



PLANNING REPORT

PLANNING AND ZONING COMMISSION

JULY 9, 2009

CITY OF DUBLIN.

Land Use and
Long Range Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

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SECTION I - CASE INFORMATION:

3. Dublin Jerome High School - Parking Lot Expansion 8300 Hyland-Croy Road
09-056AFDP Amended Final Development Plan

Proposal: A 266-space parking lot expansion on the north side of an existing parking lot at the Dublin Jerome High School. The site is located on the east side of Hyland-Croy Road at the northeast corner of the intersection with Brand Road.

Request: Review and approval of an amended final development plan under the Planned District provisions of Code Section 153.050.

Applicant: Jeff Eble; represented by Gary Sebach, Bird Houk Collaborative.

Planning Contact: Jonathan Papp, Planner I.

Contact Information: (614) 410-4683, jpapp@dublin.oh.us

Case Summary

This is a request for review and approval of an amended final development plan to permit a parking lot expansion at Dublin Jerome High School. In Planning's opinion this proposal complies with the amended final development plan criteria. Approval is recommended with one condition.

Case Background

The City Council approved a rezoning and preliminary development plan on October 4, 2001 for an 87.78 acre Planned Unit Development (PUD) District for the construction of Dublin Jerome High School. The Planning and Zoning Commission approved a final development plan on December 6, 2001. Amended final development plans have also been approved to permit the addition of the varsity baseball field and baseball scoreboard. Most recently the Commission approved alterations to the varsity baseball field outfield screening mound. This request from the school district is for a parking lot expansion to provide 266 additional student and visitor parking spaces. This expansion was approved as part of the preliminary development plan but has not received a final development plan approval.

Site Description

Location

The 87.78 acre school site is located on the northeast corner of Hyland-Croy and Brand Roads. The site has approximately 2,100 feet of frontage along Brand Road, and 2,070 feet of frontage along Hyland-Croy Road.

Site Character

The site includes the main high school building at the intersection of Hyland-Croy Road and Brand Road. North of the building are one of two physical education fields and a multi-purpose stadium for football, soccer, and track events. There are two parking lots; a smaller faculty lot is located off Hyland-Croy Road just north of the school building, and the larger student lot off Brand Road southeast of the building. The portion of the site being reviewed is along the northern and eastern border of the student parking lot. There are tennis courts and baseball/softball fields located to the east, and additional soccer fields, a secondary physical education field and band practice field to the north of the proposed parking lot expansion.

Surrounding Zoning and Uses

The properties to the north, south and west of the site are unincorporated township parcels. The Riviera Country Club is located to the northeast, and is zoned R, Rural district. The single-family, Belvedere subdivision is located to the east of the site, zoned PLR, Planned Low Density Residential District.

Plan Description

Overview

The proposed plan includes a parking lot expansion for 266 additional spaces along the northern and eastern portions of the existing student parking lot and additional landscaping.

Proposed Use

The proposed parking lot expansion is intended to provide additional parking for student and guests, and will provide more convenient access to the athletic facilities. This expansion will also aid in alleviating event parking within the adjacent Belvedere residential development to the east.

Site Layout

The approved final development plan includes 521 parking spaces in the student parking lot. This expansion is proposing to add 266 spaces to the northern and eastern sides of the existing student parking lot, for a total of 787. The request is to allow this parking expansion to be completed in phases at the applicant's discretion. The development text permits up to 1,027 spaces for the site, leaving 80 spaces for future expansion. Any future expansion would take place adjacent to the faculty parking lot, and would require approval of a final development plan.

Circulation

The existing parking lot has two full access driveways onto Brand Road located approximately 700 and 1,200 feet east of Hyland-Croy Road. The parking expansion is located adjacent to the easternmost drive, which leads to the eastern drive aisle with parking spaces located only to the west. The expansion would use this aisle and provide parking along both sides. An additional drive aisle is provided farther to the east and north. This will improve circulation within the existing lot by providing additional routes to help disperse traffic movement during events.

Pedestrian Circulation

Pedestrian circulation will be safer by reducing pedestrian crossings at the main drive aisle leading to the extracurricular fields and by placing more parking directly adjacent to the fields. A

pedestrian path that currently connects to the tennis courts and softball fields to the east will be maintained with this expansion.

Vehicular Use Area Landscaping

The existing landscape material used to meet the vehicular use area perimeter buffering for the current student parking lot will be removed for the construction of the parking lot expansion. The required screening for the parking lot expansion will consist of a combination of Sea Green Juniper and Woodwardii Globe Arborvitae located along the edge of the new parking lot, which is consistent with existing shrubs.

The applicant is proposing to utilize the 27 existing trees along the eastern edge of the new parking lot boundary to meet the one tree per 40 lineal foot requirement of the vehicular use perimeter requirement. With the use of these trees, the proposed plans meet the required interior landscape area for vehicular use area. Should the trees be removed due to construction, the existing trees will need to be mitigated in addition to the installation of new trees to meet the vehicular use perimeter requirement.

Stormwater Management

The proposed parking lot expansion was included as impervious surface in the original stormwater calculations for the site. Parking lot catch basins were installed during that time that will accommodate storage and water quality for this expansion. Therefore, no additional stormwater management is required.

Lighting

The applicant is proposing square poles with flat lenses that are identical to those installed in the current parking lot. Both the poles and fixtures have a painted bronze finish. The proposed lighting meets the recently adopted Exterior Lighting requirements of the Zoning Code.

SECTION II - REVIEW STANDARDS:

Amended Final Development Plan

The purpose of the Planned Unit Development process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process consists of up to three stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);
- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and
- 3) **Amended Final Development Plan (Commission approves/denies).**

The intent of the amended final development plan is to show conformance with and provide a detailed refinement of the total aspects of the approved preliminary development plan (rezoning). The final development plan includes all of the final details of the proposed development and is the final stage of the PUD process. The Commission may approve as submitted, approve with modifications agreed to by the applicant, or disapprove and terminate the process. If the

application is disapproved, the applicant may respond to Planning and Zoning Commission's concerns and resubmit the plan. This action will be considered a new application for review in all respects, including payment of the application fee. Appeal of any action taken by the Commission shall be to the Court of Common Pleas in the appropriate jurisdiction. Following approval by the Commission, the applicant may proceed with the building permit process. In the event that updated citywide standards are applicable, all subsequently approved final development plans shall comply with the updated standards if the Planning and Zoning Commission determines that the updated standards would not cause undue hardship.

Evaluation and Recommendation based on Amended Final Development Plan Criteria

Section 153.055(B) of the Code identifies criteria for the review and approval for an amended final development plan. Following is an evaluation by Planning based on those criteria. The criteria are arranged in the following categories and may be in a different order than listed in the Code:

Adopted Policies and Plans (Criteria 1, 3, 9, & 10). The proposed modifications conform to the approved preliminary development plan, have adequate public facilities and open spaces, are carried out in progressive stages, and conform to all other applicable zoning text and Code requirements.

Criteria met: The proposed parking lot conforms to what was shown on the approved preliminary development plan. Several interior landscape islands have been added to meet the interior parking lot landscaping requirements of the Zoning Code. The vehicular use perimeter buffer proposes to use the existing trees along the eastern edge of the parking lot.

Site Safety and Circulation (Criteria 2 & 5). The proposed modifications provide for safe and efficient pedestrian and vehicular circulation and provide adequate lighting for such uses.

Criteria met through condition: The site currently provides adequate vehicular circulation. The parking expansion will create additional student and visitor parking spaces, and will lessen pedestrian crossings along the main drive aisle. Lighting fixtures will be used that are identical to those in the existing parking lot. A condition has been added that prohibits the use of sag style lenses to ensure the required full cut-off fixture (Condition 1).

Development Details (Criteria 4, 6, 7, & 8). The details of the development are sensitive to the natural characteristics of the site, include appropriate landscaping and signs, and provide adequate storm drainage.

Criteria met: The location of the parking lot expansion has little existing vegetation. Any removed vegetation is being mitigated, and additional landscaping proposed. The landscaping plan also properly identifies tree save areas and silt fence locations. Since this expansion was approved as a second phase to the existing parking lot the additional stormwater runoff from this expansion was included in the original stormwater management calculation, and no additional improvements are needed.

SECTION III – PLANNING ANALYSIS AND RECOMMENDATION: Approval

Amended Final Development Plan

In Planning's opinion, this proposal complies with the amended final development plan criteria and the original intent of the design for this development. Approval is recommended with one condition.

Condition

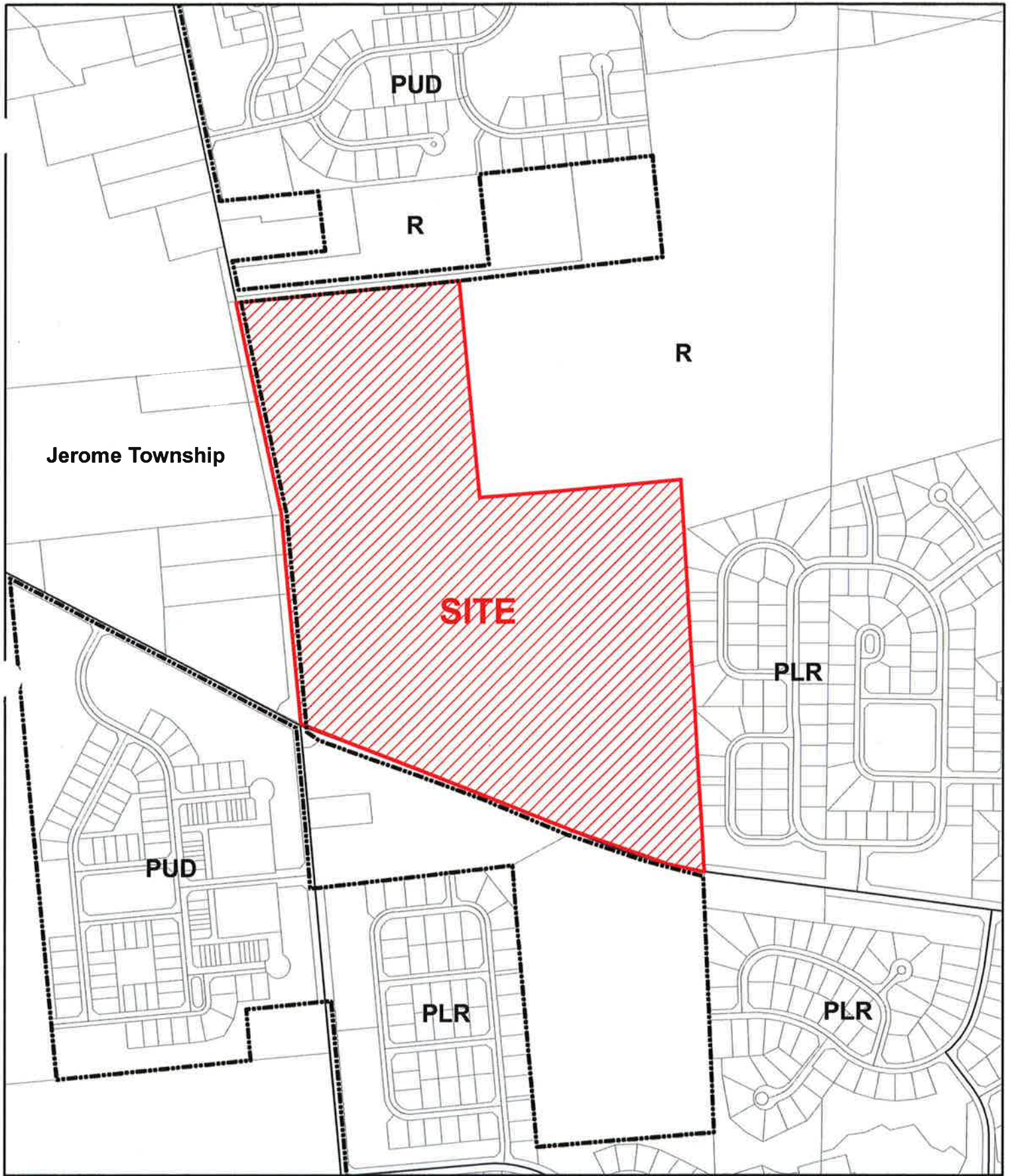
- 1) That no sag lenses be used on the pole mounted light fixtures.

Amended Final Development Plan

Review Criteria:

In accordance with Section 153.055(B) *Plan Approval Criteria*, the Code sets out the following criteria of approval for a final development plan:

- 1) The plan conforms in all pertinent respects to the approved preliminary development plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4);
- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;
- 3) The development has adequate public services and open spaces;
- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code;
- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;
- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;
- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;
- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters;
- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage; and
- 10) The Commission believes the project to be in compliance with all other local, state, and federal laws and regulations.



Jerome Township

PUD

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R

SITE

PLR

PUD

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PLR



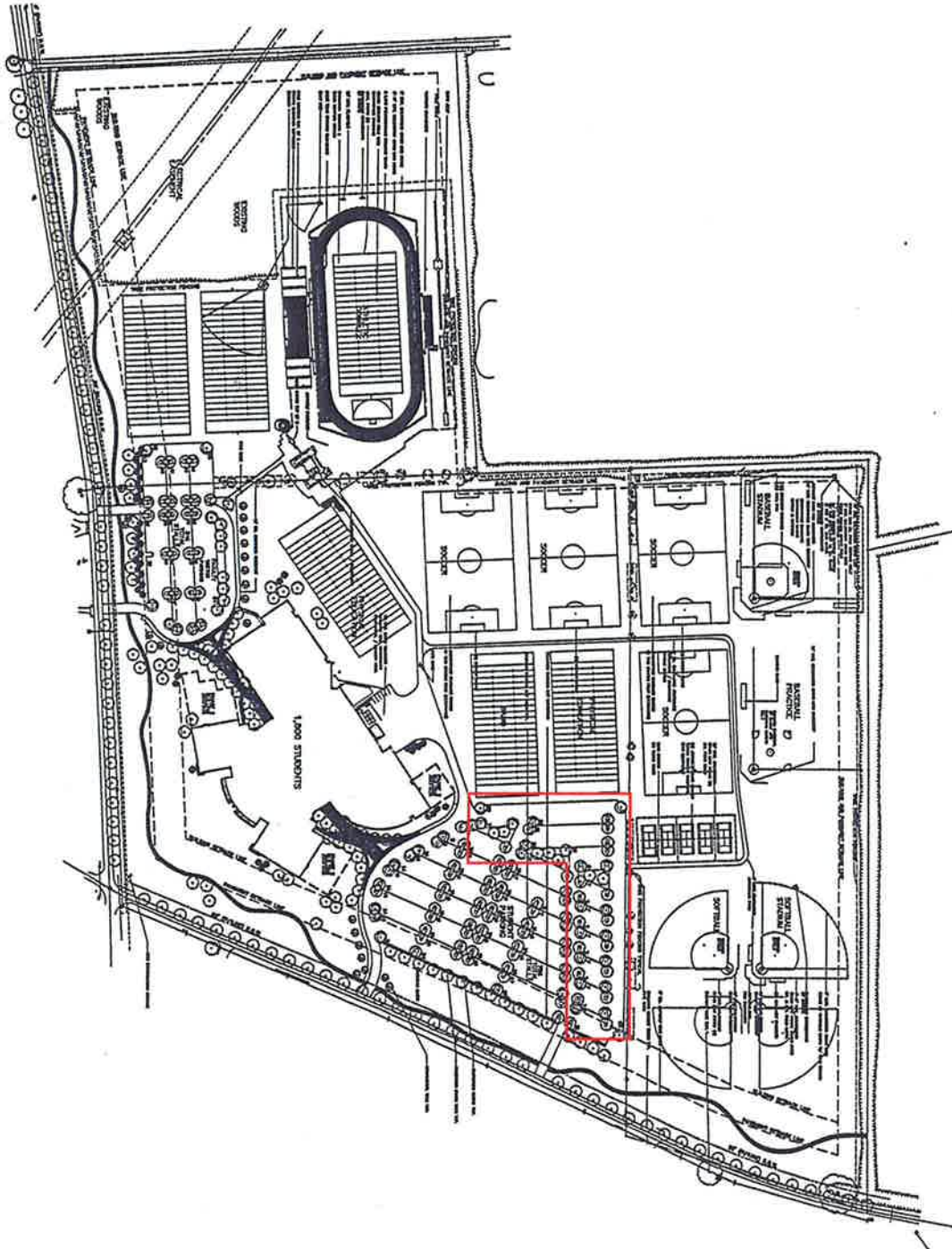
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09-056AFDP
Amended Final Development Plan
Parking Lot Expansion
Dublin Jerome High School
8300 Hyland -Croy Road



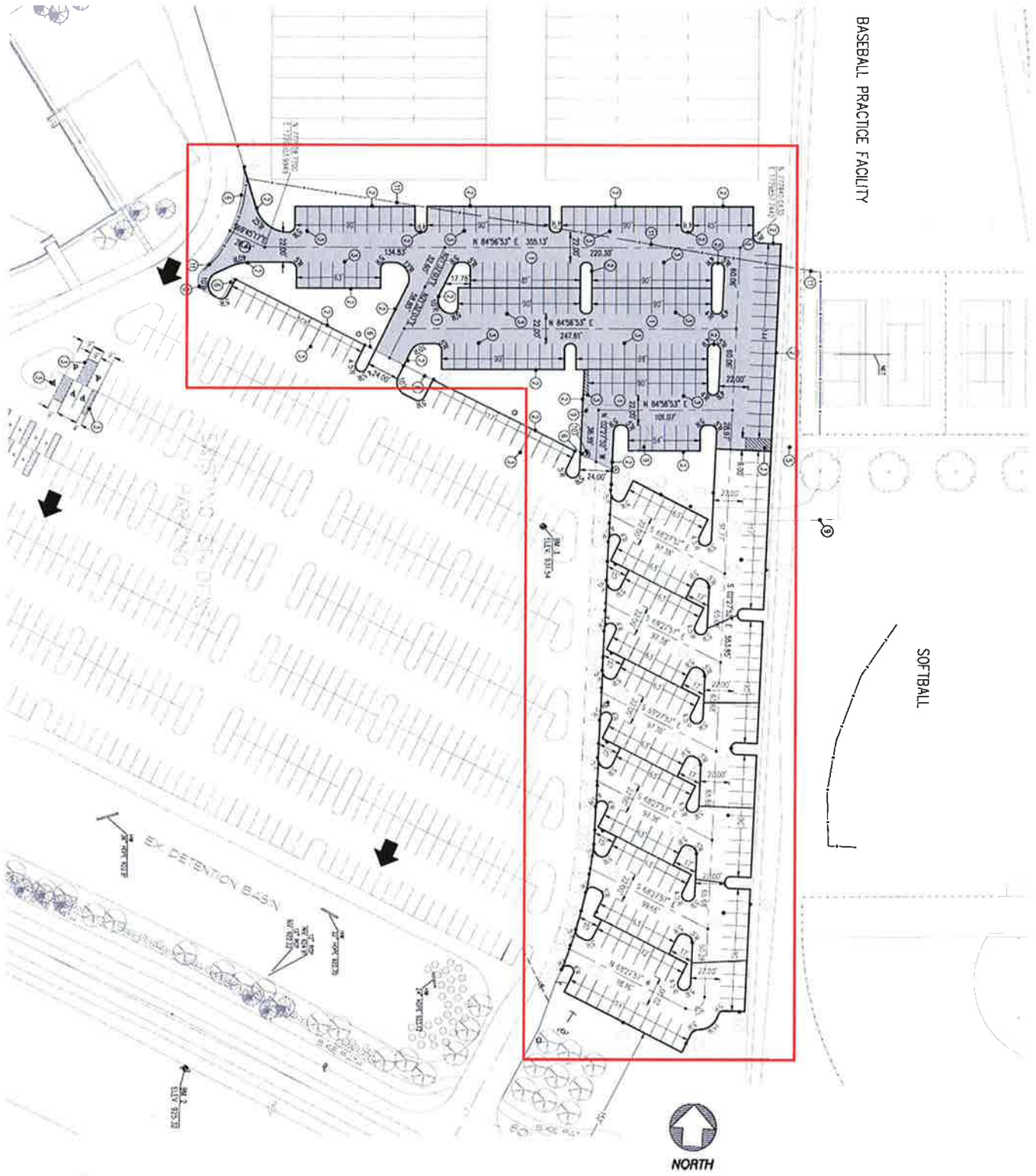


APPROVED PRELIMINARY DEVELOPMENT PLAN



09-056AFDP
Amended Final Development Plan
Parking Lot Expansion
Dublin Jerome High School
8300 Hyland-Croy Road

PROPOSED SITE PLAN



09-056AFDP
Amended Final Development Plan
Parking Lot Expansion
Dublin Jerome High School
8300 Hyland-Croy Road

APPROVED DEVELOPMENT TEXT (EXCERPT)

*Bird/Houk & Associates
Revised 10/31/01*

- 9.) Maximum Athletic Complex press box/bleacher height 55'.
- 10.) The home plates of the softball stadium and other softball fields shall be placed a minimum of 270' from the east property line.

1.04 Building Capacities

- 1.) Phase I school building: Design capacity 1,200 students
- 2.) Phase II school building: Design capacity 1,800 students
- 3.) Auditorium: Design Capacity 750 seats (\pm 10,000 square feet)
- 4.) Gymnasium: Design Capacity 1,600 seats (\pm 11,000 square feet)
- 5.) Athletic Complex: Phase 1...Home side bleachers 2,223
Phase 2...Home side bleachers add 2,575
Total Home side bleachers 4,798
Visitor side bleachers 808



1.05 Traffic, Circulation, and Parking:

- 1.) Future right-of-ways for Hyland-Croy Road and Mitchell-Dewitt Road per the City of Dublin Thoroughfare Plan will be 80' (40' either side of the existing centerline.) Thus the Dublin City Schools will dedicate 40' of right-of-way to the City of Dublin.
- 2.) Ingress and egress shall be provided from both Hyland -Croy Road and Mitchell -Dewitt Road .
- 3.) The curb cuts on Hyland -Croy Road and Mitchell -Dewitt Road shall be located at least 700 feet from the intersection.
- 4.) The minimum number of parking spaces provided for the proposed high school shall be based on analysis of existing parking conditions of Dublin Scioto High School and Dublin Coffman High School.

Phase I (total parking proposed)

Paved Student parking.....	520 spaces (+/- 50 spaces)
Paved Faculty parking.....	160 spaces (+/- 50 spaces)
Unpaved Overflow parking.....	<u>480 spaces</u> (+/- 50 spaces)
	1160 spaces (+/- 150 spaces)

APPROVED DEVELOPMENT TEXT (EXCERPT)

*Bird/Houk & Associates
Revised 10/31/01*



Phase II (total parking proposed)

Student parking..... 790 spaces (+/- 50 spaces)
Faculty parking..... 240 spaces (+/- 50 spaces)
Overflow parking..... 480 spaces (+/- 50 spaces)
1510 spaces (+/- 150 spaces)

- 5.) If the building and related facilities expand beyond Phase II design capacity parking shall be provided per City of Dublin Zoning Code Sections 153.200 through 153.212.
- 6.) All parking lots shall be screened from the public right-of-way.
- 7.) Unpaved overflow parking for special events shall occur within the area defined by the practice fields possibly located to the west of the athletic complex (approximately 480 spaces).
- 8.) Left turn lanes shall be provided at each of the points of ingress on both Hyland - Croy Road (2) and Mitchell - Dewitt Road (2). Deceleration lanes shall be provided at the east curb cut to any parking lots' furthest east entrance on Mitchell-Dewitt Road and at the south curb cut to any parking lot on Hyland-Croy Road.

1.06 Landscaping, Open Space, and Pedestrian Paths:

- 1.) Unless otherwise specified in this text, all landscaping shall comply with the City of Dublin Zoning Code Sections 153.130 through 153.146.
- 2.) A tree preservation plan for the site shall be submitted with a final development plan. The plan shall provide standards for site development including utility placement, minimum preservation areas, and protection methods for the preservation of trees to be maintained.
- 3.) Within the 75' pavement setback adjacent to single family residential uses a landscape buffer shall be established. Grading shall be minimized during construction along this setback to preserve the existing tree row(s). Gaps within the existing tree row shall be infilled with a combination of deciduous trees and shrubs. Athletic playing fields, chain link fencing, and elements associated with the athletic field shall be permitted within this landscape buffer. The back of the bleachers at the athletic complex that might face a property line directly adjacent to the complex shall be screened with evergreen plant material. The baseball stadium and softball stadium scoreboards shall be screened from views from the east with evergreen plant material.
- 4.) An eight-foot bike path shall be installed along the east-side of Hyland -Croy Road and along the north side of Mitchell - Dewitt Road.
- 5.) Deciduous Street Trees shall not be installed in the standard regimented fashion along Hyland -Croy Road and Mitchell - Dewitt Road as per the city of Dublin Zoning Code