Caplinger, RLA, Creative Design + Planning
<i>Case Manager</i>	Rachel S. Ray, AICP, Planner II   (614) 410-4656   rray@dublin.oh.us

### **Application Review Procedure: Development Plan Review**

The purpose of the Development Plan Review is to ensure that the street network and block framework meet the requirements of §§153.060 and 153.061, and §153.063 as applicable, and to ensure that the proposed development is consistent with the general development requirements of the City with respect to such elements as infrastructure, transportation, and environmental considerations. The Development Plan review process is not intended to be a review of the individual development regulations of §153.059 and §§153.062 through 153.065, which is intended for the Site Plan Review process.

Following acceptance of a complete application for Development Plan Review, the Administrative Review Team shall approve, deny, or approve with conditions the application based on the criteria of §153.066(E) applicable to Development Plan Reviews and Development Plan Review Waivers, if necessary.

### **Project Background**

#### *Basic Plan Review*

On May 2, 2013, the Administrative Review Team made a recommendation to the Planning and Zoning Commission to approve with conditions the application for Basic Plan Review. The Planning and Zoning Commission reviewed the Basic Plan and requested Waivers for the project on May 16. Among the determinations, the Commission approved the Basic Plan – Development Plan with 12 conditions, and approved two Development Plan Waivers (to permit two new blocks to exceed the maximum block dimensions, and to waive the required mixed use “shopping corridor” as part of this first “phase” of the overall redevelopment of the Dublin Village Center). The Commissioners agreed that the applicant should continue to work with the City to provide the full amount of required open space and disapproved the request for payment of a fee-in-lieu of open space.

### *Development Plan & Site Plan Reviews*

Following the Commission's approval of the Basic Plan, the applicant has filed applications for Development Plan and Site Plan Review (case 13-055SP-BSC) for review and determination by the Administrative Review Team. A determination from the Administrative Review Team is required within 28 days from the submittal of a complete application for both of these requests, currently scheduled for July 11, 2013.

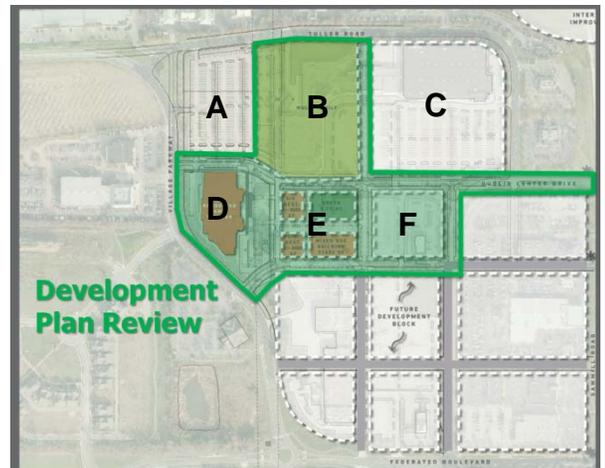
### *Subdivision*

Since this application involves subdivision of land and dedication of right-of-way, preliminary and final plats are necessary, which require review by the Planning and Zoning Commission and recommendation to City Council in accordance with the Subdivision Regulations (Chapter 152). City Council approved the preliminary plat for right-of-way for the Dublin Village Center on July 1, 2013, and the applicant plans to submit a request for approval of a Final Plat application within the next few weeks.

## **Application Contents and Overview**

### *Development Plan Review*

The project elements reviewed as part of the Development Plan Review include the proposed street network, block layout and dimensions, and consistency with the Sawmill Center Neighborhood District Standards including building types, placement, and open space types. The proposed Development Plan establishes four new streets and four new development blocks (Blocks B, D, E and F). Two additional 'residual' blocks (Blocks A and C) are also created, but are not part of the Development Plan Area. Refer to the green highlighted areas on the image shown at right. None of the development details for interiors of the proposed blocks are included in this Development Plan Review since the property owner has not yet submitted an overall master plan for the Dublin Village Center. An application for Site Plan Review has been filed for the Edwards apartment project in Block B, but is reviewed separately.



### *Building Demolition & Existing Parking Lots*

The proposed streets and Edwards development project require that approximately 167,260 square feet of the existing Dublin Village Center shopping center be demolished. The portions of the buildings to be demolished include the shopping center buildings between the AMC Theater (in block "D") and the large warehouse facility located on proposed block "C," and a portion of the shopping center south of block "E."

Although shown on the plans, the applicant has not submitted enough information about the restoration of the parking lots and exposed building façades for the ART to determine compliance with landscaping and screening requirements, stormwater management, and other applicable regulations. The applicant will be required to file a request for Minor Project Review for the ART to make a determination on these site elements before a Demolition Permit may be approved.

## PART II: Administrative Review Team Comments

### Land Use and Long Range Planning

Refer to the Zoning Code analysis at the end of this report. In addition to the Code requirements, the following conditions were applied to the Commission's approval of the Basic Plan for the Development Plan Review:

Planning and Zoning Commission Conditions of Approval – Basic Plan Review	
Basic Plan Review Condition	Response
1. That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer.	<b>Met.</b> Driveway access along John Shields Parkway has been coordinated and addressed to the satisfaction of the City Engineer.
2. That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;	<b>Met.</b> Driveway access along the neighborhood streets has been coordinated and addressed to the satisfaction of the City Engineer.
3. That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;	<b>Met with Development Plan Review condition #3.</b> The applicant is providing a Pocket Park with a public art installation at the intersection of John Shields Parkway and Trinity Street. The applicant should continue to work with the property owner to provide additional open space at that intersection to ensure that the objective of providing a prominent open space node is achieved. The building's architecture and the design details of the pocket park will be evaluated as part of the Site Plan Review.
4. That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space "node" at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;	
5. That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review	<b>Met with Development Plan Review condition #5.</b> The applicant has submitted a demolition plan as part of the Development Plan Review, with conceptual restoration plans for the parking areas adjacent to the new streets. Prior to demolition, the applicant will be required to coordinate with the property owners the submission of an application for Minor Project Review for all interim off-site conditions to ensure that adjacent parking and circulation areas will be appropriately restored or reconfigured.

<b>Planning and Zoning Commission Conditions of Approval – Basic Plan Review</b>	
Basic Plan Review Condition	Response
6. That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;	<b>Met.</b> The applicant has eliminated the proposed parallel parking spaces along Tuller Road. On-street parking spaces will be provided along Tuller Road at a future date once the City programs improvements to this street.
7. That the applicant provide a phasing plan as part of the Development Plan Review;	<b>Met with Development Plan Review condition #4.</b> The applicant has indicated that the proposed public improvements will be constructed in a single phase, depending on the terms of the Development and TIF Agreements (yet to be approved by City Council). If the applicant subsequently determines that the project must be constructed in multiple phases, the applicant will be required to submit a phasing plan subject to the approval of Planning and Engineering.
8. That the applicant provides all necessary public and private infrastructure plans as part of the Development Plan Review;	<b>Met.</b> The applicant has submitted initial public infrastructure plans as part of the Preliminary Plat, which will be finalized as part of the Final Plat. Private infrastructure plans have also been provided.
9. That the applicant provide a designated bicycle way and enhanced pedestrian pathways on John Shields Parkway;	<b>Met through approval of the Preliminary Plat.</b> The Preliminary Plat approved by City Council for John Shields Parkway includes 11-foot wide “shared” bicycle and vehicular travel lanes with sharrow markings in the center of the travel lane. The street will also be signed to clearly indicate that bicyclists may use the full lane, using appropriate pavement markings and traffic sign standards per the Ohio Manual on Uniform Traffic Control Devices (OMUTCD). Several options for both on- and off-street bicycle facilities were evaluated and discussed with the Planning and Zoning Commission and City Council prior to the applicant’s request and staff’s recommendation that the “shared” travel lane with signs and pavement markings be used for this segment of John Shields Parkway.
10. That the applicant provide additional sidewalk width on the eastern north-south street;	<b>Met.</b> An 8-foot wide sidewalk has been provided along Tradala Row north of John Shields Parkway.
11. That the applicant work with staff to address concerns regarding theater exits and safe roadway crossings for pedestrians; and	<b>Met.</b> The applicant has provided a 15-foot wide mid-block pedestrian crossing with special pavement to facilitate pedestrian crossing in this area and to alert drivers to be cautious of increased pedestrian activity in this area. Further, the John Shields Parkway section between Village Parkway and Trinity Street does not include on-street parallel parking on the south side of the street, which enhances pedestrian visibility while addressing the grade changes in this area.

Planning and Zoning Commission Conditions of Approval – Basic Plan Review	
Basic Plan Review Condition	Response
12. That the applicant provide greater architectural detailing at the terminal vista of a potential road connection east of the proposed apartment building.	<b>Met with Development Plan Review condition #3.</b> The applicant is providing a pocket park with a public art installation at the intersection of John Shields Parkway and Trinity Street. The applicant should continue to work with the property owner to provide additional open space at that intersection to ensure that the objective of providing a prominent open space node is achieved. The applicant is also providing a pocket park at the main building entrance on the east building façade where a future east-west street might terminate. The building's architecture and the park's design details will be evaluated as part of the Site Plan Review.

### Engineering

Refer to attached memo dated July 8, 2013 (Attachment A).

### Fire

The Washington Township Fire Department requested a fire hydrant at the mid-point of Trinity Street. This is accommodated by the extension of a 6-inch public line within the right of way. An additional hydrant was requested on Tradala Row on the east side of the building near the location of the water service for the apartment building. The hydrant on the east side of the building is shown but not on the west side.

### Parks and Open Space

Required open space may be provided off-site, as long as the remaining open space acreage is provided within a walkable distance (within 660 ft. of the main entrance). The provision of the additional required open space will be addressed as part of a development agreement between the applicant, the City, and an adjacent property owner. The applicant should continue to work with the adjacent property owner to locate and design the additional open space at the intersection of John Shields Parkway and Trinity Street to reinforce the open space node at this key intersection.

### Building Standards, Police, Economic Development

No comments.

## PART III: APPLICABLE REVIEW STANDARDS – DEVELOPMENT PLAN

The Administrative Review Team reviewed this application based on the review criteria for applications for Development Plan Review, which include the following proposed responses.

### (a) Development Plan is Substantially Similar to Basic Plan

*Met.* The Development Plan is substantially similar to the concepts presented in the Basic Plan Review, including street layout, block dimensions, and the placement of the Edwards apartment building.

**(b) Lots and Blocks Consistent with Section 153.060** (See Page 3 for Block Labels)

*Met with Development Plan Waiver.* The proposed block layout is consistent with the objectives of Section 153.060, which is to achieve walkable block dimensions that place high value on pedestrian movement and safety and a street network that appropriately distributes vehicular traffic. All requirements applicable to Zoning Code Section 153.060, Lots and Blocks, have been met or have been modified by the Planning and Zoning Commission through the approval of a Development Plan Waiver as described previously in this report.

**(c) Consistency with Conceptual Street Network Shown in Section 153.061**

*Met with Conditions 1 and 2.* The proposed street network is generally consistent with the conceptual street network, with conditions relating to correcting minor errors noted on the plans. All requirements applicable to Zoning Code Section 153.061, Street Types, have been met.

**(d) Consistency with Neighborhood District Standards of Section 153.063**

*Met with Condition 3.* Although a master plan has not been submitted at this time, the proposal is the first significant step toward the redevelopment of the Dublin Village Center shopping center and is being coordinated with other improvements in this area of the Center. This new residential site development and corresponding street network begins to set the conditions for the redevelopment of other portions of the Neighborhood.

Since the applicant's request to pay a fee in lieu of dedicating the full amount of required open space was disapproved by the Planning and Zoning Commission, the applicant will be required to demonstrate compliance with the intent of the open space network and the required acreage of open space dedication. The provision of the additional required open space will be addressed as part of a development agreement between the applicant, the City, and an adjacent property owner. However, the applicant should continue to work with the property owner to locate and design the additional open space at the intersection of John Shields Parkway and Trinity Street to reinforce the desire for a prominent open space node at this key intersection.

**(e) Phasing**

*Met with Conditions 4 and 5.* The applicant has indicated that the proposed public improvements will be constructed in a single phase, depending on the structure of the Development and TIF Agreements, which are scheduled for second reading with City Council on August 12, 2013. Should the applicant determine that the project must be constructed in multiple phases, the applicant will be required to submit a phasing plan subject to the approval of Planning and Engineering.

Demolition of significant portions of the existing Dublin Village Center shopping center is proposed as part of this proposal, and conceptual improvements to the AMC Theater parking areas north and south of John Shields Parkway are also shown on the plans. Since not enough information has been submitted to render a determination on these improvements, a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, and other site restoration measures will be required to be reviewed and approved as part of a separate request for Minor Project Review before demolition can begin.

**(f) Consistency with Bridge Street Corridor Vision Report, Community Plan, Other Policy Documents**

*Met.* The proposal is the first significant step toward the redevelopment of the Dublin Village Center shopping center, with the street network beginning to set the conditions for the remainder of the Sawmill Character District as depicted in the Bridge Street Corridor Vision Report and the Bridge Street District Area Plan within the Dublin Community Plan.

**(g) Provides Adequate and Efficient Infrastructure**

*Met with Conditions 6 and 7.* The applicant is working with the City to refine the infrastructure improvements necessary to serve this site. The attached Engineering memo identifies comments and corrections related to sanitary sewer service, water service, and stormwater management that the applicant will be required to address prior to building permitting.

**PART IV: PROPOSED ADMINISTRATIVE REVIEW TEAM DETERMINATION**

That the Administrative Review Team **approve** this Development Plan with the following conditions:

1. That the plans be corrected to identify "Trinity Drive" as "Trinity Street" (or as otherwise approved with the Final Plat) prior to building permitting;
2. That a new typical section be provided for Tradala Row north of John Shields Parkway prior to building permitting, consistent with the approved Preliminary Plat;
3. That the applicant continue to work with the property owner to locate and design the additional required open space at the intersection of John Shields Parkway and Trinity Street to reinforce the desire for a prominent open space node at this key intersection;
4. That the applicant submit a phasing plan subject to the approval of Planning and Engineering if the applicant determines that multiple phases are necessary;
5. That the applicant submit and receive approval for a separate request(s) for Minor Project Review (as applicable) for the interim site conditions, including grading, seeding, parking lot reconfiguration, and other site restoration measures prior to demolition of any part of the existing shopping center;
6. That the applicant provide a fire hydrant at or near the mid-point of Trinity Street, subject to the approval of the Washington Township Fire Marshal; and
7. That the applicant work with Planning and Engineering to address the infrastructure comments noted in the attached Engineering memo dated July 8, 2013.

## ART ANALYSIS AND DETERMINATIONS

### Zoning Code Analysis

#### *Applicable Development Plan Review Criteria*

Includes 153.060 - Lots and Blocks, 153.061 – Street Types, and 153.063 – Neighborhood Standards.

153.060 – Lots and Blocks			
Code Section	Requirement	Met/Notes	
(A)	Intent	<b>Met.</b> The intent of this section is to establish a network of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation. The proposed block layout meets the intent of this section.	
(B)	Applicability	<b>Met.</b> This section applies to all new developments within all BSC districts, and therefore applies to this project.	
(C)(1)(a)	Interconnected Street Pattern	<b>Met.</b> The proposal provides for the continuation of existing/planned streets from adjoining areas. Dublin Center Drive will continue east/west through the site as the new John Shields Parkway. The other proposed street segments are situated to allow for future street connections and the creation of new development blocks. The City Engineer has determined that the proposed street intersections are appropriately spaced.	
(C)(1)(b)-(d)	Interconnected Street Pattern	<b>Met.</b> No culs-de-sac are shown. There are no significant natural features for the street network to follow. Three street terminations are shown. Dublin Center Drive (north/south street) will terminate at John Shields Parkway, with a driveway access provided into the existing parking lot to the north. Tradala Row and Trinity Street will both terminate at Tuller Road. Future north/south street connections may be made at these intersections. Alternatively, an open space or building façade may be located at the street terminations as part of future development proposals. Tradala Row and Trinity Street are expected to continue south of Tollgate Avenue with future development proposals.	
(C)(2)(a)	Maximum Block Size – Required Subdivision	<b>Met.</b> Subdivision required, since the site is located within BSC Sawmill Center Neighborhood District and meets the criteria for Development Plan Review. City Council approved the Preliminary Plat for this site on July 1, 2013. Final platting will be required prior to building permit approval.	
Table 153.060-A	Maximum Block Dimensions  <i>(Refer to Page 3 for Block Labels)</i>	A	<b>N/A.</b> Max. block length: 631 ft; block perimeter: approx. 2,007 ft. This block will be formed as a residual with the new John Shields Parkway and Trinity Street to the west of Block B (Edwards block). This block will be required to subdivide to meet block dimension requirements, or seek a Development Plan Waiver at such time development is proposed (in lieu of the existing parking lot).
		B	<b>Modified through Development Plan Waiver.</b> Max. block length: 662 ft.; block perimeter: approx. 2,051 ft. The proposed block dimensions are consistent with the Waiver approved by the Planning and Zoning Commission on May 16, 2013.

153.060 – Lots and Blocks		
Code Section	Requirement	Met/Notes
		C <b>N/A.</b> Max. block length: 667 ft; block perimeter: approx. 2,545 ft. This block will be formed as a residual with the new John Shields Parkway and Tradala Row, the new street to the east of Block B (Edwards block). This block will be required to subdivide to meet block dimension requirements, or seek a Development Plan Waiver at such time development is proposed (in lieu of the existing parking lot).
		D <b>Modified through Development Plan Waiver.</b> Max. block length: 683 ft.; block perimeter: 1,676 ft. The proposed block dimensions are consistent with the Waiver approved by the Planning and Zoning Commission on May 16, 2013.
		E <b>Met.</b> Max. block length: 360 ft.; block perimeter: approx. 1,435 ft.
		F <b>Met.</b> Max. block length: 359.4 ft.; block perimeter: approx. 1,431 ft.
(C)(2)(c)	Shopping Corridors	<b>Exempted through Development Plan Waiver.</b> No shopping corridors are required at this time through the approval of the Development Plan Waiver, and no shopping corridors are proposed.
(C)(2)(d)	Exceptions to Maximum Block Size	<b>Met.</b> Blocks A and C are new blocks that will be created that contain existing development (commercial buildings and parking areas) expected to remain for the foreseeable future. These blocks exceed the maximum permitted block sizes and perimeters, but are expected to subdivide at such time that development is proposed.
(C)(3)(a)	Block Configuration	<b>Met.</b> All blocks are generally rectangular in shape.
(C)(3)(b)	Front Property Lines (FPL)	<b>Met.</b> Front property lines are required on at least two sides; however, Code Section 153.060 (C)(9)(f) allows the required reviewing body to determine which lot lines shall serve as front and corner side property lines where lot lines cannot be determined by the requirements of the Code. Block B consists of a single lot, with frontage along four streets. Based on the proposed dimensions and configuration of the building on this block/lot, Block B is more appropriately designated with a single front property line (along the Principal Frontage Street) and three corner side property lines. Front property lines for other blocks will be based on a combination of Principal Frontage Street locations and the arrangement of future development yet to be proposed.
(C)(4)(a)-(c)	Principal Frontage Streets (PFS)	Four Principal Frontage Streets are designated for this Development Plan area on the Street Network Map in Code Section 153.061: existing Village Parkway, existing Dublin Center Drive, proposed John Shields Parkway, and proposed Tradala Row (south of John Shields Parkway).
		John Shields Parkway 1. <b>Met.</b> Limited vehicular access is shown along John Shields Parkway to accommodate existing development conditions. One access drive is proposed to Block F to provide access to the existing Applebee's restaurant, one access drive is proposed to Block C at

153.060 – Lots and Blocks		
Code Section	Requirement	Met/Notes
		<p>the intersection with Dublin Center Drive, and one right-turn in to Block D (AMC Theater) are proposed. These access points may be eliminated with future development proposals, consistent with Code requirements. The City would like the applicant to continue to pursue the removal of the right-in only drive to the front of the theater. This will reduce the potential for conflicts with the higher pedestrian activity associated with the theater and their parking lot to the north (refer to the Engineering memo dated July 8, 2013 – Attachment A).</p>
		Village Parkway <b>Met.</b> No vehicular access requested at this time.
		Tradala Row <b>Met.</b> No vehicular access requested at this time.
		Dublin Center Drive <b>Met.</b> No vehicular access requested at this time.
(C)(5)	Block Access Configurations	<b>Met.</b> All block access drives are appropriately located and aligned.
(C)(6)	Mid-Block Pedestrianways	<b>Met.</b> Mid-block pedestrianways are required on all blocks exceeding 400 ft. in length, which applies to Trinity Street and Tradala Row (north of John Shields Parkway) and John Shields Parkway on the north side of Block D (AMC Theater). Mid-block street crossings are shown on Trinity Street and Tradala Row north of John Shields Parkway.
(C)(6)(a)-(c)	Mid-Block Pedestrianway Alignment, Accessibility, & Design	<b>Met.</b> The proposed mid-block street crossings are aligned with the proposed Pocket Parks on each side of Block B and near the AMC Theater’s north doors, all of which facilitate continuous pedestrian pathways while ensuring safe street crossings. All three proposed mid-block street crossings are publicly accessible and are located within the middle third of the block.
(C)(6)(d)	Mid-Building Pedestrianway	<b>N/A.</b> Mid-building pedestrianways are not required based on the Podium Apartment Building Type proposed in Block B. Future building arrangements on Blocks A and C should accommodate mid-block and mid-building pedestrianways as required by this Code section.
(C)(7)	Typical Lot Dimensions	<b>N/A.</b> Block B is proposed to be developed as one “lot” and developed in accordance with the requirements for the Podium Apartment Building Type. All other lots will be defined as part of future applications for Development Plan and Site Plan Review or Minor Project Review when building types are proposed.
(C)(9)	Street Frontage	<b>Met.</b> The front property line for Block B is shown on the PFS; Trinity Street, Tradala Row, and Tuller Road serve as corner side property lines.

**153.061 – Street Types**

Code Section	Requirement	Met/Notes	
(A)	Intent	<b>Met.</b> The intent of this section is to develop a comprehensive network of interconnected streets throughout the Bridge Street District, configured to accommodate multiple modes of transportation. The proposed street network meets the intent of this section.	
(B)	Applicability	<b>Met.</b> This section applies to all new developments involving the dedication of public rights-of-way within all BSC districts.	
(C)(1)-(2)	Street Families & Street Type Sections <b>Met with Conditions.</b>	John Shields Parkway	<p>District Connector Street (extension of John Shields Parkway); Principal Frontage Street (PFS); 76 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 2.5-ft. carriage walk, 6-ft. tree lawn, 10-ft. sidewalks.</p> <p>A modified section of John Shields Parkway is proposed along the south side of the street segment adjacent to the AMC Theater to accommodate grade changes. The north side of the centerline is the same as above; on the south side of the centerline, there is an 11-ft. travel lane, 6-inch curb (no on-street parking), 10.5-ft. sloped planting zone, 6-ft. tree lawn, and 10-ft. sidewalk.</p>
		Trinity Street (north of John Shields Parkway)	Neighborhood Street; 60 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 5-ft. tree lawn, 5.5-ft. sidewalks. The plans incorrectly identify Trinity Street as “Trinity <u>Drive</u> ” which will need to be corrected prior to building permitting.
		Tradala Row (north of John Shields Parkway)	Neighborhood Street; 65 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 5-ft. tree lawn, 8-ft. sidewalks. This street is labeled “Typical Section C” on the plans, which applies to the other typical 65-ft. right-of-way streets. A new Typical Section should be provided for Tradala Row north of John Shields Parkway prior to building permitting.
		Trinity Street (south of John Shields Parkway)	Neighborhood Street; 65 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 2-ft. carriage walk, 5-ft. tree lawn, 6-ft. sidewalks.
		Tradala Row (south of John Shields Parkway)	Neighborhood Street; PFS; 65 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 2-ft. carriage walk, 5-ft. tree lawn, 6-ft. sidewalks.
		Tollgate Avenue	Neighborhood Street; 65 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 2-ft. carriage walk, 5-ft. tree lawn, 6-ft. sidewalks.

		Dublin Center Drive	District Connector Street; PFS; 76 ft. right-of-way: 11-ft. travel lanes, 8-ft. parallel parking lanes, 6-inch curb, 2-ft. carriage walk, 5-ft. tree lawn, 6-ft. sidewalks.
		Village Parkway	District Connector Street; 80 ft. right-of-way; PFS; no changes proposed.
(C)(3)	Existing Streets	<b>Met.</b> The City is coordinating the reconfiguration of Dublin Center Drive with the developer, with intersection modifications proposed on Tuller Road, Village Parkway, and existing Dublin Center Drive (near Sawmill Road). Refer to (C)(1)-(2) above and the Preliminary Plat application for additional information.	
(D)(1)	Street Frontage Requirements	<b>Met.</b> Refer to 153.060(C)(3)(b) above.	
(D)(2)	Vehicular Access	<b>Met.</b> Refer to 153.060(C)(4)(a)-(c) above.	
(D)(3)	Multiple Principal Frontage Streets	<b>Met.</b> Block F is fronted by Principal Frontage Streets on three sides (John Shields Parkway to the north, Dublin Center Drive to the east, and Tradala Row to the west). One vehicular access is provided from Tollgate Avenue, which is the only street not designated a Principal Frontage Street surrounding this block. A second vehicular access is provided from John Shields Parkway. This driveway is acceptable to accommodate existing conditions, as it aligns with the driveway off of Tollgate Avenue on the south side of the block. Although Neighborhood Streets are typically a preferred means of providing vehicular access, Tradala Row is expected to develop as a shopping corridor with a greater degree of pedestrian activity (consistent with Code Section 153.063), and would not be appropriate for vehicular access.	
(E)(1)	Typical Street Elements – Bicycle Facilities	<p><b>Met.</b> John Shields Parkway includes 11-foot wide “shared” bicycle and vehicular travel lanes with sharrow markings in the center of the travel lane. The street will also be signed to clearly indicate that bicyclists may use the full lane, using appropriate pavement markings and traffic sign standards per the Ohio Manual on Uniform Traffic Control Devices (OMUTCD).</p> <p>Publicly accessible bicycle parking facilities are provided within the planting zone/tree lawn areas along John Shields Parkway right-of-way and within the pocket parks shown at the northwest corner of John Shields Parkway and Trinity Street and at the mid-block pedestrian crossings on Trinity Street and Tradala Row.</p>	
(E)(2)	Typical Street Elements – Vehicular On-Street Parking	<b>Met.</b> Approximately 257 on-street parking spaces, including 7 ADA-accessible spaces, are shown on both sides of all street segments, with the exception of the south side of John Shields Parkway adjacent to the AMC Theater. No on-street parking spaces are provided in this location due to the grade changes in this area.	

(E)(3)	Typical Street Elements – Crosswalks	<b>Met.</b> All proposed crosswalks are a minimum of approximately 10 feet in width. The mid-block pedestrian crossing on the north side of the AMC Theater is 15 feet wide to accommodate increased pedestrian crossing activity.
(F)	Curb Radii	<b>Met.</b> Curb radii should be designed for typical vehicles, between 15-25 ft. All curb radii shown for new streets meet this standard.
(G)(1)	Fire Access – Room to Pass	<b>Met.</b> 22 ft. is provided on-street within the travel lanes on all sides of the building in block B (John Shields Parkway, Trinity Street, Tradala Row, and Tuller Road); fire access will be determined for other development blocks with future Development Plan and Site Plan Reviews.
(G)(2)	Fire Access – Building Access Zone	<b>Met.</b> The Fire Chief has indicated that access to the proposed building in Block B is sufficient; fire access for future buildings on adjacent blocks will be evaluated with future Development Plan and Site Plan Reviews.

### 153.063 – Neighborhood Standards

Code Section	Requirement	Met/Notes
(C)(1)	Development Intent	<b>Met.</b> The intent of the Neighborhood District Standards is to establish requirements for the creation of signature places in the city by accommodating long-term phasing plans, transitional development conditions, and adaptability to future market needs. The proposed street network establishes the initial framework of an urban street grid, which is conducive to establishing a vibrant, active mixed use environment in the Sawmill Center Neighborhood. The Edwards apartment building is the first step toward the redevelopment of the Dublin Village Center shopping center and meets a portion of the projected demand for the young professional and empty nester demographic segments anticipated by the City's market studies for this area.
(C)(3)	Block, Access, Street Layout	<b>Met.</b> Cross-referenced with 153.060 and 153.061 above.
(C)(4)	Building Types	<b>Met.</b> Podium Apartment Building, proposed for Block B, is permitted in the BSC Sawmill Center Neighborhood District. All other buildings on the proposed blocks will be approved as part of future Site Plan or Minor Project Reviews as applicable.
(C)(5)(a)	Placemaking Elements – Shopping Corridor	<b>Met through Development Plan Waiver.</b> Developments between 5 and 20 acres are required to provide a minimum of 600 linear feet of mixed use "shopping corridor" as part of a redevelopment plan. While the Edwards site exceeds 5 acres, the mixed use core of the BSC Sawmill Center Neighborhood District has been anticipated farther south in a less purely residential context. While a master plan for the remainder of the Dublin Village Center has not yet been submitted, the shopping corridor will be required to be provided on a minimum of one of the Principal Frontage Streets south of John Shields Parkway (Tradala Row or Dublin Center Drive).
		<b>N/A.</b> <i>Sign Plans:</i> None proposed for the Edwards project, but may be

**153.063 – Neighborhood Standards**

Code Section	Requirement	Met/Notes
		<p>requested as part of a future graphics plan for this site and/or adjacent development.</p> <p><b>Met. Street Terminations:</b> The curve shown in Street Segment 1 (John Shields Parkway) at the southwest corner of Block B creates an opportunity for a terminal vista. Heightened architectural detailing and an open space node should be provided at this intersection. The applicant has submitted plans showing a pocket park with a public art feature as part of the application for Site Plan Review.</p> <p><b>N/A. Gateways:</b> A gateway element should be provided at the intersection of the new John Shields Parkway and Village Parkway once future redevelopment plans for the Dublin Village Center move forward.</p>
(C)(6)	Open Spaces	<p><b>Met with Condition. (a) Character &amp; (d) Network:</b> The BSC Sawmill Center Neighborhood District is intended to accommodate a wide variety of building types and uses to create a vibrant, mixed use shopping and entertainment environment with pockets of residential development located in proximity, accented by a high quality open space network that balances a variety of natural and hardscape areas designed to provide intimate gathering spaces appropriate for an urban setting.</p> <p>The conceptual design intent for this neighborhood includes the extension of a greenway along the south side of the new District Connector Street (John Shields Parkway), with an open space node targeted at approximately the intersection with Trinity Street. This area serves as a natural open space area given its location within the existing electric transmission line, which limits development in this area, as well as the fact that the area is located in front of the existing theater, which is a natural gathering space.</p> <p>The greenway itself is intended to shift in character from a naturalized section west of Village Parkway to more of a hardscape urban greenway east of Village Parkway as the development context transitions to a more active pedestrian environment with greater pedestrian and vehicular activity and fewer existing natural areas.</p> <p>The applicant is proposing to provide a combination of pocket parks and pocket plazas on Block B, and a pocket park at the northwest corner of John Shields Parkway and Trinity Street as part of the required open space. The details of the proposed pocket park will be evaluated with the Site Plan Review; however, the location is consistent with the open space network objectives of the Sawmill Center Neighborhood District.</p> <p>Since required open space may be provided off-site, as long as the remaining open space acreage is provided within a walkable distance (within 660 ft. of</p>

153.063 – Neighborhood Standards		
Code Section	Requirement	Met/Notes
		<p>the main entrance), the provision of the additional required open space will be addressed as part of a development agreement between the applicant, the City, and an adjacent property owner. The applicant should continue to work with the property owner to locate additional open space at the same intersection (John Shields Parkway and Trinity Street) to reinforce the open space node at this key intersection. In addition to the Pocket Park, smaller Pocket Plazas are provided along John Shields Parkway (details evaluated as part of the Site Plan Review), which are also consistent with the open space network objectives.</p> <p><b>Met.</b> (c) <i>Permitted Types:</i> All open space types proposed (pocket park, pocket plaza) are permitted in the BSC Sawmill Center Neighborhood District.</p>

*Other Site Development Considerations*

Site Development Consideration	Notes
Demolition and Interim Off-Site Improvements	<b>Condition.</b> Demolition of significant portions of the existing Dublin Village Center shopping center is proposed as part of this proposal. A plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, and other site restoration measures will be required to be reviewed and approved as part of a separate request for Minor Project Review before demolition can begin.
AMC Theater Site and Parking Lot Improvements	<b>Condition.</b> Improvements to the existing parking lot in Block A and the existing theater site (Block C) are anticipated, with conceptual site layouts shown on the proposed Development Plan. Not enough information has been submitted at this time to evaluate these proposed modifications. These improvements will be required to be reviewed through a separate request for Minor Project Review and should be coordinated with the site improvements included as part of this application.
Phasing Plan	<b>Condition.</b> The applicant has indicated that the proposed public improvements will be constructed in a single phase, depending on the terms of the Development/TIF Agreements, which are scheduled for second reading with City Council on August 12, 2013. Should the applicant determine that the project must be constructed in multiple phases, the applicant will be required to submit a phasing plan subject to the approval of Planning and Engineering.
Utilities	Refer to the Planning Report for Case 13-052PP, Dublin Village Center Rights-of-Way Preliminary Plat, and the attached Engineering memo, dated July 8, 2013 (Attachment A).
Tree Removal	The tree preservation plan includes a table listing all trees within the right-of-way to be removed and their conditions. A total of 323 trees (equating to 2,777 inches) must be removed for the construction of the public streets, apartment building, and adjacent site restoration. Zoning Code Section 153.065(D)(9)(b) provides for exemptions to tree replacements requirements when trees were required as part of a previously approved development plan, where structures are required to be located and for the provision of utilities, requiring no replacement of the removed trees.

# ATTACHMENT A | ENGINEERING MEMO



City of Dublin

## Engineering

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# Memo

**To:** Ray Rachel, Planner II & Dan Philabaum, Senior Planner  
**From:** Barbara Cox, PE, Engineering Manager - Development  
**Date:** July 8, 2013  
**Re:** Case 13-049DP-BSC, Dublin Village Center Development Plan

Engineering offers the following comments on the plans submitted on July 5, 2013 for the Development Plan. The applicant has addressed many of the comments from our previous memo dated June 19, 2013 (comments from this memo are shown in italics).

### **Sheets C-1, C-2, C-3, C-4, C-9, C-10, C-11, C-12, C-13 and C-14**

1. No specific comments on these sheets.

### **Sheets C-5, C-6, C-7 and C-8**

1. *The existing pavement of Dublin Center Drive (in the curve) should be shown as removed.* The drawing now shows too much area in the removal shading. Only the curb and pavement should be removed.

### **Sheets C-15, C-16, C-17, C-18 and C-19**

1. *We have been working with EMH&T on the detail construction drawings for all the streets shown in these sheets.* We have not received revised detailed construction drawings as of today.
2. *The typical section referred to in each street label are not included in this set of plans.* Section D on page C-17 doesn't appear to be correct.

### **General Comments**

#### *Streets*

1. *Street names are still needed.* The correct street names are not shown.
2. *Mid-block crosswalks are shown on Street A, Street B and on John Shields Parkway near the theater. The one on John Shields Parkway has been widened to include a 14-ft crosswalk and 8-foot handicap ramps. This should accommodate the groups of theater patrons accessing their parking and building. All crossings will have colored/stamped asphalt in the cross walk area to make them more visible to the drivers.* The material details are not shown on these plans but I assume will be in the detailed street construction drawings.
3. *The conflict point with the dumpster enclosure access near the new intersection of Street A and Tuller Road is not the ideal situation. This will marginally improve when Tuller Road is reconstructed to the Bridge Street Standards.*
4. *We would like to have the applicant continue to pursue the removal of the right-in only drive to the front of the theater. This will reduce conflicts with the higher pedestrian activity associated with the theater and their parking lot to the north.*

#### *Sanitary*

1. A proposed sanitary sewer is shown on the south side of John Shields Parkway. This is the first time this has appeared. Additional drawings and approval by Dublin and Columbus will be required for this sewer.
2. *The sanitary sewer service to the southern portion of the project is not shown. An 8-inch sewer is shown that most likely services the existing shopping center buildings. This sewer is a*

# ATTACHMENT A | ENGINEERING MEMO

Memo re. Case 13-049DP-BSC, Dublin Village Center Development Plan

July 8, 2013

Page 2 of 2

*public sewer per the drawings on file with the City. New public sanitary sewers may be needed to serve future development along Street C.*

## *Water*

1. *WTFD requested a fire hydrant at the mid-point of Street A. This is accommodated by the extension of a 6-inch public line within the right of way. Also, they requested an additional hydrant on Street B near the location of the water service for the apartment building. The hydrant on the east side of the building is shown but not on the west side.*
2. *The proposed water service labels are not pointing to anything.*

## *Stormwater Management*

1. *No stormwater management calculations were included with the submission. The plan indicates that the parallel parking spaces will be utilized for stormwater management. The spaces would be constructed using permeable pavers. According to EMH&T, the parallel parking spaces along John Shields Parkway will provide enough volume to satisfy the regulatory requirements.*
2. *The Development Plan submitted shows that the applicant wishes to reuse portions of the existing on-site storm sewer system to provide the necessary drainage for the project. These storm sewers were installed as part of the construction of the shopping center – more than 20 years ago. We have reservations about accepting the existing pipes for public infrastructure due to many factors: age, condition, unknown bedding and backfill of the pipes. The applicant has provided closed-caption televised video of the pipe they wish to reuse. We have received the recommendations from the separate consultant regarding the condition of these pipes and their recommendation is that they are **not** acceptable as public infrastructure. Additional storm sewer will have to be installed to provide the appropriate drainage for the public street.*