



**Land Use and Long Range Planning**  
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# Memo

**TO:** Members of the Planning and Zoning Commission  
**FROM:** Claudia D. Husak, AICP, Planner II  
**DATE:** July 17, 2008  
**RE:** WORK SESSION – Application No. 08-053INF – NE Quad, Subarea 3 –  
Wyandotte Woods Multi-Family – Wyandotte Woods Boulevard/Emerald  
Parkway  
**APPLICANT:** Homewood; represented by Smith and Hale & Kontogiannis Architects

## 6. WORK SESSION ITEM

### Request

This is a request for informal review and feedback of a proposed multi-family development in Subarea 3 of the Northeast Quadrant Planned Unit Development District (NE Quad PUD).

### Site Location and Details

The 13.3-acre site is located west of the current stub of Wyandotte Woods Boulevard, approximately 1,000 feet west of the intersection with Emerald Parkway. The site is rectangular in shape and slopes approximately 12 feet from north to south. A substantial portion of the east one-half of the site is heavily wooded with mature trees. The northern boundary of the site is planned for single-family residential lots along the future extension of Wyandotte Woods Boulevard. The site and all of the surrounding parcels are zoned PUD, Planned Unit Development District as part of the NE Quad.

### Site History

The preliminary development plan (rezoning) for the NE Quad mixed-use development was approved in 1990 with subsequent amendments that did not affect this Subarea in 1995, 2003 and 2005. Permitted uses for this PUD include single- and multi-family housing, parks, office, retail, and institutional. In November 2007, the Planning and Zoning Commission reviewed an informal application for a 135-unit apartment development on this site. Questions were raised regarding the permitted density for this site due to a discrepancy between the approved development text and the supporting exhibits.

The Law Director's office has since advised Planning that in the case of a discrepancy between the text and exhibits or attachments, text provisions take precedence. The text for this site indicated a permitted maximum density of 10 dwelling units per acre. The exhibit indicated a density of 8.6 units per acre. The density for this plan is 8.2 units per acre.

Other comments by the Commission included a desire to see a less grid-like layout for the site, a mix of unit types, additional tree preservation, and a water feature at the entry.

### **Neighborhood Contact**

The applicant had indicated several meetings with the East Dublin Civic Association where the proposal was introduced and changes were made based in the members' input. A narrative from the applicant (see attachments) indicates that the plan submitted to the Commission is supported by the Association. Since the publication of the meeting agenda and meeting notices, Planning has been contacted by residents for Wyandotte Woods, who were unaware of this proposal. The residents have expressed concerns about incompatibility with their existing neighborhood, increased traffic, and loss of open space, among others. Correspondence received as of the date of the packet delivery is included.

### **Description**

#### *Site Plan*

The plan provides for 110 units, for a density of 8.2 units per acre. The units are contained within 21, one and one-half, two and three-story buildings with between three and seven units per building.

A majority of units include front-loaded garages, with a few that are side-loaded. Buildings are served by an internal private drive system. A clubhouse and pool is located just inside the main entry from Wyandotte Woods Boulevard. A playground is proposed south of the clubhouse parking lot within a wooded area. Stormwater retention is placed in the center and southeast portions of the site. A pond is also located just north of the main entry, as previously requested by the Commission.

#### *Architecture*

The applicant has provided an architectural elevation for a "typical" six-unit building. The height of this unit steps down from three stories in the center to one and one-half story at each end with a complex roof line. Front elevation building materials include stone, brick and a variety of siding, including vertical and horizontal lap siding and shake in various colors. Different types of windows and trim are also shown on the front elevation. The four interior units have front loaded garages on the first floor, while the end units are side loaded. The rear elevation has balconies on the second floor for the interior units with siding and minor brick and stone elements.

While the front elevation indicates diversity in building materials and architectural detailing, the design generally lacks a sense of cohesiveness and appears busy. The rear of the unit lacks architectural detailing, as pointed out by the Commission previously.

#### *Tree Preservation*

The site is heavily wooded and the shape of the site, unit selection, and density allowances along with the linear, low profile design of the proposed units requires additional ground coverage by buildings, making adequate preservation of the extensive

tree coverage difficult. A large stand of trees is being preserved along the eastern property line and within the southeast portion of the site. Existing trees also appear to be preserved along the southern property line, incorporated into the perimeter buffer.

#### *Open Space/Site Amenities*

There appears to be a very weak relationship between useable open spaces and the location of the buildings. The open space is broken into very small, unusual shapes incapable of being used for recreation purposes. While these spaces need not be used for baseball fields or other large areas, uninterrupted, properly shaped area could be used for small open spaces and recreation. Providing some seating areas, small pavilions, or other similar amenities could enhance these spaces.

While the clubhouse location is convenient for employees or prospective buyers it does not serve the residents well. Additionally, the Commission has previously expressed preference for swimming pools to be located interior to developments.

#### *Access/Traffic*

The main entry is shown in the northeast corner of the site as a full-service access point. A secondary access point is provided for emergency vehicles in the northwestern portion of the site. This access point will separate two lots within the Wyandotte Woods subdivision and knock-down bollards are proposed to restrict the secondary access. At the final development plan stage the applicant will have to meet the requirements for full Fire Code access with two access points. This will require the full the connection of the two current stubs of Wyandotte Woods Boulevard.



The planned system continues the traditional suburban model found in most cities for multi-family development. The provision of mainly front-loaded garages crowds the street, as in typical developments of this type, again, as found in most other communities. If building were located in a more linear manner along the street and without extensive front-loaded garages, a very attractive, pedestrian oriented street can result. (See Figures 1 and 2) As proposed, this design is entirely given over to the automobile.



Figures 1 & 2: Pedestrian Oriented Street.

Since the character of this development is entirely auto-related, the emphasis placed on garages, parking spaces and driveways could be deemed appropriate. More important is whether this character is, in fact, appropriate. Visitor parking is distinctly lacking.

#### *Sidewalks/Bikepaths*

This proposal lacks any walking paths or sidewalks; pedestrians are forced to use the internal streets. A bikepath connection is shown in the eastern portion of the site, which

will connect to the existing bikepath running north-south from Wyandotte Woods Boulevard through Scioto Crossings to Hard Road. A portion of the main entry drive includes sidewalks/bikepaths on both sides mirroring the design of Wyandotte Woods Boulevard.

To be of any use, a pedestrian circulation system should be integrated into the site. If the community facilities and open spaces were centrally located a pathway or sidewalk system could be planned to make access convenient. Otherwise, the majority of residents would likely find it necessary to drive to the clubhouse, pool or playground, likely requiring a larger parking area than provided.

#### *Off-Street Parking*

Since the character of this development is entirely auto-related, the emphasis placed on garages, parking spaces and driveways could be deemed appropriate. More important is whether this character is in fact appropriate. Visitor parking is distinctly lacking.

#### **Planning Analysis Summary**

- The proposed plan necessitates extensive tree removal.
- Open space is broken into very small, unusual spaces that are not user-friendly.
- The clubhouse and playground locations are inconvenient for residents, lack any pedestrian connections and will require additional tree removal.
- The amount of paving and dominant view of garages prevents a clearly defined street. An extensive street tree treatment, landscaping and possibly a separate pavement treatment may be needed to distinguish the street from the driveways.
- The plan lacks any pedestrian circulation system.
- The planned street system and building layouts continue a traditional suburban model found in multi-family developments for most cities and presents an uninteresting appearance.

#### **Discussion Points**

- *Does the revised site plan and unit mix sufficiently address the comments made by the Commission at their review in November? If so, does this proposal represent an improvement over the previous plan?* The Commissioners discussed the need for adequate buffering along the northern property line, the redesign and potential relocation of the stormwater management facilities, and the need to design the site sensitive to existing vegetation. The Commissioners did not support the proposed street layout and building locations.
- *Is the Commission concerned that the proposed architecture, while providing a variety of building materials and design elements lacks cohesiveness?*
- *Discussion is requested regarding whether or nor the proposal adequately addresses the applicable Land Use Principles.* Considering the next step in the Planned District zoning process, the submission of a final development plan, early

consideration should be given to the applicable Principles. (See the following discussion of applicable Land Use Principles.)

### **Other Discussion Points Related to Applicable Land Use Principles**

*Land Use Principle 2:* Creating places to live that have a **stronger pedestrian environment**, connections to convenient services, and are conducive to multi-generational living and social interaction.

*Should the proposed design be revised to provide improved internal open space (see Figure 1) and orientation to adjacent civic/public uses?*



Figure 1: building orientation and street layout should create usable open space and pocket parks

*Land Use Principle 7:* Developing **streets that create an attractive public realm** and make exceptional places for people.

*Should the proposed design be modified to reduce the dominance of garage doors and driveways, slow traffic, accommodate sufficient visitor parking and to minimize pedestrian-auto conflicts and impacts on surrounding neighborhoods (see Figure 2)?*



Figure 2: Street design should be pedestrian-oriented without a visual dominance of garages and curb cuts.

*Land Use Principle 8:* Creating **better connected places**, in part, to improve the function of the street network and also to better serve neighborhoods.

*Should street access be provided at the northwest corner of the site to better distribute traffic for surrounding neighbors and to provide increased convenience and route choice?*

*Land Use Principle 9: Creating **streets that contribute to the character** of the community and move a more reasonable level of traffic.*

*Will the proposed combination of architecture and site plan provide a development that comprehensively contributes to community character?*



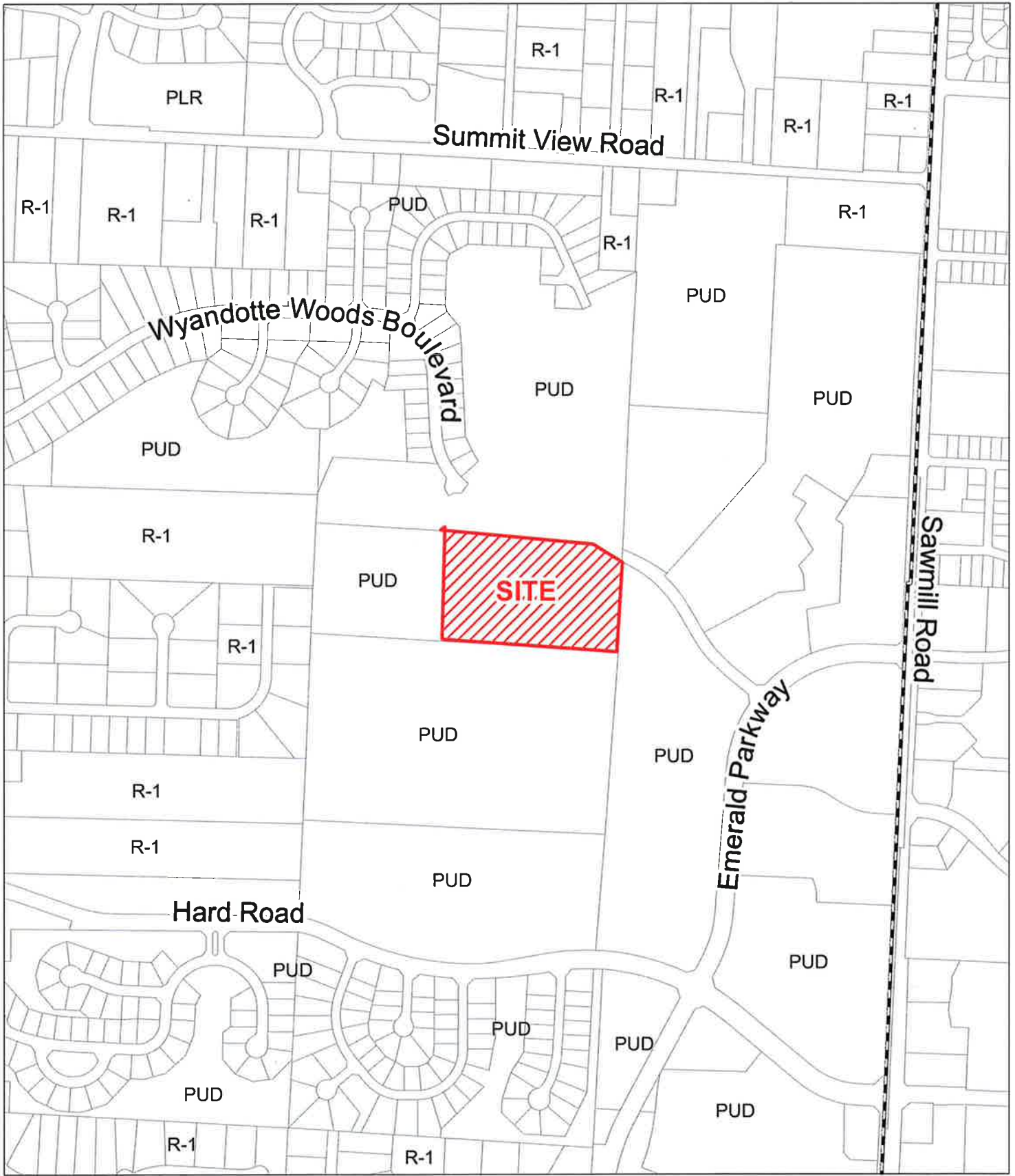
*Figure 3: Streetscapes dominated by garage doors and pavement will impact character and do not provide an inviting pedestrian experience.*

*Land Use Principle 10: Providing **opportunities to walk and bike** throughout the community.*

*Should the plan be modified to encourage on-street parking and an adequate streetscape design that will improve internal pedestrian mobility and connectivity to surrounding areas?*



*Figure 4: People should not be forced into the streets. Pedestrian access within a development and to the surrounding network should be a minimum design expectation.*





City of Dublin  
Land Use and  
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Development Context  
Wyandotte Woods Multi-Family



# PROPOSED SITE PLAN



# PROPOSED ELEVATIONS



Front Elevation



Rear Elevation



Side Elevation

# PREVIOUSLY PROPOSED SITE PLAN



# PREVIOUSLY PROPOSED PERSPECTIVES



PROPOSED STREET PERSPECTIVE



PROPOSED ALLEY PERSPECTIVE