



June 4, 2015

Minor Project Review

15-049MPR/CU – BSD Sawmill Center Neighborhood District

Park and Ride

6801 and 6851 Village Parkway

This is a proposal for site improvements, including building demolition and review of a temporary public park and ride for a site on the west side of Village Parkway, north of the intersection with Cooperstone Drive. This is a request for review and approval of a Minor Project Review in accordance with Zoning Code Section 153.066(G) and a review and recommendation of approval to the Planning and Zoning Commission of a conditional use in accordance with Zoning Code Sections 153.066 and 153.236.

Date of Application Acceptance

Wednesday, May 27, 2015

Date of ART Recommendation

Thursday, June 4, 2015

Date of PZC Determination

Thursday, June 11, 2015

Case Manager

Jennifer M. Rauch, AICP, Senior Planner | 614.410.4690 | jrauch@dublin.oh.us

PART I: APPLICATION OVERVIEW

<i>Zoning District</i>	BSD Sawmill Center Neighborhood District
<i>Development Proposal</i>	Site Modifications and Public Park and Ride
<i>Waivers</i>	None
<i>Administrative Departures</i>	None
<i>Property Address</i>	6801 and 6851 Village Parkway
<i>Property Owner</i>	Dana McDaniel, City Manager, City of Dublin
<i>Case Manager</i>	Jennifer Rauch, AICP, Senior Planner 614.410.4690 jrauch@dublin.oh.us

Application Review Procedure: Minor Project Review and Conditional Use

The purpose of the Minor Project Review is to provide an efficient review process for smaller projects that do not have significant community effects. The Minor Project Review is necessary to ensure that applications for development meet the requirements of Chapter 153 of the Dublin Zoning Code. Following acceptance of a complete application for Minor Project Review, the Administrative Review Team shall approve, deny, or approve with conditions the application based on the criteria of §153.066(G) applicable to Site Plan Reviews. A determination by the Administrative Review Team is required not more than 14 days from the date the request was submitted, unless a time extension is requested.

A conditional use approval is required to permit the proposed park and ride, which requires the Administrative Review Team to make a recommendation to the Planning and Zoning Commission.

Site Background

The site is currently vacant, but developed with two large commercial buildings and associated site improvements for the former Byers car dealership. The site is at the future location of the John Shields Parkway extension that will complete the roadway connection between Tuller Ridge Drive and Village Parkway. The construction of this roadway is scheduled to begin in fall 2015 and will require the temporary park and ride to be constructed in two phases.

Proposal Overview

The proposal is for a temporary park and ride with off-street parking spaces, a bus shelter and crosswalk, and associated site improvements. The proposal is intended as an interim location for a park and ride using portions of an existing site, as the user must vacate the existing site on Dale Drive for pending development. A permanent park and ride is proposed southeast of the existing site, also on Dale Drive (refer to case 15-050MPR/CU), but the new site needs approval and construction that cannot happen in the time needed to vacate the existing site. The temporary location (both phases) is intended to be in use for a maximum of 12 months.

The temporary site is on the west side of Village Parkway, north of the intersection with Cooperstone Drive. The park and ride will occupy the site in two phases, locating on the

northern and southern portions of the site in Phase One and moving to an expanded version of the southern portion of the site in Phase Two. The details of each phase are as follows:

Phase One:

- Minor site modifications (sealing and stripping of parking area, site and landscape maintenance, lighting, installation of security cameras)
- Parking located in the northern and southern parking areas
- Creation of ADA parking spaces and ramp access to shelter
- Bus shelter and crosswalk across Village Parkway
- Refacing existing ground sign
- Building demolition will occur prior to Phase Two

Phase Two:

- Creation of additional parking spaces
- Parking located in southern portion only
- Bus shelter and crosswalk to remain

PART II: ADMINISTRATIVE REVIEW TEAM COMMENTS

Planning

Site Layout

The site includes two access points on Village Parkway, with a main boulevard entrance located in the center of the site and a secondary entrance located at the northeast corner. The proposed park and ride will use the existing parking spaces on the site throughout the two phases of development. Additional parking spaces will be constructed following the demolition of the existing buildings. A new ramp and crosswalk are provided in the southern portion of the site and provide access to the passenger areas for boarding and alighting. The crosswalk is located south of the main site entrance and provides access to the bus shelter located on the east side of Village Parkway where the passenger boarding will take place in the morning. The passenger alighting will occur on the west side of Village Parkway in the evening.

Parking

Phase One provides 99 parking spaces within the existing northern and southern portions of the site. The limits of the parking are identified to provide a buffer between the parking spaces and the buildings to ensure no conflicts exist during demolition. Access to the parking areas in Phase One will include both the main and secondary entrances along Village Parkway.

Phase Two provides 96 parking spaces located in the southern portion only. Additional parking spaces will be constructed in the location of the demolished southern building. Access to the southern parking area will be permitted only through the main (southern) entrance.

Shelter

One 48-square-foot passenger shelter is proposed and is a detailed black metal and glass shelter placed on the east side of Village Parkway. The proposed shelter is located on a concrete pad within the right-of-way. City Council is required to approve the encroachment and will review this request as part of Ordinance 41-15 scheduled for the June 8 and 22, 2015 meetings.

Landscaping & Lighting

The existing site complies with Code required landscape provisions. Maintenance to the existing plant material will occur prior to Phase One, but no new plant material will be added with the proposal. The site includes existing parking lot lighting, which will be supplemented with additional poles to provide adequate lighting for the site in accordance with Code. Security cameras will also be installed.

Sign

The site has an existing ground sign, which will incorporate a new sign panel within the existing cabinet.

Demolition

The two existing buildings are proposed to be demolished prior to Phase Two. Temporary construction fencing is proposed around the perimeter of the buildings prior to demolish and will be removed upon completion. The areas will be graded and seeded.

Engineering

The crosswalk proposed should be reviewed with the Dublin Engineering staff and refined as required by the Dublin City Engineer. Due to limited sight distance and the posted speed limit of 35 feet on Village Parkway, the crosswalk should include an actuated pedestrian crossing LED warning system and any necessary signing and pavement markings.

Building Standards, Parks & Open Space, Fire, Police, Economic Development

No comments.

PART III: APPLICABLE REVIEW STANDARDS

Applicable Minor Project Review Criteria

The Administrative Review Team has reviewed this application based on the review criteria for Minor Projects, which include the following:

(c) **Meets Applicable Zoning Regulations**

Criterion met. The proposal is consistent with all applicable Zoning Code requirements.

(d) **Safe and Efficient Access and Circulation**

Criterion met with condition. The proposal has been studied to ensure appropriate site distance is met. The proposed layout provides safe site circulation and pedestrian facilities with the following conditions: the final crosswalk details should be reviewed with the Dublin Engineering staff and refined as required by the Dublin City Engineer; and due to limited sight distance and the posted speed limit of 35 feet on Village Parkway, the crosswalk should include an actuated pedestrian crossing LED warning system and any necessary signing and pavement markings.

(e) **Building Relationships and Quality Development**

Criterion met. The proposal allows the park and ride facility to continue operations during the construction of a new site and makes use of a vacant site.

(h) **Stormwater Management**

Criterion met. No modifications are proposed.

(j) **Consistency with Bridge Street District Vision Report, Community Plan, and other Policy Documents**

Criterion met. The Community Plan notes that “Dublin’s built environment contributes positively to the community’s character. This image is characterized by high quality office buildings, well-landscaped areas and streetscapes, tasteful signs and graphics, appropriate lighting standards and quality architecture.” The proposed park and ride is well-landscaped and will positively contribute to the aesthetic character of the community.

Conditional Use Criteria

The Administrative Review Team has reviewed this application based on the review criteria for a conditional use, which include the following:

1) Harmonious with Zoning Code and/or Community Plan

Criterion met. This proposal is consistent with the specific use requirements of the Zoning Code, with the exception of the shelter location, which will be reviewed and approved by City Council.

2) Complies with applicable standards

Criterion met. The proposal is consistent with the Zoning Code.

3) Harmonious with existing or intended character in vicinity

Criterion met. The proposed use will not alter the essential character of the area. The proposed park and ride site will be screened with the existing landscaping and incorporate lighting fixtures and levels in accordance with the Zoning Code. The operation of the use is concentrated primarily in the morning and early evening, with little to no activity during the day or weekends.

4) Will not have a hazardous or negative impact on surrounding uses

Criterion met. Proposed operations will not have an adverse effect on surrounding uses. Lighting is managed through the Zoning Code. Activity will be limited generally to daylight and early morning/evening during bus route operating hours.

5) Will provide adequate services and facilities

Criterion met. Nearby streets are sufficient to accommodate expected traffic movements. The operator has indicated this facility meets their needs for location and size on a temporary basis.

6) Will not harm the economic welfare

Criterion met. This proposed continuation of the use contributes positively to the economic climate of the city by providing an additional community amenity and supporting the goal of reducing peak hour vehicular traffic.

7) Create no use or characteristic that is detrimental to the surrounding uses

Criterion met. The use will not be detrimental to the surrounding area and will make use of a vacant site. The proposed park and ride facility will serve an amenity for the area and future development.

8) Vehicular circulation will not interfere with existing circulation

Criterion met. Site circulation and stacking has been reviewed by Engineering. Nearby streets are sufficient to accommodate expected traffic movements. The proposal has been studied to ensure appropriate site distance is met and the addition of the crosswalk with advanced warning signs provide drivers with additional notice of pedestrians.

9) Not detrimental to property values in the vicinity

Criterion met. This proposal will not be detrimental to property values. The use will generally have fewer and less impact than what might be anticipated by a mixed-use development or other uses that could be approved.

10) Will not impede the development of surrounding properties

Criterion met. The proposal will not impede development or improvement of the surrounding properties.

PART IV: PROPOSED DETERMINATION AND RECOMMENDATIONS

The following two actions are requested of the Administrative Review Team:

Approval of this request for Minor Project Review with two conditions.

- 1) The final crosswalk details should be reviewed with the Dublin Engineering staff and refined as required by the Dublin City Engineer.
- 2) The crosswalk should include an actuated pedestrian crossing LED warning system and any necessary signing and pavement markings.

Recommendation of Approval to the Planning and Zoning Commission of this request for Conditional Use Review.