



PLANNING REPORT

Planning & Zoning Commission

Thursday, March 2, 2023

FISCHER HOMES – VILLAGE PARKWAY 23-030INF

<https://dublinohiousa.gov/pzc/23-030/>

Case Summary

Address	PID: 273-012992
Proposal	Informal review and feedback a residential neighborhood consisting of 55 residential lots.
Request	This is request for an informal review and feedback of a future development application.
Zoning	BSD-SCN: Bridge Street District – Sawmill Center Neighborhood
Planning Recommendation	Consideration of the discussion questions.
Next Steps	Upon receiving feedback from the Planning and Zoning Commission, the applicant may incorporate the feedback and submit a Concept Plan for formal review.
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Site Location Map

22-030INF Fischer Homes - Village Parkway



Site Features

- 1 Approved Towns on the Parkway Location
- 2 Existing mature vegetation
- 3 Positive grade change from E to W



1. Background

Site Summary

The 3.7-acre site is located southwest of the intersection of Village Parkway and John Shields Parkway within the Bridge Street District (BSD). Though the site is currently vacant, it was previously the location of the Byers Dublin auto dealership in 2015. The dealership was demolished and the site reconfigured to its existing state with the construction of John Shields Parkway.

The undeveloped site is lined by mature trees along the south periphery, delineating the site from the City owned open space with shared use path and the Greystone Mews neighborhood further to the south. A public open space is also located directly southeast of the site. The John Shields Parkway greenway, approximately 30-feet in width containing a shared use path, is located immediately north and west of the site south of John Shields Parkway. The greenway is owned by the City of Dublin, and will be designed in the future by the City. There is also an existing shared use path located on the west side Village Parkway.

Development History

In June 2022, the PZC approved a Concept Plan for a multi-family development consisting of 184 residential units with a combination of podium and surface parking. This development proposal included both multi-family apartment units and townhome units. The application was approved with the following conditions:

- 1) That the applicant revise the plan to provide a mid-block pedestrianway through Building A, between Village Parkway and the proposed access drive;
- 2) That the applicant work with staff to refine building architecture and massing to respond to the surrounding context and building character;
- 3) That the applicant revise the plan to eliminate buildings and site circulation within the John Shields Parkway Greenway;
- 4) That the applicant work with staff to refine all terminal vistas within the development;
- 5) That the applicant work with staff to revise the gateway at the intersection of John Shields Parkway and Village Parkway; and,
- 6) That the applicant work with staff to revise the design to provide meaningful public open space on-site in addition to the off-site open space.

In addition to the conditions, the Commission approved Waivers to exceeding block dimensions and vehicular access from a Principal Frontage Street. The Commission expressed concern regarding the massing and scale of the 5-story podium apartment building, stating it would not fit within the context of the area. The Commission also emphasized the importance of developing the multiple terminal vistas and the gateway location at the intersection of John Shields Parkway and Village Parkway to create more interest at these locations. Finally, the Commission emphasized the need for more meaningful open space on site to contribute to the existing greenway and surrounding park areas in the adjacent neighborhoods.

The developer has determined not to pursue that development at this time. The current application is with a different developer from the previous proposal.

Process

An Informal Review (INF) is an optional first step which provides the opportunity for feedback at the formative stage of a project allowing PZC to provide non-binding feedback on a development concept. Following an Informal Review and upon receiving the resulting feedback, the applicant may submit a formal Concept Plan (CP) for review and determination by the PZC.

2. Plans and Policies

Current Zoning

The site is currently zoned BSD-SCN, Bridge Street District – Sawmill Center Neighborhood, which permits multi-family dwelling structures. The BSD-SCN zoning district continues to the north and east of the site. The properties directly to the south and west of the parcel are zoned BSD-Residential.

Neighborhood Standards

The BSD Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces is important to fulfill the objectives identified in the BSD Special Area Plan within the Community Plan. Each neighborhood anticipates the conceptual layout of critical elements including street connections, open spaces, and gateways.

The site is zoned BSD-SCN, Sawmill Center Neighborhood District. Development design is encouraged to implement park-once visits, window shopping, impromptu gatherings and sidewalk activity. Development should be well connected to the existing and future streetscapes, while encouraging interconnected site layouts with well-defined pedestrian access.

This site is located where a potential gateway is recommended with development. Gateway locations are points of identification that provide a sense of arrival to the area. Gateway designs shall be pedestrian-oriented in scale and shall include a combination of architectural elements, landscape features, and/or public open spaces. Gateway elements should enhance the character of the public realm consistent with the principles of Walkable Urbanism, and should be coordinated with the design of the nearby streetscape, open spaces and architecture where applicable.



Additionally, an open space corridor is located along the northern property line of the site. This open space corridor, called the John Shields Greenway, is owned by the City, and will be designed and developed by City in the future. Open space and gateway designs will be required to coordinate and connect with the greenway to create highly accessible public gathering spaces weaving through this urban neighborhood.

Community Plan

<http://communityplan.dublinohiousa.gov/>

The Community Plan is a key policy document adopted by City Council to guide decision-making for the future of Dublin’s natural and built environments. When a rezoning is under consideration it is important to consider the Community Plan recommendations. The Community Plan includes Future Land Use recommendations, Special Area Plans, and the Thoroughfare Plan. Details that are contemplated within the Community Plan include the appropriate location, density and intensity of residential and commercial uses; the general alignment, character and connectivity of roadways; and the general recommendations for parks and open space.

The policies and recommendations established within the Community Plan, which is adopted by City Council, are implemented over time, typically through rezonings and subsequent construction of public improvements by either the City or a developer. Recommendations within the Community Plan are based on careful consideration of existing conditions, future development scenarios including potential impacts on infrastructure, roadway, and critically the continued fiscal health of the City. Dublin’s ability to maintain a high-quality of services and quality of life depends on a careful review of development proposals for conformance with the Community Plan.

Future Land Use Map

The Future Land Use (FLU) recommendation for this site is Mixed Use-Urban Core. The Urban Core accommodates a strong mixture of uses in an active and highly walkable environment. A variety of building types ranging in height from two to seven stories may incorporate commercial, residential and institutional uses in various combinations. Buildings are located close to public sidewalks and parking is accommodated through a mixture of on-street spaces, building-integrated facilities, strategically-located surface lots and stand-alone parking structures. This classification allows for the widest mixture of uses and highest development densities within the City, and is intended for application specifically within the Bridge Street District.

Street Network, Lots, and Blocks

The Code provides a hierarchy of requirements for establishing a gridded street network. The Street Network Map, part of the Thoroughfare Plan, identifies three families of streets: 1) Corridor Connectors, 2) District Connectors, and 3) Neighborhood Streets.

Corridor and District Connectors are often designated as Principal Frontage Streets (PFSs), which are designated to ensure a continuous, pedestrian-oriented block. Anytime new development is under consideration, incremental implementation of the Street Network is required.

Village Parkway and John Shields Parkway are both considered District Connectors and Principal Frontage Streets. Similar street frontage treatments will be required along both streets. Based on current site conditions and previous proposals for the site, vehicular access is required to be located along Village Parkway.

3. Project

The applicant is proposing the development of 55 single-family townhome units and on the 3.72-acre site.

Development Concept



4. Plan Review

The applicant is requesting an Informal Review and non-binding feedback prior to the submission of a formal Concept Plan. Discussion questions are framed for PZC to deliver feedback to the applicant.

Planning Recommendation: The Commission review and provide non-binding feedback regarding the conceptual development.

Discussion Questions

1) Does the development meet the recommendations and requirements of the Sawmill Center Neighborhood District?

The applicant is proposing 55, 3-story townhome units on the 3.72-acre site, equating to a density of 14.8 units per acre. The townhomes are attached, with as many as 6 units attached per building. This site accommodates a single use type, located along the northern and southern boundaries of the site.

The Sawmill Center Neighborhood permits townhome dwellings as an outright use, restricting the number of attached units adjacent to existing single-family detached residential (8 units). This use replicates similar approved residential uses located north

(Towns on the Parkway) and west (Tuller Flats), which were solely residential use developments.

The Sawmill Center Neighborhood district requires a gateway location at the intersection of John Shields Parkway and Village Parkway. Currently, the development does not address this requirement, and does not address Village Parkway as a Principal Frontage Street. The gateway allows an opportunity to transition from residential uses to the west of Village Parkway, to existing and future commercial/more urban development to the east. Staff would recommend considering alternative opportunities to transition the development along Village Parkway. Whether this is accomplished by relocating townhomes along Village Parkway, or a separate mixed-use building at the intersection, Staff would recommend considering opportunities to create a cohesive transition with existing and future development in the area.

The Commission should consider whether the development meets the recommendations and requirements of the neighborhood district, and provide recommendations for appropriate ways to address and transition towards Village Parkway and the Dublin Village shopping center.

2) Is the Commission supportive of the proposed site layout?

The site contains 55 townhome units, with vehicular access provided from John Shields Parkway. The units are served by private drives located centrally on the site, extending to the east and west edges of the property. West of the entry drive, the drive allows for 2-way traffic, with parallel parking provided on the south. East of the access drive, the drive allows one-way traffic, with angled parking accessible along the southern track of the drive. Emergency vehicular access is provided to Village Parkway at the east end of the property. All proposed homes are rear-loaded with garages. The townhomes are located fronting the John Shields Parkway greenway to the north, and the stormwater easement along to the south, which is treated as a greenspace on the site. A smaller pocket park is located centrally at the dead-end of the entry drive, with additional green space in the southwest and east areas of the site.

Pedestrian circulation is provided along the northern property line, connecting the proposed units to the existing sidewalks along John Shields Parkway and Village Parkway. Additional path connections include a trail connection south of the site to the existing shared-use path north of Greystone Mews.

The layout of the buildings capitalize on using greenspace as the 'front door' of each unit, while screening internal site operations from John Shields Parkway and Greystone Mews. However, the units do not address Village Parkway, which is a Principal Frontage Street and the same classification as John Shields Parkway (District Corridor Connector). Similar treatment is required along both frontages for any development on this site, as both street frontages are to be considered and developed as frontage streets. Additionally, vehicular circulation is not consistent throughout the development, with a dead-end drive to the west, and a one-way drive to the west. The applicant has not provided information to determine whether emergency vehicles will be able to circulate through the site, which would be required with future applications. Staff is concerned

with the dead-end drive, as a turnaround would be required to be provided for appropriate fire/EMS circulation.

The Code also prescribes treatments for conditions when a street terminates or otherwise creates a terminal view at an open space or building. Generally, this treatment should include the incorporation of a distinct vertical element. The site features 3 terminal vistas. The first vista is established with the proposed drive which will align with the future Grafton Drive, which will be constructed with the Towns on the Parkway development to the north. The second terminal vista exists in the bend of John Shields Parkway at the west façade of building B1. The third terminal vista exists at the southeast corner of the development where Village Parkway bends north. The applicant will need to refine the development when considering how these locations are treated when considered as terminal vistas.

The Commission should provide guidance and direction on the orientation of buildings on the site, the layout of vehicular circulation on the site, and how the development should address Village Parkway as a Principal Frontage Street.

3) Is the Commission supportive of the conceptual architecture?

The applicant is proposing 3-story townhome buildings for the development. The 'Midtown Collection' features a variety of building forms and materials which are Contemporary Classic, Modern Farmhouse, and American Modern. All units are rear-loaded, and may include rear-facing decks above the garage entry. The applicant has provided front facades of each of the architectural styles for reference.

The proposed architecture is consistent with the types of approved townhome units that are located at Towns on the Parkway to the north, and Tuller Flats to the west. Within the Bridge Street District, it is important to have compatible, but diverse architecture throughout the district. The Commission should consider what type of architectural style would be most appropriate for this location.

4) Is the Commission supportive of the conceptual locations and types of open space on the site?

The applicant is providing 1 designated pocket park at the south end of the entry drive into the development. Additional green and landscaped spaces are provided along the frontage of Village Parkway, and at the southwest corner of the site. These greenspaces are not designated as specific open space types on the plan, but are included in the calculation of open space for the site. The 35-foot wide stormwater easement along the southern boundary of the site is also proposed to remain green and untouched, as homes will be fronting along the easement area. The applicant has indicated that 0.78 acre of open space is provided on site, exceeding the minimum requirement of 0.24 acre based on number of residential units.

Public open space is required with all development in the Bridge Street District as part of the development plan process. For residential development, the applicant is required to provide 200 square feet of open space for each unit of the development. Public open space is also required to be accessible to the public and located along public right-of-way. As currently proposed, only the green space located along Village Parkway would

meet the requirement for public open space, as the remainder of the green space on site is located along the south property line and interior to the site. Additionally, the intent of the Bridge Street District surrounding open space is to provide usable and meaningful open space that is an important design element in the development. Open space should not be the remnants of un-developed land, but integrated with the holistic development of the site. Finally, the site is located adjacent to the John Shields Parkway Greenway, which separates the site from John Shields Parkway to the north. Based on previous development requests for this site, developers are not able to use the greenway to count as public open space for this site. The developer should consider how the proposed open space on this site will interact and contribute to the future plans for the greenway.

The Commission should consider whether the type and location of open space meets the intent and requirements of the Bridge Street Code, and consider recommendations to improve open space on the site.

5) Any additional considerations of the Commission.