



CITY OF DUBLIN.

Land Use and
Long Range Planning
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PLANNING REPORT

PLANNING AND ZONING COMMISSION

AUGUST 20, 2009

SECTION I - CASE INFORMATION:

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| 1. Shamrock Auto Spa
09-066CP | 4012 West Dublin-Granville Road
Concept Plan |
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Proposal: A carwash with four lanes for a one-acre parcel located on the north side of West Dublin-Granville Road, east of the intersection with David Road.

Request: Review and feedback of a concept plan under the Planned District provisions of Code Section 153.050.

Applicant: Shamrock Auto Spa, LLC; represented by Michael Close and Thomas Hart, Wiles, Boyle, Burkholder & Bringardner Co, LPA.

Planning Contact: Jennifer Rauch, AICP, Planner II

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Case Summary

This is a request for review and feedback of a Planned Unit Development concept plan for a proposed car wash within the Corridor Development District.

Case Background

This is a request for review of a concept plan for a car wash on the north side of West Dublin-Granville Road. The site includes two of four remaining parcels that were part of a former residential pocket along David Road. A rezoning for this site and the surrounding David Road properties was tabled by the Planning and Zoning Commission on February 3, 2000. Since that time the Shamrock Crossing Planned District was recommended by the Commission on December 7, 2006 and approved by City Council on January 22, 2007. This rezoning incorporated all the original David Road properties except the two parcels for this site and the parcel located at the northwest corner of West Dublin-Granville and David Road.

A previous concept plan for this use on this site was reviewed by the Planning and Zoning Commission on July 12, 2007. During the discussion, some Commission members were not supportive of the proposed use on this site, as it did not meet the Future Land Use Map or the Area Plan. Other Commission members were not opposed to the proposed car wash as long as it was designed appropriately and was complementary to the adjacent development.

Site Description

Location

The approximately one-acre site is located at the northeast corner of West Dublin-Granville and David Roads, and has 260 feet of frontage on David Road and 200 feet on West Dublin-Granville Road. The site also has 200 feet of frontage on Banker Drive, which forms its northern boundary.

Site Character

The land is undeveloped and flat with a partial stand of trees along the eastern portion of the site.

Surrounding Zoning and Uses

The site and properties to the north and west are zoned R-4, Suburban Residential. Land to the south and farther north and west, are zoned PUD, Planned Unit Development within the Shamrock Crossing Planned District. Land to the west is zoned CC, Community Commercial District for the Lowe's Home Improvement Center.

Plan Description

Overview

This proposal is for a one-story car wash oriented toward David Road, with a drive aisle and stacking lanes located on the north and west sides of the building. The 5,000-square-foot building has four arched service bay doors on the east and west elevations. The building incorporates architecture design elements including shutters and a tower. The proposed driveway for the site is provided on Banker Drive.

SECTION II - REVIEW STANDARDS

Concept 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) Final Development Plan (Commission approves/denies).

The concept plan is the first step in a planned district rezoning, and is intended to outline the basic scope, character and nature of a proposed project. All complex projects, projects involving more than 25 acres, and projects that may not comply with the Community Plan are forwarded to the Planning and Zoning Commission for its review and feedback. The goal of the review and feedback is to provide input in the formative stages of the design.

Evaluation and Recommendation based on the Community Plan

Future Land Use: The Future Land Use map in the Community Plan designates this site as General Commercial, which is intended to account for existing commercial developments that depend predominately on automobile access to a mixture of retail, restaurant, personal services,

office, lodging and auto-oriented uses. The Community Plan categorizes this type of development as outdated and does not encourage its use on future applications.

Future Land Use met: The proposed car wash complies with the land use designation specified within the Community Plan. However, it does not match the intent or description provided in the Area Plan.

Sawmill/SR 161 Area Plan: This site is part of the Sawmill/SR 161 Area Plan within the Community Plan (page 118), which states that redevelopment and infill that establishes a sense of place and a more pedestrian friendly environment. The area plan encourages buildings to be oriented to the street with new connections between uses, as well as the incorporation of distinctive architecture and pedestrian oriented design.

Area Plan not met: The nature of the car wash use is contrary to pedestrian oriented design. By removing the building from the street, pedestrian activity is prevented from developing as planned for the Shamrock Crossing development. Essentially, the Area Plan envisions a strong street presence, with buildings providing the frame forming a visual line along the roadway. A site developed in the manner proposed will create a gap in the line, interrupting the intent and purpose of a pedestrian oriented design. The nature of the use, requiring large expanses of pavement and clearly visible, frequent vehicle movement fails to achieve the design principles of the Area Plan of placing architecture to the street with 15-20 foot setbacks. In addition, the proposed building, requiring large service doors highly visible from the street, does not meet the high quality standards recommended in the Community Plan, and is inconsistent with the planned streetscape of the adjacent Shamrock Crossing development.

Evaluation and Recommendation based on the Land Use Principles

On August 21, 2006 City Council established ten Land Use Principles as development guidelines used in conjunction with the Community Plan to evaluate development proposals. The Land Use Principles were subsequently incorporated into the 2007 Community Plan and are consulted to adequately address major land use considerations throughout the city. The Principles are summarized as follows:

Quality and Character (Principles 1, 6, 7, and 9): High quality design for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place; preserving the rural character of certain areas of the community, including the appearance of roads, as well as the landscape; developing streets that create an attractive public realm and make exceptional places for people; and creating streets that contribute to the character of the community and move a more reasonable level of traffic.

Land Use Principles not met: The proposed use and building do not foster an attractive public realm, or create an exceptional place for people. The building location does not fit the future character of the area or adjacent approved development to which it should coordinate. In addition, the proposed car wash does not provide for basic streetscape appearance and pedestrian oriented presence along West Dublin-Granville Road, a major entry point into the city.

Connectivity (Principles 2, 8 and 10): Creating places to live that have a stronger pedestrian environment, connections to convenient services, and are conducive to multi-generational living

and social interaction; creating better connected places, in part, to improve the function of the street network and also to better serve neighborhoods; and providing opportunities to walk and bike throughout the community.

Land Use Principles not met: The internalized, highly vehicular nature of the proposed development serves to interrupt pedestrian connections along the SR 161 corridor and inhibits future development of appropriate gathering places and a cohesive streetscape. Further, as a corner site, the nearly complete takeover of the street by vehicles will prohibit achieving the goals of the Area Plan and these Principles.

Integration (Principles 3, 4, and 5): Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality; providing some retail services in closer proximity to residential areas as an important amenity to residents; and creating a wider range of housing choice in the community, as well as in new neighborhoods.

Land Use Principles not met: The proposal does not create a strong street presence and consistent line and massing of buildings that are necessary to create a unified character along West Dublin-Granville Road. These Principles call for integrated uses and the creation of multi-story development with activity above ground floor uses. The proposed car wash, both with respect to the use itself as well as its design will not provide adequate building orientation, massing or the sense of place needed to create vitality along the corridor.

SECTION III – PLANNING OPINION AND RECOMMENDATION: Disapproval.

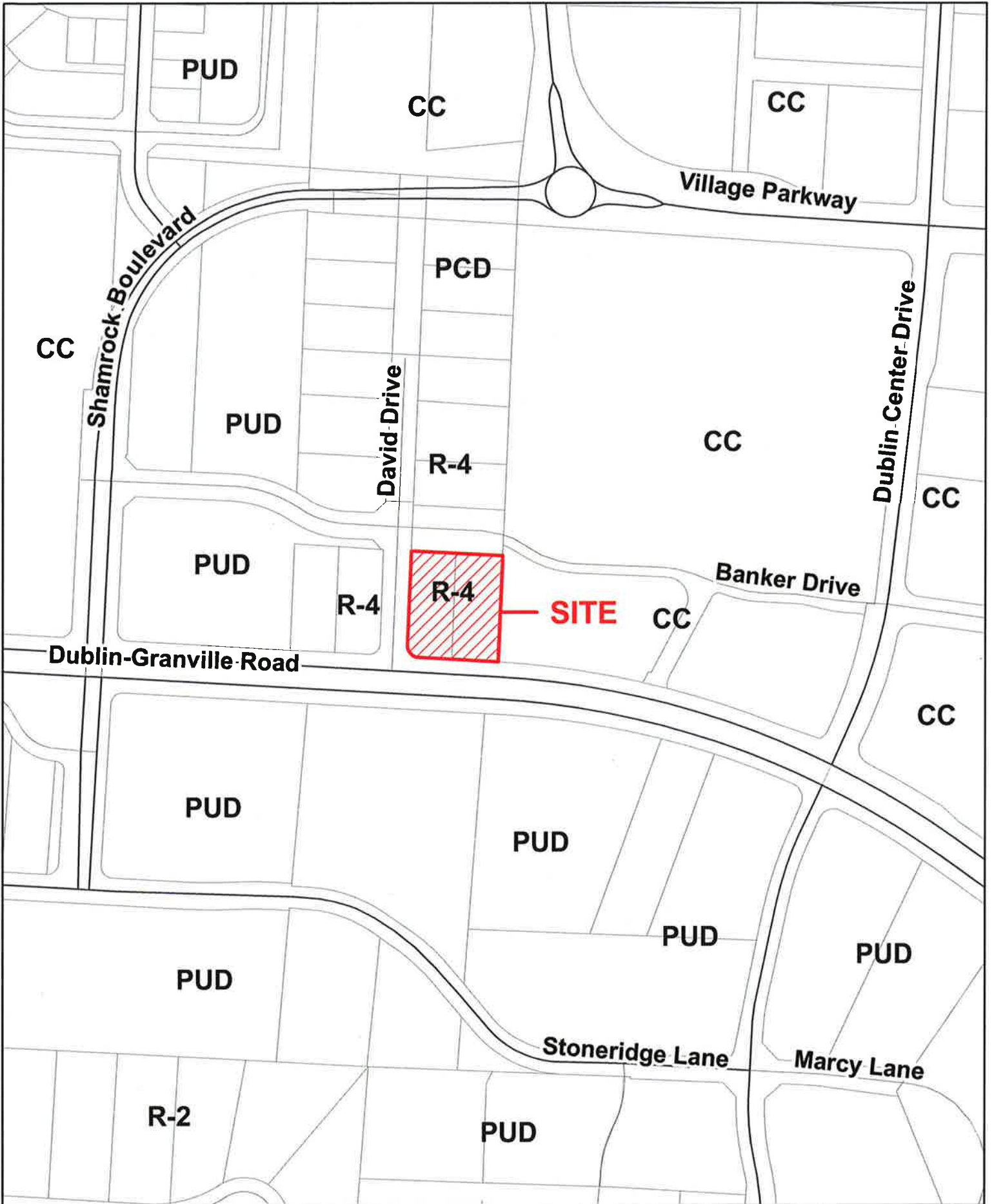
In Planning's opinion, this proposal is not consistent with City's Community Plan and Land Use Principles and does not recommend that the proposal move forward, based on the above evaluation, and more specifically the following:

1. The architecture is not compatible with the high-quality and distinctive style intended for West Dublin-Granville Road and approved for adjacent development.
2. The building is set back too far from the street to create a distinct building edge needed to create the urban streetscape called for in the applicable Area Plan.
3. The proposal hinders pedestrian oriented activities.

Land Use Principles

Section 1. The following ten land use principles are hereby established to be utilized as development guidelines in conjunction with the 1997 Community Plan and other relevant planning documents and practices in the evaluation of pending development applications:

- 1) High quality design for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place.
- 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.
- 3) Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality.
- 4) Providing some retail services in closer proximity to residential areas as an important amenity to residents. The design considerations are very important.
- 5) Creating a wider range of housing choice in the community, as well as in new neighborhoods.
- 6) Preserving the rural character of certain areas of the community, including the appearance of roads, as well as the landscape.
- 7) Developing streets that create an attractive public realm and make exceptional places for people.
- 8) Creating better connected places, in part, to improve the function of the street network and also to better serve neighborhoods.
- 9) Creating streets that contribute to the character of the community and move a more reasonable level of traffic.
- 10) Providing opportunities to walk and bike throughout the community.



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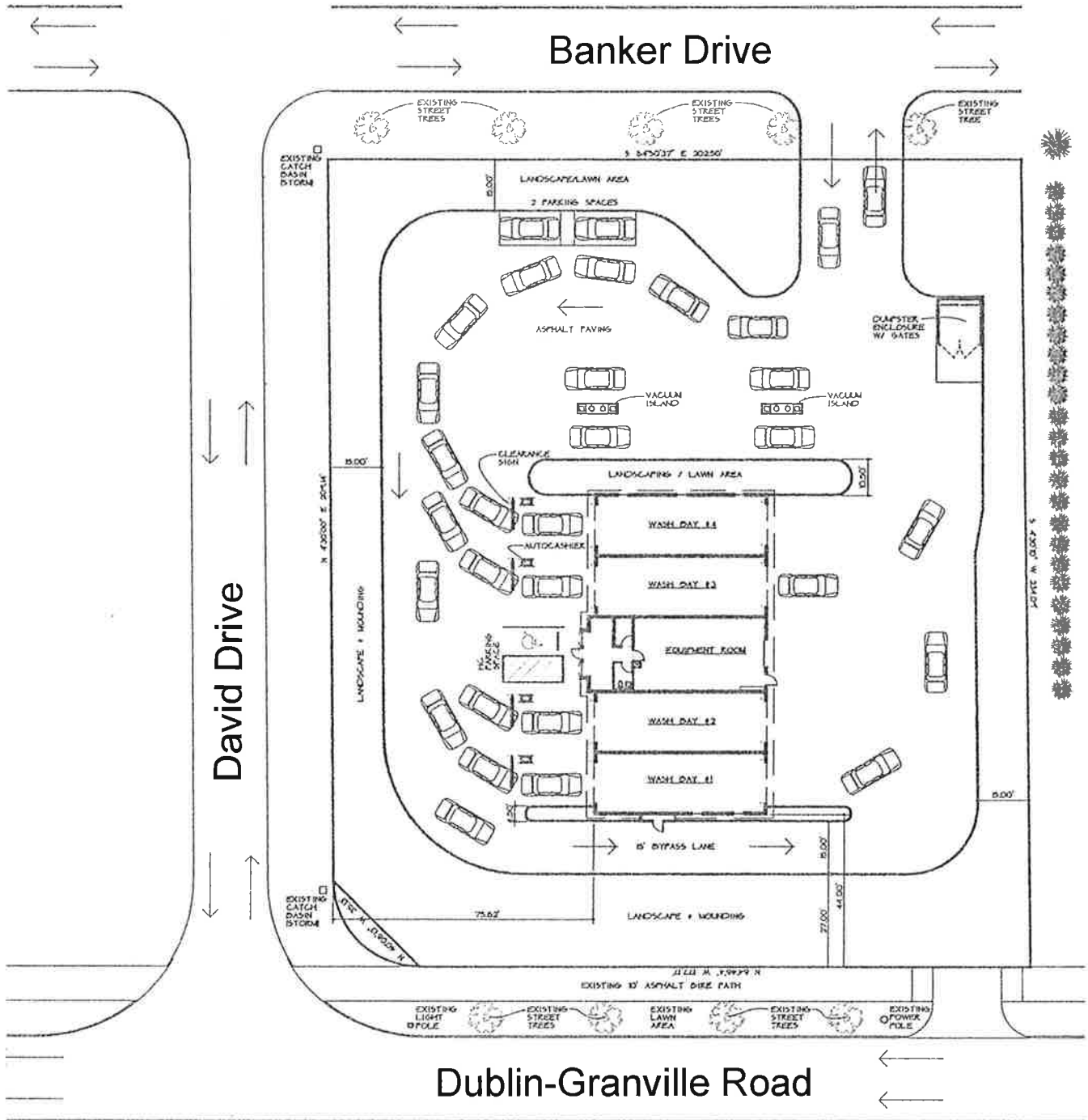
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Concept Plan
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0 200 400 Feet



SITE PLAN



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 Concept Plan
 Shamrock Auto Spa
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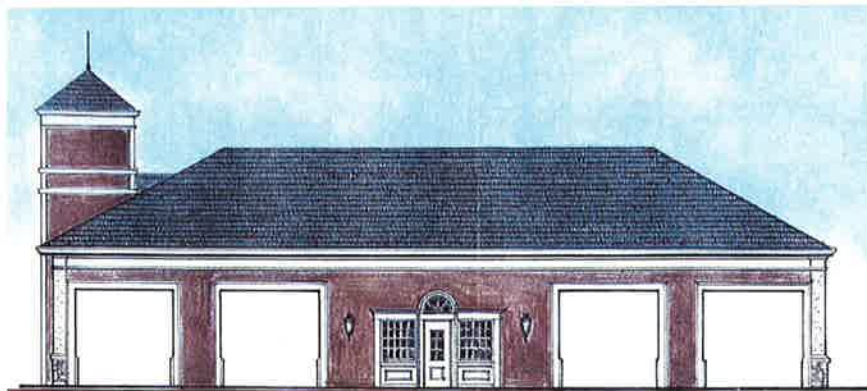
PROPOSED ELEVATIONS



North Elevation (Banker Drive)



South Elevation (W. Dublin-Granville Road)



East Elevation (David Drive)



West Elevation

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