



## PLANNING REPORT

# Architectural Review Board

Wednesday, February 21, 2024

## 34-36 FRANKLIN STREET – E-BIKE CHARGING STATION 23-126MPR

[www.dublinohiousa.gov/arb/23-126](http://www.dublinohiousa.gov/arb/23-126)

### Case Summary

Address	34-36 Franklin Street
Proposal	Proposal for the installation of an e-bike charging station at the Sells Alley public parking lot. The site is zoned HD-HC, Historic Core District and is located at the southwest corner of the intersection of Sells Alley and Mill Lane.
Request	Review and approval of a Minor Project Review (MPR) under the provisions of Zoning Code Section 153.176 and the <i>Historic Design Guidelines</i> .
Zoning	HD-HC, Historic Core District
Planning Recommendation	<u>Approval of Minor Project Review with conditions.</u>
Next Steps	Upon review and approval of MPR by the Architectural Review Board (ARB), the applicant may file for building permits through Building Standards, and a right-of-way permit through Engineering.
Applicant	J.M. Rayburn, AICP, Planner II, Transportation & Mobility, City of Dublin
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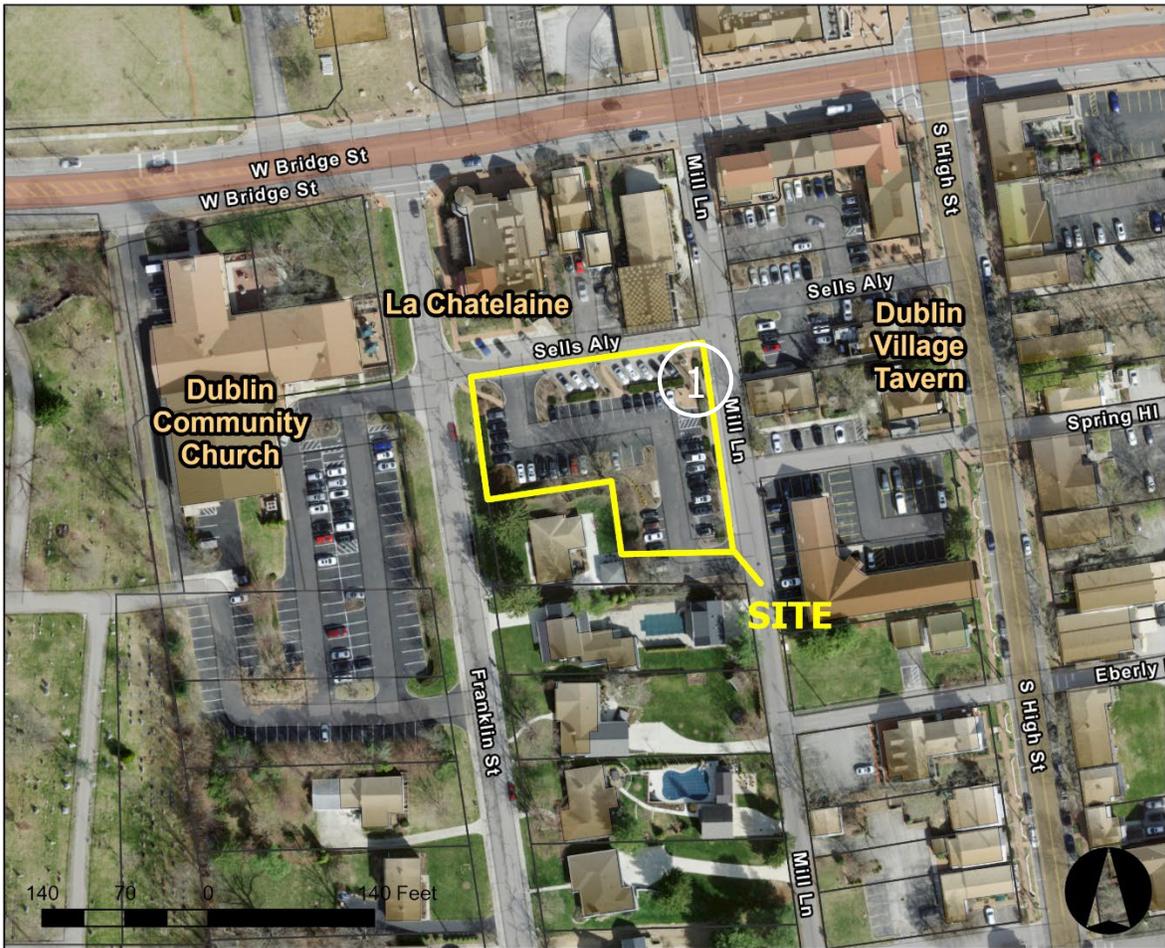
Site Location Map

23-126MPR | 34-36 FRANKLIN STREET –  
E-BIKE CHARGING STATION



Site Features

- 1 Existing on-street parking and landscape bed.



## 1. Background

### Site Summary

The 0.62-acre site is located at the southwest corner of the intersection of Sells Alley and Mill Lane, and is zoned Historic District – Historic Core District. The site has approximately 200 feet of frontage on Sells Alley, 177 feet on Mill Lane, and 105 feet on Franklin Street. Vehicular access to the parking lot is provided on Sells Alley and Mill Lane, and three sidewalk connections are located along the northern property line. Existing bike parking is located at the corner of Sells Alley and Mill Lane, and also on a concrete pad in the middle of the site. Evergreen shrubs, trees, and various other plantings screen the parking lot.

The site does not have an associated Historic and Cultural Assessment, and there are no historic structures or cultural resources. The site is owned by the City of Dublin.

### Case History

*February 2021*

City Council approved a Rezoning of the site to Historic Core (Ord. 04-21).

*November 2000*

City Council approved a Rezoning to establish the PUD - Dublin Community Church Plan - Old Dublin Town Center II (Ord. 54-00) and a Preliminary Development Plan (PDP).

- According to the Old Dublin Town Center II development text (2000), the new parking lot was proposed to meet the FDP from 1997, located within Subarea II.

*April 2000*

The Planning and Zoning Commission (PZC) reviewed and recommended approval of a Rezoning from PUD and R-4, Suburban Residential District to PUD - Dublin Community Church and Old Dublin Town Center II, and a PDP. The Dublin Community Church is located within Subarea I and the Old Dublin Town Center is within Subarea II.

*1999*

The ARB approved a demolition request for an existing two-family residence at 34-36 Franklin Street. The PZC approved a Concept Plan for Old Dublin Town Center II commercial building and parking lot.

### Process

A MPR, Code Section 153.176 (I)(1), within the Historic District, is an efficient single-step process for smaller projects, including site improvements. The applicant shall apply for a Certificate of Zoning Plan Approval (CZPA) through Community Planning and Development prior to the installation of any signs (see signage section for more detail) for the charging station. Moreover, the applicant shall apply for a Right-of-Way Permit through Engineering.

## 2. Zoning Code and Guidelines

*HD-HC: Historic Core District*

Per the Historic District Code, the intent of the Historic Core is to ensure sensitive infill development and redevelopment, and provide an improved pedestrian environment while accommodating vehicles. The Code identifies development standards, including bicycle parking,

pedestrian access, and signage requirements. All sites within Historic Dublin require review and approval of the ARB prior to making modifications.

### Historic Design Guidelines

The Code is supplemented by the *Historic Design Guidelines*, which provide the Board additional direction regarding site design (Chapter 6), and signs (Chapter 7).

## 3. Project

Mill Lane has been identified by the City as a Mobility Corridor to support alternative mobility near High Street, yet in a more protected location. This is a request for a MPR to construct an e-bike charging station in the northeast corner of the Sells Alley parking lot. The location of the station is outside of the right-of-way, so a MPR is required. The existing hardscape and landscape will not be modified with this request.

### E-Bike Charging Station Details

Code Section 153.173(F)(15) states that bicycle parking facilities must be within a reasonable walking distance to a building, meet visibility requirements, their location and design shall not obstruct vehicle parking or pedestrian walkways, and be within a well-lit area. *Historic Design Guidelines* Chapter 6.5(B), encourages bicycle and pedestrian access be incorporated into site design.

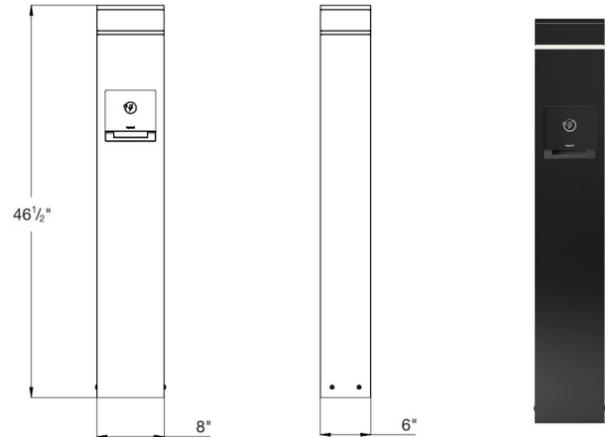
The proposed Legrand e-bike charging station is 46.5 inches in height, 8 inches in width, and 6 inches in depth, and features an LED accent light strip around the top perimeter of the post, which provides visibility during day or night charging. The station is constructed of black powder coated aluminum, and contains 3-gang, 2 duplex GFCI receptacles and one 4-port USB outlet.

Per Code Section 153.173(J)(5)(a), any light generated on a site shall not add more than one footcandle 10 feet beyond the property line. Per light performance specification sheets, the LED accent light in the charging station illuminates at .2 footcandles, 8 feet from the station, meeting requirements outlined in Code.

### Signage

Per Code Section 153.155(B), governmental signs do not require a permanent sign permit, and are permitted three sign colors, including black and white. The Code does not regulate the size of governmental signs; although Code Section 153.172(C)(m)(2), Use Specific Standards, permits a 1-square-foot sign on vehicular charging stations for non-governmental signs. The total size of the requested logo is 1.25 square feet, and staff has no concerns, based on its simplicity and use of only one color.

The applicant may also wish to include some future temporary and/or permanent educational signs to explain how to use the charger and how the



charger addresses the City’s overall sustainability goals. A Certificate of Zoning Plan Approval (CZPA) would be required for either sign. A Sign Permit would normally be approved by the Board for permanent signage. Nonetheless, a recommended condition of approval reminds that a CZPA is required, and that any permanent signs be administratively approved by staff.

**Utilities**

Per Code Section 153.173(K)(1), all utilities, including electric lines, shall be placed underground. Electric power will extend from an existing streetlight controller cabinet to the proposed e-bike charging station. A 2-inch conduit will be placed approximately 16 feet from the proposed charging station to that streetlight. Any disturbance to the existing landscaping and brick pavers will be restored to existing or better condition.

**On-Street Parking Space Conversion**

Adjacent to the e-bike charging station, one on-street parking space in the Mill Lane public right-of-way will be converted to accommodate micro-mobility vehicles including e-bikes, e-scooters, and traditional bicycles. Four black bike racks will be installed, and the parking space will be painted green with iconography to indicate parking for the various mobility vehicles. These improvements are not subject to ARB purview because they are in the public right-of-way. These improvements require approval from Engineering per Code 153.173(F)(15)(c).

**Setbacks and Lot Coverage**

No structures or impervious surfaces are proposed, so setbacks and lot coverage requirements do not apply.

**4. Plan Review**

<b>Minor Project Review</b>	
<b>Criteria</b>	<b>Review</b>
1. The MP shall be consistent with the Community Plan, applicable Zoning Code requirements, <i>Historic Design Guidelines</i> , and adopted plans, policies, and regulations.	<b>Criteria Met:</b> The proposal is consistent with all plans, guidelines, policies, and regulations. Additionally, the project helps the City realize its sustainability policies.
2. In cases where a MP is proposed within or as part of an approved PDP or FDP, the MP shall be consistent with such approved PDP or FDP.	<b>Criteria Met:</b> The proposal is consistent with the FDP and approved parking plans.
3. The MP shall be consistent with the record established by the required reviewing body, the associated staff report, and the Director’s recommendation.	<b>Criteria Met:</b> The proposal is consistent with the record, report, and recommendation.

4. The proposed land uses meet all applicable requirements and use specific standards of Section 153.172 Uses. **Not Applicable:** There is no change in land use.
5. The proposed development is consistent with the *Historic Design Guidelines*. **Criteria Met:** The proposed e-bike charging station and associated facilities address Chapters 6 and 7 of the Guidelines. The project does not alter the site design and respects the historic context. The City's logo has minimal impact on the site.
6. The proposed MP is consistent with surrounding historic context, character, and scale of immediately surrounding area and the district as a whole. **Criteria Met:** The proposal is sensitive to the surrounding historic context and character of the district. Staff worked with a number of vendors to ensure that the chosen station is visually unobtrusive.
7. The proposed buildings are appropriately sited and conform to the requirements of Section 153.173 Site Development Standards and the *Historic Design Guidelines*. **Not Applicable:** No buildings are proposed.
8. The proposed site improvements, landscaping, screening, signs, and buffering shall meet all applicable requirements of the Code and respond to the standards of the *Historic Design Guidelines*. **Criteria Met with Conditions:** The proposal meets Code; landscaping and screening requirements do not apply. Staff recommends that any future temporary or permanent signs be administratively approved by Community Planning and Development, conditioned below.

## Recommendation

### **Planning Recommendation:** Approval of the Minor Project Review with Conditions:

- 1) The applicant shall apply for a CZPA through Community Planning and Development for any temporary educational signage for the e-bike charging station; and
- 2) All permanent signs for the project shall be administratively approved by Community Planning and Development, and permanent sign permits shall be obtained through Building Standards.