



CITY OF DUBLIN,

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## PLANNING REPORT

### PLANNING AND ZONING COMMISSION

OCTOBER 8, 2009

#### SECTION I – CASE INFORMATION

**2. Kumon Learning Center** **4056 West Dublin-Granville Road**  
**09-067Z/PDP** **Rezoning/Preliminary Development Plan**

- Proposal:** Rezoning of a parcel from R-4, Suburban Residential District, to PUD, Planned Unit Development District to permit the construction of a 4,921-square-foot commercial building for a tutoring service and associated site improvements, located on the north side of West Dublin-Granville Road at the intersection with David Road
- Request:** Review and approval of a rezoning/preliminary development plan under the Planned District provisions of the Dublin Zoning Code Section 153.050.
- Applicant:** Sudhir Jindal, owner; represented by Aaron Underhill, Smith & Hale.
- Planning Contact:** Rachel S. Ray, Planner I and Claudia D. Husak, AICP, Planner II.
- Contact Information:** (614) 410-4600, rray@dublin.oh.us; chusak@dublin.oh.us

#### **Case Summary**

This is a request for review and recommendation of approval to City Council for a rezoning/preliminary development plan to rezone a 0.53-acre parcel from the R-4, Suburban Residential District, to PUD, Planned Unit Development District. The rezoning would allow construction of a 4,921-square-foot commercial building with up to three tenant spaces and associated site improvements. Based on Planning's analysis, the proposal meets the review criteria for rezonings/preliminary development plans, and approval is recommended.

#### **Application Review**

Planning has worked with the applicant for several months to develop a site plan and architectural concept that meets the Community Plan objectives for this area and that is consistent with approved plans for surrounding development, including Shamrock Crossing, planned for the adjacent property to the west. Planning discussed the proposal and provided the applicant with feedback on the current rezoning/preliminary development plan application.

## **Site Description**

### *Location*

The 0.53-acre site is located on the north side of State Route 161/West Dublin-Granville Road at the northwest corner of the intersection with David Road, south of Banker Drive, approximately 500 feet east of Shamrock Boulevard.

### *Character*

The site, zoned R-4, Suburban Residential District, has approximately 100 feet of frontage on West Dublin-Granville Road and 230 feet of frontage on David Road. A 23-foot wide strip of land is located between the site and Banker Drive along the northern property line. An existing 1,500-square-foot single-story home is on the site. The vacant home has a two-car garage and a driveway to David Road. The site is relatively flat and contains no significant vegetation.

### *Surrounding Zoning and Uses*

The site and surrounding properties are in the Corridor Development District. The property to the west has a single-story residence which is located approximately three feet from the property line shared with the site. The home is a nonconforming use on the parcel zoned PUD, Planned Unit Development District, which has been included as part of the future Shamrock Crossing. The narrow strip of land between the site and Banker Drive to the north is also part of the Shamrock Crossing.

The Stoneridge Medical Offices, zoned PUD, are located south of the site across West Dublin-Granville Road. East of David Road are two undeveloped R-4 parcels, which were the subject of a recent concept plan application for the Shamrock Auto Spa car wash.

## **Community Plan**

### *Sawmill/SR 161 Area Plan Objectives*

This site is part of the Sawmill/SR 161 Area Plan (Community Plan, page 118), which states that redevelopment and infill should capitalize on establishing a sense of place and a pedestrian-friendly environment. The Area Plan encourages buildings to be oriented to the street with connections between uses, distinctive architecture, and pedestrian-oriented design.

Although still in progress, preliminary findings from the current Bridge Street/SR 161 corridor study show a significant increase in residential capacities north of SR 161. It is anticipated that the greater residential presence in this area will provide a significant contribution to the pedestrian feel of this corridor. Accordingly, both the uses provided and the design of the sites should begin to encourage and incorporate a stronger pedestrian design along this corridor.

### *Future Land Use*

The Future Land Use Map designates this site as *General Commercial*, which is characterized as a land use typical of existing retail and commercial development. This land use classification anticipates a mixture of retail, restaurant, personal services, offices, lodging, and other commercial uses.

## **Plan Description**

### *Overview & Site Layout*

This proposal includes a one-story building oriented toward West Dublin-Granville Road, with a 21-space parking lot located north of the building. The 4,921-square-foot building is planned for three tenant spaces and a 290-square-foot patio located at the southeast corner of the building. The driveway for the site is from David Road, and a vegetated swale is shown in the western portion of the site to manage stormwater.

### *Development Standards*

The applicant has submitted a development text which addresses in detail the proposed development standards. Major elements include the following.

- **Uses:** Permitted uses include private educational facilities and permitted uses listed in the City of Dublin Zoning Code Sections 153.026-028 (Neighborhood Commercial, Community Commercial, and Suburban Office and Institutional Districts), which include a variety of retail, office, and personal services. Patios are permitted in association with a permitted use. Dining establishments require conditional use approval by the Planning and Zoning Commission to ensure adequate parking and circulation.
- **Setbacks:** A 19.5-foot “build-to” line is proposed along West Dublin-Granville Road to enhance the streetscape and encourage pedestrian activity, and a five-foot building setback is proposed on the western site boundary. Patios are permitted forward of the front “build-to” line as approved with the final development plan, and may encroach up to five feet within the parking setback from David Road.

Required pavement setbacks are 50 feet from West Dublin-Granville Road, 15 feet from David Road, 25 feet from the western site boundary, and a zero setback is proposed from the north property line for parking and a dumpster enclosure. Code-required landscaping will be accommodated either within the bounds of the property, or within a landscaping easement obtained from the owner of the small strip of land between the property and Banker Drive.

- **Signs:** The development text states that signs shall comply with the Zoning Code unless specified otherwise. Each tenant is permitted by the proposed text one, two-foot wide and nine-foot long wall sign on each façade facing a public right-of-way, and one sign of the same size oriented toward the parking lot. It is Planning’s opinion that the signs to the rear of the building facing the parking lot should be at a smaller, pedestrian scale. Ground signs are also permitted as an alternative to wall signs only if a single tenant uses the entire building.

### *Access & Vehicular Circulation*

Access to the site is from a single curb cut on David Road. In order to reinforce connectivity and the integration of this site with the future Shamrock Crossing development to the west, the applicant is providing space for a future cross-access drive between this site and the property to the west directly across from the driveway curb cut. However, it is Planning’s and Engineering’s opinion that the vehicular circulation would be improved by relocating the access point farther to the north to discourage direct cut-through traffic. This arrangement would also allow the dumpster to be located nearer to the building and provide room for additional parking spaces along the north property line. Planning and Engineering will continue to work with the applicant

and Engineering to identify an appropriate location for future cross-access, which will be finalized at the final development plan. The applicant has indicated their general agreement with this arrangement but additional details must be determined and will be submitted with the final development plan.

#### *Pedestrian Access*

There is a 10-foot asphalt bikepath located along West Dublin-Granville Road in front of the site, and five-foot sidewalks are proposed to connect each of the three tenant spaces to the bikepath. A five-foot sidewalk is proposed along David Road, with a walkway connecting the sidewalk with the proposed building. Planning recommends installing a five-foot sidewalk on the north side of the building to connect this site with future development to the west to increase pedestrian connectivity. Additionally, the sidewalk along David Road must be installed to extend to the existing path on Banker Drive.

#### *Parking*

Twenty-one parking spaces, including one ADA-accessible space, are provided. The proposed development text requires a minimum of 21 parking spaces for the entire site, provided that a private educational use occupies at least 40% of the total building square footage; if not, then parking must meet the Zoning Code. The text requires a conditional use approval for restaurants and dining establishments to ensure sufficient parking is available and on-site circulation is adequate. Additionally, the text stipulates that required parking may be reduced if a cross-access and/or joint parking agreement is reached with the future Shamrock Crossing development and approved by the City of Dublin.

#### *Architecture*

The proposed development text notes that the architectural concept is intended to be traditional in look and feel and allow for consistency and cohesiveness with any future building constructed with Shamrock Crossing. Like Shamrock Crossing, this single-story building will be designed to give the appearance of a one-and-a-half to two-story building comprised of multiple individually articulated tenant spaces.

The text states that the building will generally have the same degree of exterior finish on all sides, and includes a provision that all exterior doors on the northern and southern building elevations shall be functional and operational. This will allow pedestrians to enter both the front of the building from the bike path along West Dublin-Granville Road, and the rear of the building from the parking lot. This provision reinforces the importance of pedestrian interaction with the building accessed from West Dublin-Granville Road as a contributing factor to a high quality, active streetscape.

The proposed building materials include masonry, stone, cementitious siding, and wood trim, with colors to be selected from a historic color palette. Roof materials shall consist of dimensional asphalt shingles, cedar shakes or shingles, standing seam metal, or slate (authentic or synthetic). Dormers, cupolas, and other architectural features are encouraged to provide visual interest and lend authenticity to the building design.

The purpose of a preliminary development plan is to establish the overall design concept and materials, and permit details to be refined and approved with the final development plan. As

described in the proposed text, the architectural theme is generally consistent with that which was approved for Shamrock Crossing. However, the proposed architectural drawings do not translate several significant design details typical of the approved Shamrock Crossing development. These details are essential to creating a consistent character, and the following comments will need to be addressed and implemented prior to final development plan approval:

- The individual tenant spaces will need to be more effectively differentiated and articulated. The same basic window, door, and awning details are repeated on all six tenant façades (front and back) as well as on the side elevations. More attention should be given to using a variety of storefront designs, windows, and awning types, as exhibited in the architectural renderings for the nearby Shamrock Crossing development.
- The locations of exterior building materials and transitions between building materials should be given further consideration in order to more accurately reflect the character of Shamrock Crossing.

#### *Patio*

The proposed patio is properly located at the front corner of the building. However, the three-foot iron fence shown surrounding the patio may not provide the sense of security necessary to make this an inviting space. A slightly taller fence and landscaping would make this space more functional. Along with the design details noted above, the patio design will be addressed prior to final development plan approval.

#### *Landscaping*

The proposed development text requires landscaping to meet the Zoning Code. The text states that property perimeter landscaping shall not be required along West Dublin-Granville Road since excessive mounding and screening would take away from the pedestrian-oriented streetscape desired by the Community Plan. Vehicular use area perimeter screening is not required along the western site boundary since future development to the west is also planned for a parking lot.

#### *Traffic Impact Study*

The applicant has submitted a traffic impact study for review by Engineering. Preliminarily, the study shows that the applicant will be responsible for improving the western half of David Road to current street standards. However, the City is requesting that the applicant contribute \$6,986 in lieu of improvements. Planning and Engineering will continue to work with the applicant to finalize the traffic study and determine any required improvements prior to the final development plan.

#### *Utilities*

There is an eight-inch waterline on the west side of David Road and a 24-inch water line on the south side of West Dublin-Granville Road. There is a 10-inch sanitary sewer line on the north side of West Dublin-Granville Road.

#### *Stormwater Management*

A drainage swale is located west of the parking lot to accommodate stormwater. The preliminary stormwater report indicates some concerns with the proposed stormwater routing along the west

side of the building adjacent to the air conditioning units. The final development plan will need to include a stormwater management report that complies with the City's stormwater provisions.

## **SECTION II – REVIEW STANDARDS**

### *Rezoning/Preliminary Development Plan*

The purpose of the PUD 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 can consist of up to three basic 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 general intent of the preliminary development plan (rezoning) stage is to determine the general layout and specific zoning standards that will guide development. The Planning and Zoning Commission must review and make a recommendation on this preliminary development plan (rezoning) request. The application will then be returned to City Council for a public hearing and final vote. A two-thirds vote of City Council is required to override a negative recommendation by the Commission. If approved, the rezoning will become effective 30 days following the Council vote. Additionally, all portions of the development will require final development plan approval by the Commission prior to construction.

### **Evaluation and Recommendation based on Preliminary Development Plan Criteria**

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary 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, 2, 3, and 4). The proposed development is consistent with the Dublin Zoning Code; is in conformity with the Community Plan; advances the general welfare of the City; and the proposed uses are appropriately located in the City so that the use and value of property within and adjacent to the area will be safeguarded.*

**Criteria are met:** The Community Plan encourages development and redevelopment along the West Dublin-Granville Road corridor that ensures long-term viability and promotes interaction and pedestrian activity (pages 118, 120) to support the creation of a sense of place and a distinctive eastern gateway into Dublin leading up to the Historic District. Given this Community Plan objective, the development standards for this project should make certain that the proposed building is well integrated into the development context and helps establish the sense of place strongly recommended by the Community Plan.

Since there is currently no surrounding development from which to guide the architectural concept for this site, Planning and the applicant have agreed on the importance of developing this site in a manner that is harmonious with Shamrock Crossing, which will be located immediately to the west as well as to the south across SR

161. In Planning's opinion, ensuring consistency between this site and Shamrock Crossing will assist with completing the street edge formed by the planned Shamrock Crossing buildings and encourage the creation of a sense of place through cohesive, high-quality, and pedestrian-oriented architecture.

*Parks and Open Space (Criteria 5 and 6). The proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan; and the proposed development respects the unique characteristic of the natural features and protects the natural resources of the site.*

**Criteria are met:** The proposal includes a small patio at the southwest corner of the building adjacent to the intersection of West Dublin-Granville Road and David Road. This space will provide a small outdoor gathering space for building patrons, which will assist with activating the streetscape as the Community Plan recommends.

*Traffic, Utilities and Stormwater Management (Criteria 7, 8, and 11). Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided; and adequate measures have been or will be taken to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians; and adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas.*

**Criteria may be met with conditions:** The development has adequate utility service. The proposed driveway from David Road and future cross-access with Shamrock Crossing will provide sufficient access to and through the site. Although a draft traffic study has been submitted, it will need to be finalized and approved by the City of Dublin prior to approval of a final development plan (Condition #1). The applicant will be required to pay \$6,986.00 to the City of Dublin for the improvement of David Road prior to obtaining a building permit, unless a more appropriate fee is determined and agreed to by both parties (Condition #2), and the traffic study will identify any other required improvements to be constructed by the applicant.

A preliminary stormwater management study has been submitted which will need to demonstrate compliance with the City's stormwater management requirements prior to approval of a final development plan (Condition #3). Once the cross-access location is finalized, a location for stormwater facilities will need to be reflected in the final stormwater management plan.

*Development Standards (Criteria 9, and 10). The relationship of buildings and structures provides for the coordination and integration of this development to the community and maintains the image of Dublin as a quality community; and the development standards, and the design and layout of the open space systems and parking areas, traffic accessibility and other elements contribute to the orderly development of land within the City.*

**Criteria may be met with conditions:** The building location in this PUD is consistent with the development pattern established by the approved Shamrock Crossing development. The proposed development standards contribute to the orderly development of this site, including proposed uses, setbacks, and density.

While future cross-access is shown directly across from the driveway into the site, Planning recommends that the applicant continue to work with Planning and Engineering to identify a future cross-access point farther north to provide better vehicular circulation and parking lot cross-access prior to final development plan approval (Condition #4).

Although sidewalks are shown throughout the site, a sidewalk is needed between the building and the parking lot for pedestrian access to future development to the west (Condition #5). The sidewalk along David Road must also be extended to the existing path on Banker Drive (Condition #6).

*Design Standards (12 and 13). The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Code or the Subdivision Regulations; are consistent with the intent of the Planned Development District regulations; and the proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City.*

**Criteria may be met with condition:** The development text outlines all applicable development standards for this proposal. The 21 parking spaces satisfy the parking requirements for this site as outlined in the development text, and the provision of space for a future cross-access allows the opportunity for a functional shared parking arrangement between this site and Shamrock Crossing.

The development text requires that all landscaping meet the minimum requirements of the Zoning Code with the final development plan. However, as previously noted, the text stipulates that property perimeter landscaping shall not be required along West Dublin-Granville Road. The text states that property perimeter landscaping is not required along the west property line; however prior to scheduling a hearing at City Council this should be changed to read that *vehicular use area perimeter screening* is not required along the west property line (Condition #7).

The plans currently depict 22.5-square-foot wall signs on the north elevation facing the parking lot. It is Planning's opinion that the signs oriented toward the parking lot should be at a smaller, more pedestrian-oriented scale. To this end, prior to scheduling a hearing at City Council, the text should be modified to stipulate that these wall signs oriented toward the parking lot may be a maximum of six square feet. The applicant may choose wall signs, directory signs, or blade signs (Condition #7).

The development text states that the architectural concept is intended to demonstrate consistency with any future buildings developed as part of Shamrock Crossing. As previously discussed, Planning has identified several areas that will need refinement at the development plan, which include articulating and differentiating the three tenant spaces, patio design, and the application of exterior building materials. Planning

recommends that the applicant continue to work with Planning to implement and refine the design details discussed in this report prior to final development plan approval (Condition #8).

*Infrastructure (Criteria 14, 15 and 16). The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development; the proposed development can be adequately serviced by existing or planned public improvements; and the applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.*

**Criteria are met:** There are adequate services in place for the proposed development.

### **Evaluation and Recommendation based on the Land Use Principles**

*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 may be met through conditions 7&8:** The proposed use of this site and general layout may be conducive to achieving these Land Use Principles and the objectives of the Community Plan. The building and parking lot are positioned so that a street edge is established along SR 161, which will encourage pedestrian activity once the development standards crafted for this site and the recommended conditions are properly implemented.

*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 may be met through conditions 4-6:** This proposal includes appropriate parking locations, and future parking lot cross-access. Adding a sidewalk to connect this site with the future Shamrock Crossing will contribute to efficient traffic and pedestrian movement.

*Integration (Principles 3, 4, and 5): Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall visibility; 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 met:** The site layout and architectural concept are designed to coordinate with the approved Shamrock Crossing development. Proper integration of this site with Shamrock Crossing is critical to creating the consistent sense of place desired by the Community Plan. This project will enhance the SR 161/West Dublin-Granville Road

corridor and contribute to the area's long-term sustainability through appropriate application of the proposed development standards.

### **SECTION III – PLANNING ANALYSIS AND RECOMMENDATION: Approval with Conditions.**

#### **Rezoning/Preliminary Development Plan**

This development, along with Shamrock Crossing, will be the catalyst for establishing the pedestrian-oriented environment along the SR 161 corridor as anticipated by the Community Plan to connect future redevelopment west of Shamrock Boulevard with future development east of David Road. This site also contributes to establishing a relationship and transition into the Historic District, which has been made clearly visible by the Bridge and High Street development. In Planning's opinion, and with the conditions outlined below, this proposal complies with the rezoning/preliminary development plan criteria and the planned development standards within the area. Planning recommends approval of this rezoning/preliminary development plan proposal with the following conditions:

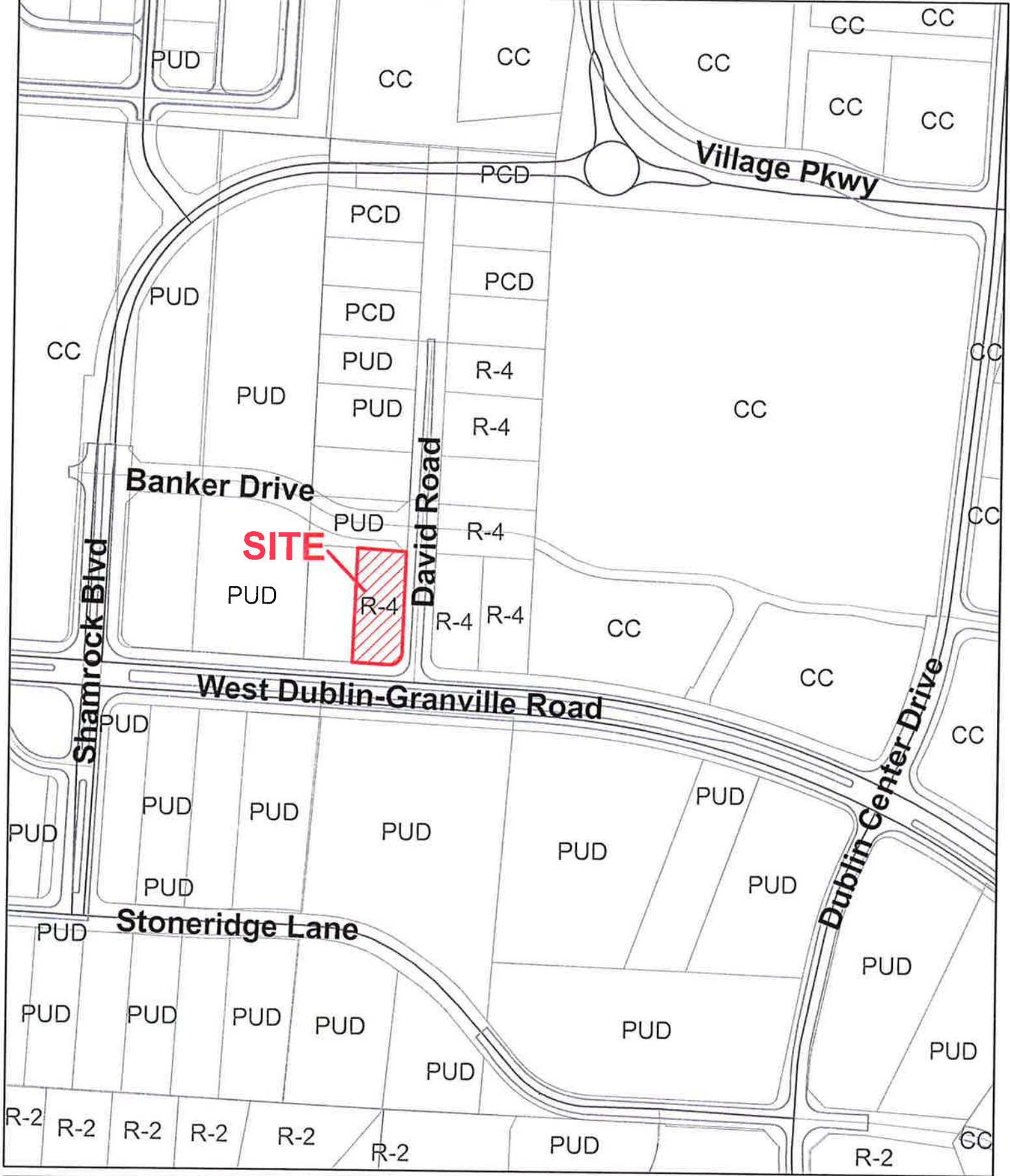
#### **Conditions**

- 1) That the applicant continue to work with the City on the traffic study and determine any necessary improvements with the final development plan;
- 2) That the applicant pay the City of Dublin \$6,986 for the improvement of David Road prior to obtaining a building permit unless a more appropriate fee is determined and agreed to by the applicant and the City;
- 3) That the applicant demonstrate compliance with the City's stormwater management requirements with the submission of the final development plan;
- 4) That the applicant continue to work with Planning and Engineering to identify a future cross-access point farther north that will provide better vehicular circulation and parking lot cross-access prior to approval of the final development plan;
- 5) That a sidewalk is constructed between the building and the parking lot to provide pedestrian access to future development to the west;
- 6) That the sidewalk along David Road be extended to the existing path on Banker Drive;
- 7) That the development text is revised to address comments in this report prior to scheduling the preliminary development plan/rezoning public hearing at City Council; and
- 8) That the applicant continue to work with Planning to implement and refine the design details discussed in this report prior to final development plan approval.

### **Rezoning/ Preliminary Development Plan Review Criteria**

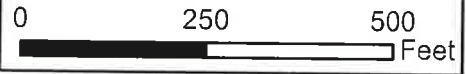
In accordance with Section 153.055(A) *Plan Approval Criteria*, Code sets out the following criteria of approval for a preliminary development plan (rezoning):

- 1) The proposed development is consistent with the purpose, intent and applicable standards of the Dublin Zoning Code;
- 2) The proposed development is in conformity with the Community Plan, Thoroughfare Plan, Bikeway Plan and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;
- 3) The proposed development advances the general welfare of the city and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;
- 4) The proposed uses are appropriately located in the city so that the use and value of property within and adjacent to the area will be safeguarded;
- 5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
- 6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
- 7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;
- 8) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;
- 9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PUD and the larger community and maintains the image of Dublin as a quality community;
- 10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plan's contribution to the orderly development of land within the city;
- 11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;
- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Dublin Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;
- 13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City;
- 14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;
- 15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area; and
- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.



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Long Range Planning

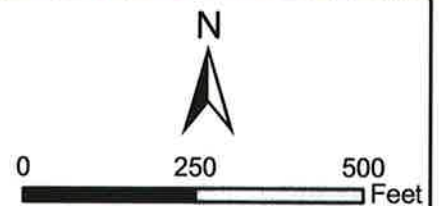
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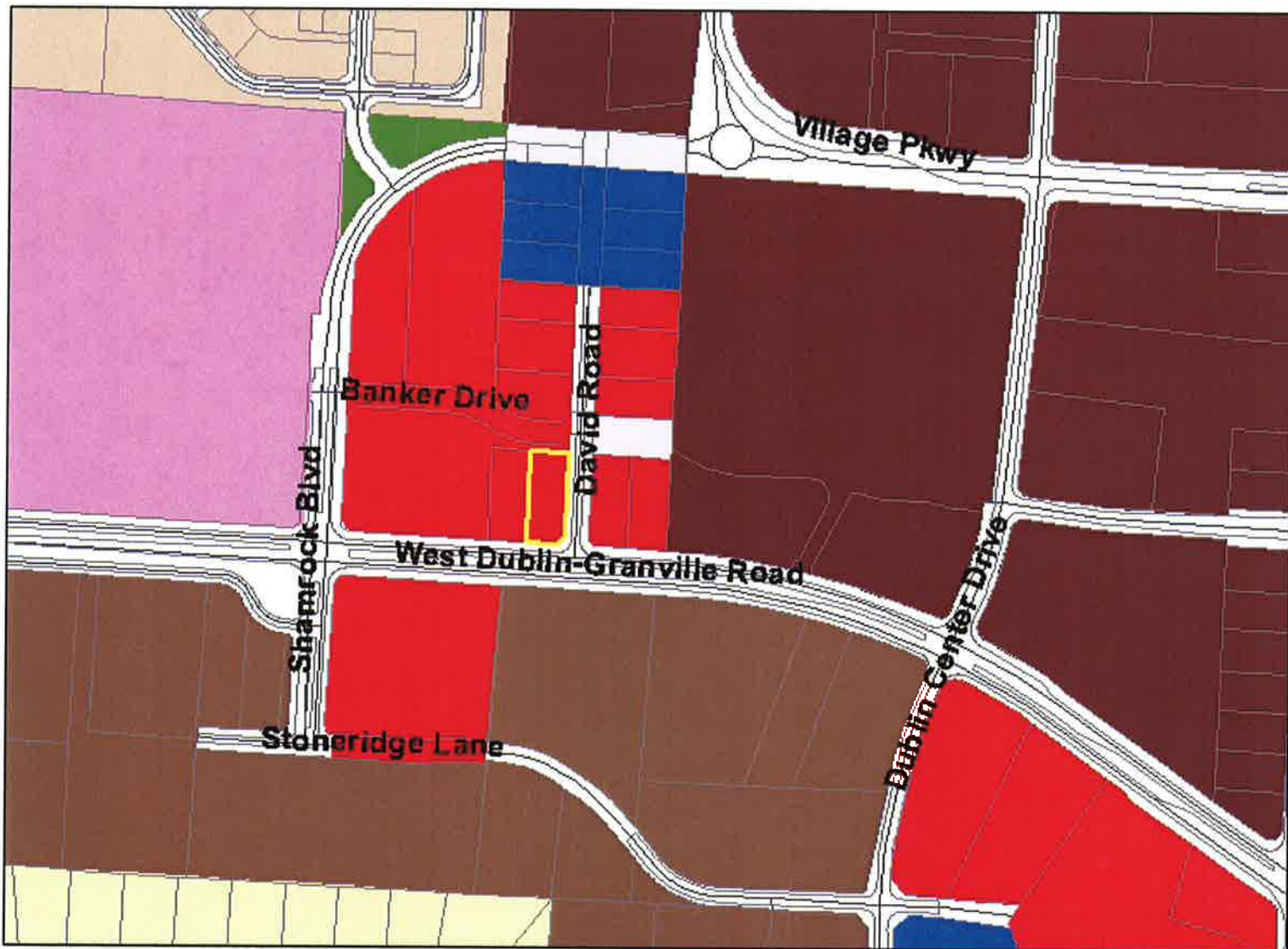


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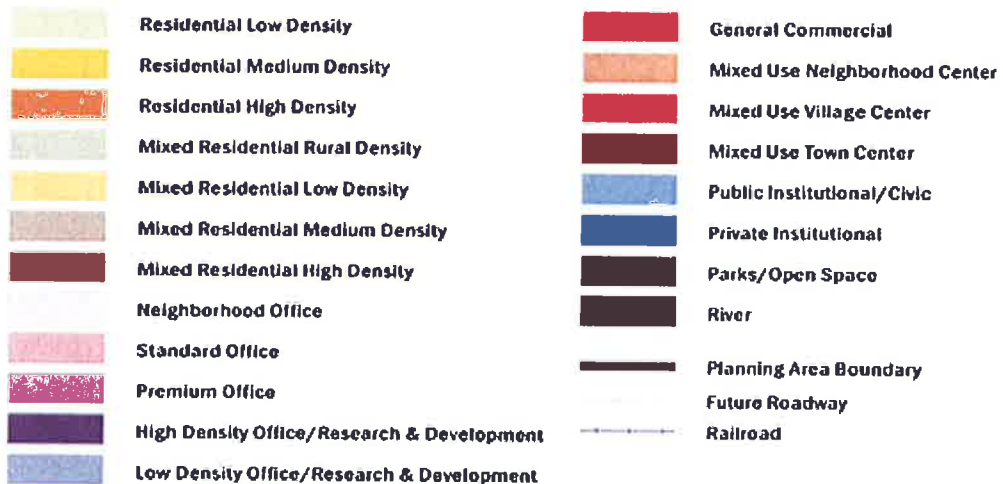
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# FUTURE LAND USE MAP



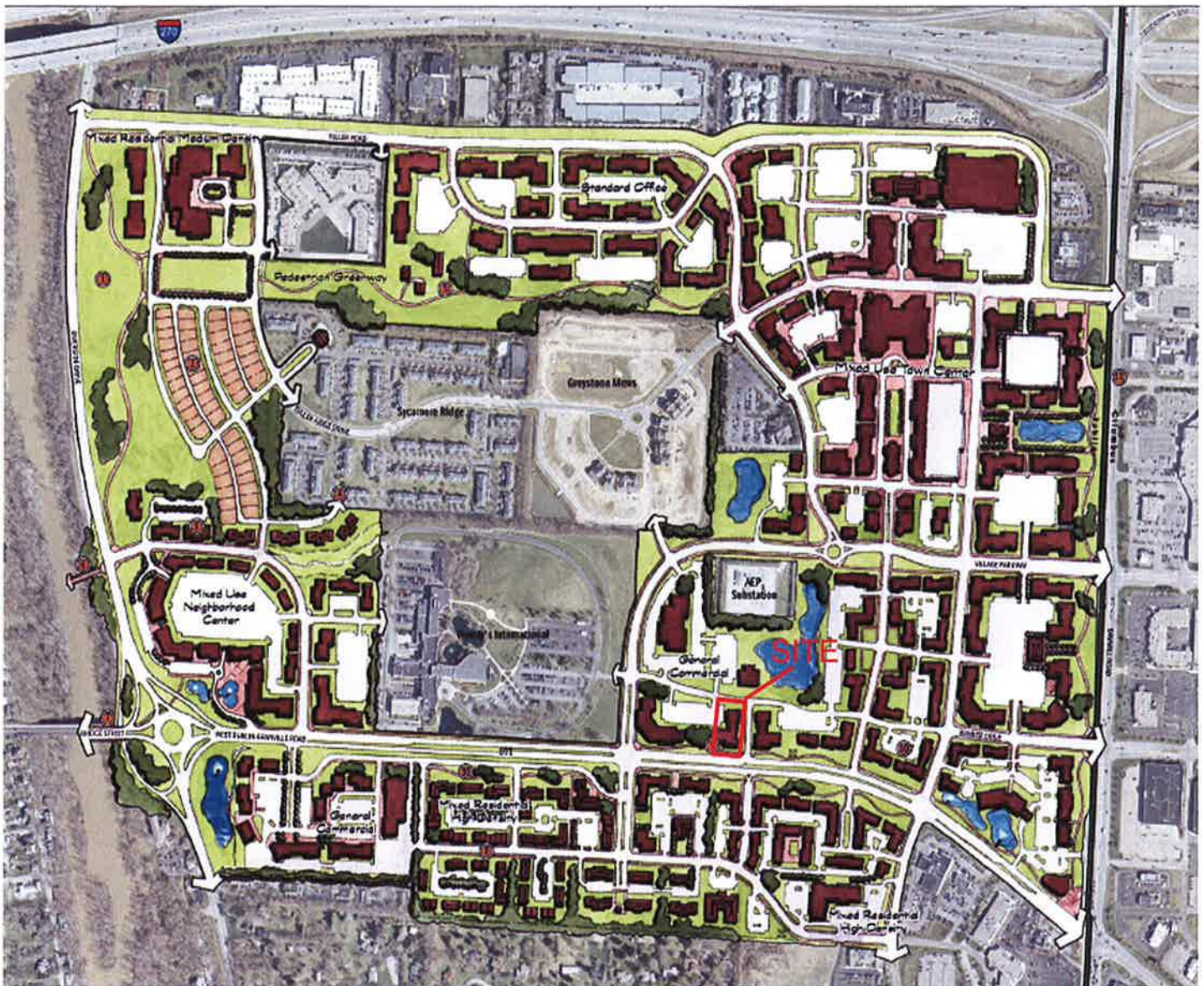
## FUTURE LAND USE CLASSIFICATION



09-067Z/PDP

Rezoning/ Preliminary Development Plan  
Kumon Learning Center  
4056 West Dublin-Granville Road

# Sawmill/ SR 161 Area Plan



## Design Recommendations

### Sawmill/SR 161 Area Recommendations:

- 1 Establish 200-foot setbacks to provide a green corridor along the River
- 2 Carefully site residential uses into topography
- 3 Incorporate a linear greenway to provide residential access to all areas of the plan
- 4 Extend streets to provide greater connectivity and access
- 5 Encourage high density housing in close proximity to the Historic District for commercial support
- 6 Emphasize pedestrian connectivity across the River
- 7 Establish a clearly defined entry point to Historic Dublin
- 8 Extend Stoneridge Lane for greater access and mobility
- 9 Place architecture in commercial nodes to street with 15- to 20-foot setbacks
- 10 Provide greater residential setbacks (80 feet) to emphasize street visibility and commercial/office nodes
- 11 Emphasize future efforts with Columbus to provide road connection to Snouffer Road

09-067Z/PDP

Rezoning/ Preliminary Development Plan  
Kumon Learning Center  
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# COMMUNITY PLAN

## F. Sawmill/SR 161 Area

### *Existing Character*

Planning boundaries for the Sawmill/SR 161 Area generally include lands south of I-270, west of Sawmill, north of Stoneridge Lane and east of the Scioto River. Areas near Sawmill Road are generally flat, but proximity to the River provides opportunity for hillside development and outstanding views as land slopes down to the floodplain. Significant portions of the study area include older commercial zoning that permits a wide range of uses. The area includes a mix of entertainment uses, corporate headquarters (Wendy's International), hotels, flex office/warehouse space, car dealerships and various types of residential development.

In general, the area is disadvantaged by a decline in strip retail. As other areas along Sawmill have redeveloped, many commercial storefronts have remained empty. Vacant centers with few tenants have utilized parking lots for overflow car dealership inventories, and the broad mix of uses along State Route 161 and Sawmill Road have resulted in no clear

identity for the area. While proximate to a major interchange, access and visibility for many commercial areas have been compromised through land subdivision, and a better balance of residential and non-residential uses is necessary.

Focus for future success of the area will be in targeting redevelopment and infill efforts in a way that capitalizes on a thematic idea or niche and establishes a sense of place. As one of the few areas of the City where high density should be encouraged, significant levels of residential units should be encouraged to support area retail and facilitate a more pedestrian friendly environment. Clearer visual and physical connections should also be sought to link the area with Historic Dublin and to raise awareness of the Scioto River.

### *Planning Challenges and Issues*

#### ***Encourage redevelopment that ensures long-term viability***

Redevelopment of vacant or underutilized areas should be encouraged to re-establish the Dublin side of Sawmill Road as a vibrant and active place. Redevelopment of the Dublin

*Future retail should be integrated with office or residential uses to create a more vital, long-lasting development.*



# COMMUNITY PLAN

Village Center and other retail areas should avoid new strip commercial development that has a short lifespan and focus on longevity by pursuing a town center development that can serve as an entertainment center with a coordinated mix of activities that promotes interaction, educational opportunities, unique housing opportunities and pedestrian activity.

### ***Create street edge and character***

Buildings should be oriented toward main streets, public courtyards and plazas to create a sense of identity and visual orientation. Unique, high quality architecture should be used to define the street "space" and as clear focal points of interest at the terminus of viewsheds. Parking areas should be visually secondary to the rear or side of the building, and architecture and building setbacks should be deliberately used to impact the feel of the streetscape. Mixed use areas of office and commercial should be placed close to the street for visibility and to identify a node of activity. In contrast residential uses should be set back to provide increased landscaping and a sense of change as one moves along the street.

### ***Integrate parking areas to minimize visual impact***

Alternate parking configurations should be used to better integrate uses and promote pedestrian streetscapes. Parking areas should be relocated from the edge of the public right-of-way and reduced in scale to the side or rear of buildings. Within development, on-street parking should be emphasized to enhance pedestrian orientation and to facilitate nodes of activity. In addition, parking structures should be encouraged to serve a broad mixture of uses and maximization of land to facilitate a pedestrian center/focus.

### ***Establish a clear connection to the River***

The Scioto River provides a unique feature within the Sawmill and SR 161 Area that should be incorporated into the overall layout and design of the area. Efforts should be made to increase physical linkages and visibility. New development along the western edge of the planning area should be oriented towards the River with overlooks, terraces, and views of the riparian corridor. Consideration should be given to how buildings and development

are viewed from Riverside Drive. In addition a hierarchy of open spaces should be created to connect the area.

### ***Planning Goals***

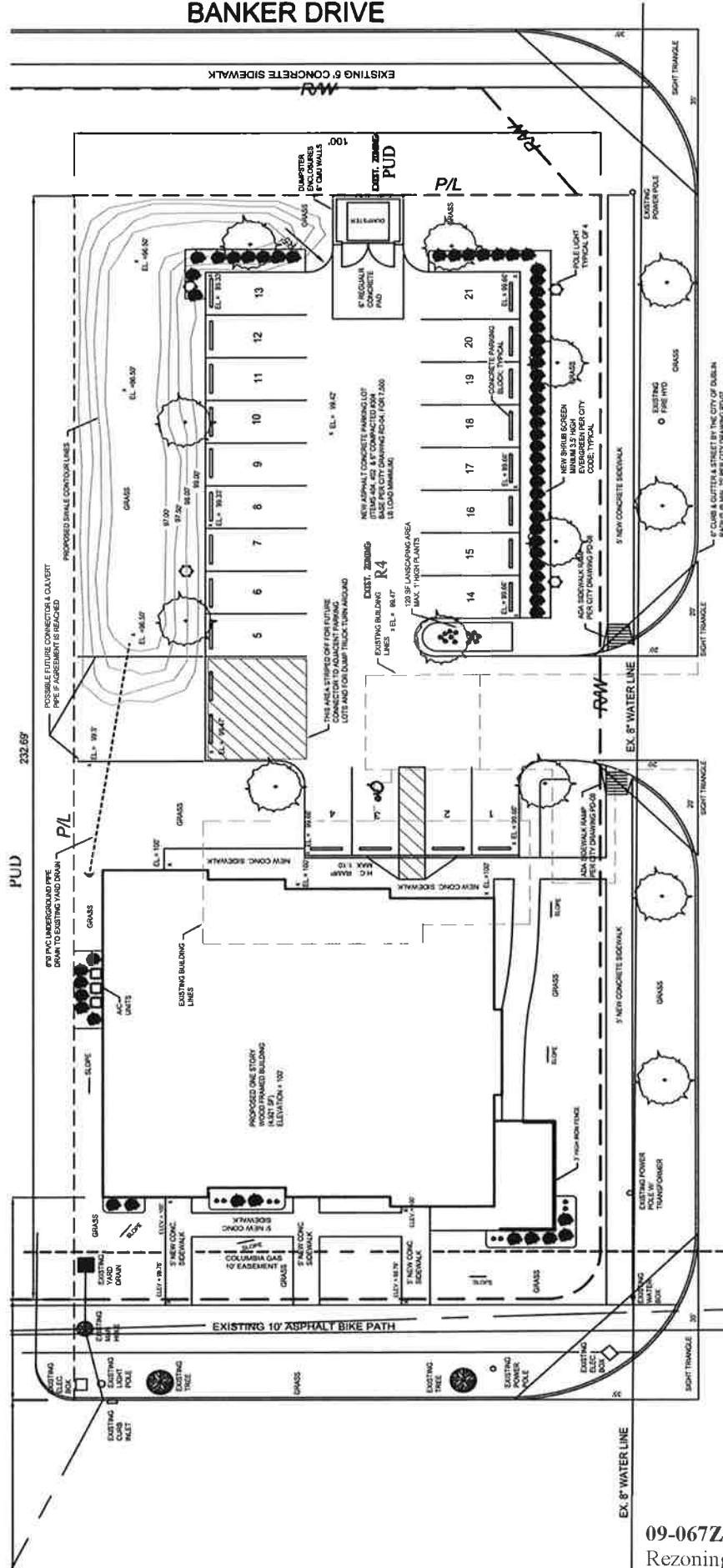
...To develop a coordinated mix of office, retail and mixed residential uses while establishing a stronger sense of place and central focus. This plan should facilitate pedestrian movement between uses and enhance the approach to Historic Dublin from the east.

*Dublin Village Center provides the perfect opportunity for mixed use development.*



# PROPOSED SITE PLAN

BANKER DRIVE



DUBLIN-GRANVILLE ROAD (SR 161)

09-067Z/PDP  
 Rezoning/Preliminary Development Plan  
 Kumon Learning Center  
 4056 West Dublin-Granville Road

# PROPOSED ARCHITECTURE

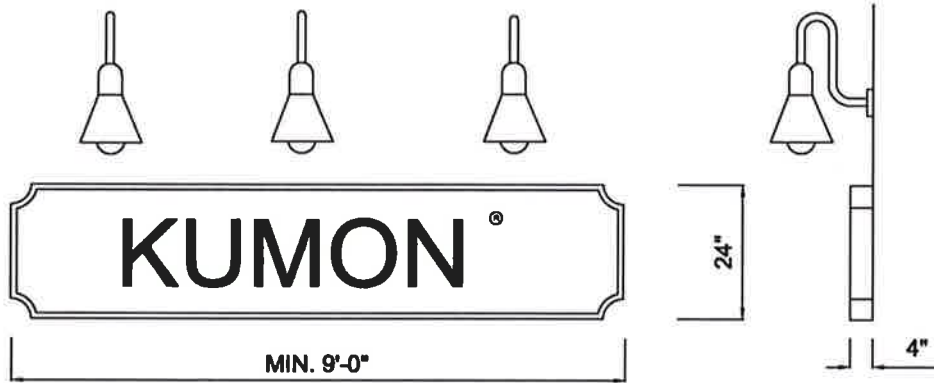


SOUTH ELEVATION



NORTH ELEVATION

# PROPOSED ARCHITECTURE AND SIGN

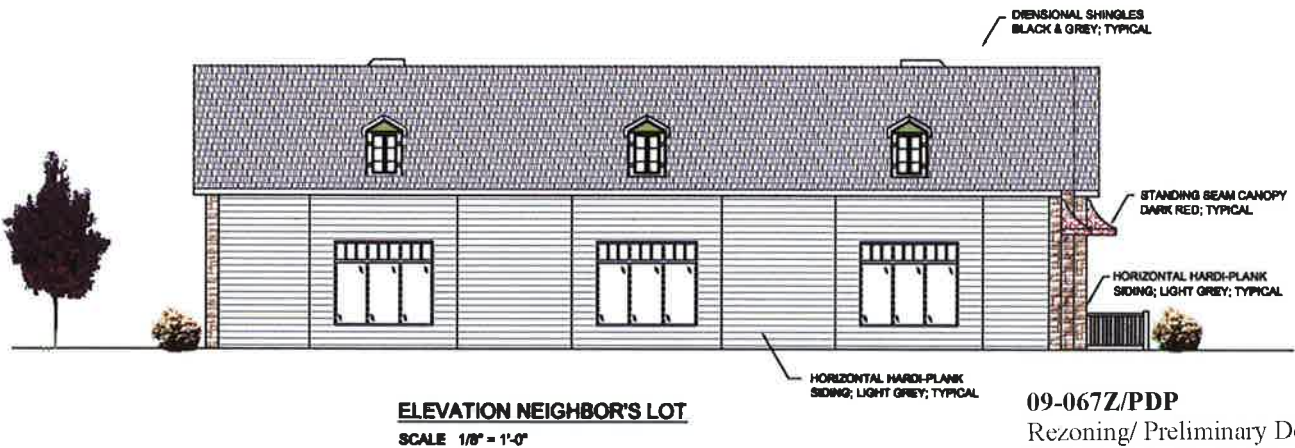


**WALL MOUNTED EXTERNALLY ILLUMINATED SIGN  
FRONT FRONT AND REAR WALLS**

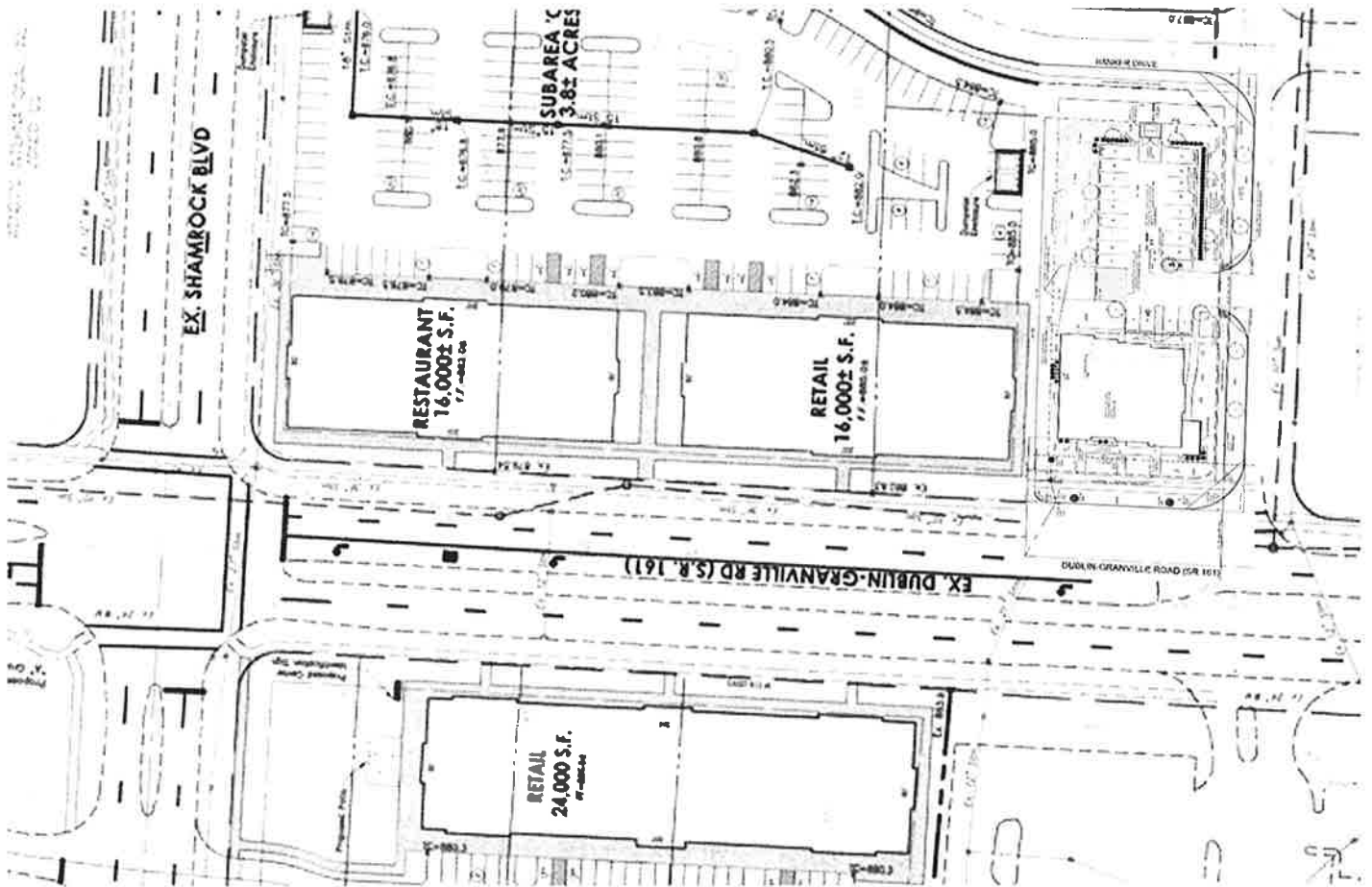
## EAST ELEVATION



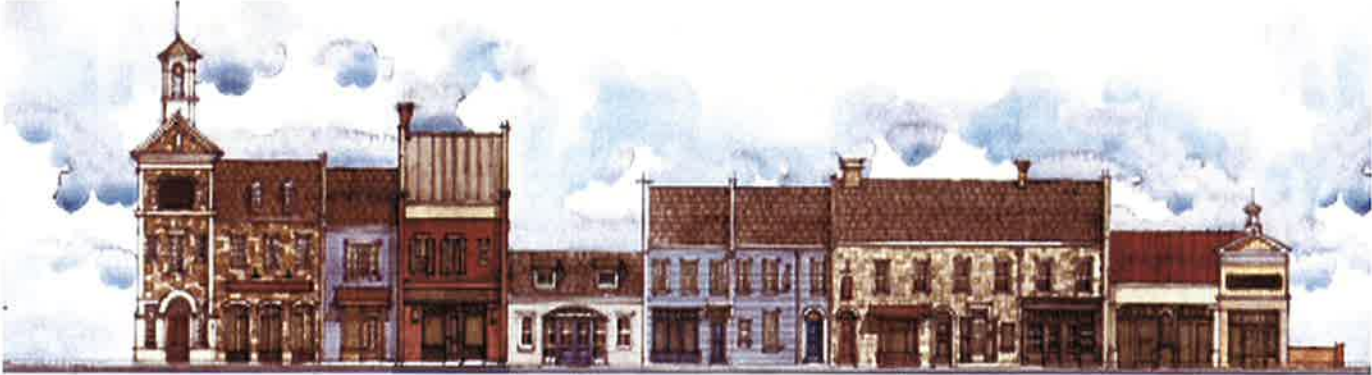
## WEST ELEVATION



# RELATIONSHIP OF PROPOSAL TO SHAMROCK CROSSING APPROVED PRELIMINARY DEVELOPMENT PLAN



# APPROVED ARCHITECTURE FOR SHAMROCK CROSSING DEVELOPMENT



Streetscape looking north from Dublin-Granville Road.



# PROPOSED DEVELOPMENT TEXT

## KUMON LEARNING CENTER

### PLANNED UNIT DEVELOPMENT (PUD)

October 1, 2009

#### I. General Overview

The Kumon Learning Center PUD is intended to facilitate the development of a single building that will accommodate a private educational use as well as additional space for uses that are consistent with those that are permitted in the Shamrock Crossing development to the west. Kumon Learning Center will offer educational programs that seek to enhance the reading and math skills of students. The center operates outside of school hours and is intended to supplement the educational offerings of private and public schools.

The proposed development is consistent with and complimentary to Subarea C of the Shamrock Crossing PUD in terms of allowable uses, architecture, and setbacks. While the anticipated use of the building in the Kumon Learning Center PUD is the educational use described above, this planned district also will accommodate office and retail uses that will allow the site to have comparable standards to other zoning districts in the area. Basic development standards are being provided for this site relating to density, circulation, signage, and architecture to ensure consistency and quality along the Dublin-Granville Road corridor.

#### II. Site Description

The subject property consists of 0.53± acres found immediately to the northwest of the intersection of West Dublin-Granville Road and David Road.

#### III. Uses

- a. Permitted Uses: The following uses shall be permitted in this PUD:
  1. Private educational facilities
  2. Patios shall be subject to administrative approval in association with a permitted use in this PUD provided that any patio furniture shall be stored inside the tenant space or off-site when the patio is not in regular use, and that the use of umbrellas be limited to a subdued color with no logos or text. Use of the patio shall require conditional use approval in the event that the tenant or building owner wishes to include outdoor entertainment, including but not limited to live music or an outdoor speaker system.
  3. Permitted uses listed in the City of Dublin Zoning Code Sections 153.026, 153.027, and 153.028, pertaining to the Neighborhood