



CITY OF DUBLIN

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

Phone/ TDD: 614-410-4600
Fax: 614-410-4747
Web Site: www.dublin.oh.us

City of Dublin Planning and Zoning Commission

Planning Report

Thursday, May 5, 2011

Community Plan Amendment – Hyland-Croy Road Corridor Character Study

Case Summary

Agenda Item	2
Case Number	10-053ADM
Proposal	An amendment to the Northwest/Glacier Ridge area plan, expanding the planning area to include the neighborhoods along Hyland-Croy Road and incorporating planning and design recommendations of the Hyland-Croy Road Corridor Character Study.
Applicant	Marsha Grigsby, City Manager, City of Dublin, 5200 Emerald Parkway, Dublin, Ohio 43017.
Case Manager	Justin Goodwin, AICP, Planner II (614) 410-4677 jgoodwin@dublin.oh.us
Request	Review and recommendation of approval of a Community Plan amendment under the provisions of Sections 153.232.
Planning Recommendation	<i>Review and Recommendation of Approval.</i> As a refinement to the 2007 Dublin Community Plan, the revised Northwest/Glacier Ridge area plan provides a level of detail regarding how rural roadway character should be preserved and enhanced in the Hyland-Croy corridor. This amendment will aid the City in making decisions regarding development approvals and capital improvements by providing a clearer picture of how the corridor should look and function in the future. Planning requests a positive recommendation to City Council to adopt the amended Northwest/Glacier Ridge Area Plan as an addendum to the 2007 Dublin Community Plan.

Update	
PZC Review	The Planning and Zoning Commission reviewed the draft amendment to the Northwest/Glacier Ridge Area Plan at their April 21, 2011 meeting. The Commission recommended revisions to the document to improve clarity, including minor revisions to background information, source references, planning recommendations and conceptual graphics. Planning has prepared a revised draft to address these items. The revisions are described below in the Update section of this report. The remainder of the report is unchanged from the April 21, 2011 Planning Report.
Introduction pp. ii	<ul style="list-style-type: none"> • Additional text describes the relationship between the area plan and the public review processes for development proposals and capital improvements programming. • Additional text explains how to interpret the conceptual graphics in the final section of the document. • An enlarged graphic and expanded captions describe the visual examples of communication tools used during the public participation process.
Existing Character pp. 1	<i>Map 3.9</i> is adjusted to improve legibility of the Dublin corporate boundary.
Design Recommendations (general) pp. 5	<ul style="list-style-type: none"> • <i>Design Point #5</i> is generalized as a recommendation to improve the pedestrian crossing to the Glacier Ridge Metro Park at Tullymore Drive. The recommendation to explore pedestrian tunnel options is moved to the <i>General Notes</i> section to avoid the impression that a specific tunnel location is recommended by the plan. • <i>Design Points #10, 11, and 12</i> are clarified to reference applicable source documents, including the SE Union County Thoroughfare Plan and the I-270 Major Improvement Study. <i>Design Point #13</i> is added to indicate the planned extension of Hyland-Croy Road north of Brock Road, including references to the SE Union County Thoroughfare Plan and Jerome Village development plans. • A <i>General Note</i> is added to reinforce other plan recommendations for creating a continuous, interconnected multi-use path system. • <i>Figure 3.7</i> is adjusted with minor modifications: <ul style="list-style-type: none"> ○ Technical errors and minor graphic omissions are corrected. ○ Colors are adjusted for clarity and graphic consistency. ○ Labels are added for streets, neighborhoods, and destinations. ○ Multi-use path connections are added to coordinate with the <i>Bikeways</i> map in <i>Chapter 4</i> of the <i>Community Plan</i>.

Update	
<p>Design Recommendations (Post/Hyland-Croy Detail) pp. 6-7</p>	<ul style="list-style-type: none"> • <i>Design Point #20</i> is revised to reference the Post Preserve Access Modification Plan. • <i>Design Points #23, 24, and 27</i> are revised to reference the U.S. 33/SR 161/Post Road Interchange Improvement Plan. • Design Point #29 is added to recommend completion of gaps in the multi-use path system with new development. • Design Point #30 is added to recommend the implementation of best practices for stormwater management and a thorough analysis of impacts to the Honda Wetlands Education Area as part of the development review process for adjacent development sites. • <i>Figure 3.8</i> is revised as noted above for <i>Figure 3.7</i>.
<p>Additional Planning and Design Guidelines pp. 7-13</p>	<ul style="list-style-type: none"> • Captions are added to each of the map keys providing additional explanation of existing conditions and conceptual portions of each illustrative graphic. An additional explanation of how to interpret the map key is provided on page 7. The map keys are revised where necessary to more accurately indicate the location depicted in each conceptual graphic. • The omission of <i>Figure 3.8d</i> from the map key is corrected. This image is also revised for graphic consistency with the other images, although the content is unchanged. • Additional text is added to the sidebar on page 8 to further explain the conceptual nature of the illustrative graphics and to describe the approval processes for development proposals and capital improvements programming. • Additional text is added to the <i>Phased Improvements</i> section (page 13) to provide a further explanation of the capital improvements programming process. A reference to the Thoroughfare Plan Phasing map in <i>Chapter 4</i> of the Community Plan is also included.
<p>Other Items</p>	<ul style="list-style-type: none"> • Acknowledgements are added to the back cover of the document. • The footer is revised on each page to indicate the document is an addendum to the Community Plan.

Facts	
Plan Adoption and Community Plan Amendment	
<p>Case Summary</p>	<p>This is a request for review and recommendation to adopt the revised Northwest/Glacier Ridge area plan as an amendment to the 2007 Dublin Community Plan. The updated area plan will provide more detailed planning and policy direction for the Hyland-Croy Road corridor, to be implemented through zoning administration, capital programming and other mechanisms such as neighborhood beautification initiatives.</p>

Facts		Plan Adoption and Community Plan Amendment
Case Background	<p>The Hyland-Croy Road Corridor Character Study builds on the recommendations of the 2007 Dublin Community Plan by providing a detailed explanation of how rural roadway character should be preserved and enhanced along Dublin's northwest boundary. The study was initiated due to rapidly changing development conditions experienced in and near the corridor prior to the economic recession of 2008-2009. While development pressure has slowed, residential development patterns have been set throughout much of the corridor. There remains uncertainty regarding future land use and development character in the southeast portion of the corridor near the U.S. 33/SR 161/Post Road interchange. The revised plan accounts for these challenges.</p> <p>The planning process included a series of neighborhood meetings to find out what residents and property owners felt about the character of the roadway as they experienced it. The neighbors discussed issues of concern and selected images they felt best represented how the road and open space areas should look and function (Visual Preference Survey). Initial concepts for landscape treatments and roadway design options were presented for comment at homeowners association meetings and a special meeting for non-HOA residents. Presentation materials and results from public input meetings were posted to the City's project webpage for further public review and feedback throughout the process.</p>	

Details		Plan Adoption and Community Plan Amendment
Process	<p>Code Section 153.232(B)(9) provides "other powers and duties" which includes amendments to the Community Plan. The Planning and Zoning Commission is to review amendments to the Plan as necessary and provide a recommendation of action to Council. The Commission should review the modifications, provide input, and vote on the changes. The proposed plan and Community Plan amendment will be forwarded to City Council for final review. The following summary is based on the various sections of the amended Northwest/Glacier Ridge area plan.</p>	
Revised Plan Format and Relationship to the adopted Community Plan	<p>Planning has prepared the results of the Corridor Study as an amendment to the Northwest/Glacier Ridge Area Plan, included in Chapter 3 of the 2007 Dublin Community Plan. The amended area plan is intended to update and replace pages 110-117 in the existing Community Plan. It has been formatted as a stand-alone addendum to the Community Plan until the larger document is republished. Upon adoption, the revised plan contents will be incorporated into the Community Plan website, currently under development.</p>	
Introduction pp. ii	<p>The Introduction includes a summary of the plan background and purpose, the public participation process, and notes new plan elements. Images illustrate samples of public input and conceptual graphics are used to communicate design options.</p>	

Details		Plan Adoption and Community Plan Amendment
Existing Character pp. 1	The planning area boundary (map 3.9) is expanded to include all properties and neighborhoods along Hyland-Croy Road. An updated discussion of existing conditions and development issues is provided.	
Planning Challenges and Issues pp. 1-3	<p>Three major issue statements describe planning challenges and issues:</p> <ul style="list-style-type: none"> • <i>Provide safe and efficient transportation options throughout the area;</i> • <i>Balance residential population growth with the preservation of rural character; and</i> • <i>Respond to alternative development pressures created by freeway access.</i> <p>These issues are similar in theme to those included in the adopted area plan, but expanded to include public input obtained at <i>issues identification workshops</i> for the corridor and to reflect new circumstances that have arisen since the plan was adopted.</p>	
Planning Goals and Roadway Character pp. 4	The goal statement in the adopted area plan is modified to add <i>context-sensitive roadway design</i> as a strategy to preserve the rural and natural character of the planning area. A brief discussion of roadway character explains that the character of Hyland-Croy road will vary along the corridor based on the surrounding land use context and functional transportation needs.	
Design Recommendations (general) pp. 5	The adopted area plan includes two illustrative plans (Figures 3.7 and 3.8). An updated Figure 3.7 illustrates the entire northwest area, showing each neighborhood along Hyland-Croy Road and approved development plans. New design points include alternative median designs, bicycle facilities, pedestrian crossing improvements, and landscape character and roadway design for Hyland-Croy. Design points for portions beyond the corridor remain unchanged. The plan includes a conceptual alignment of Hyland-Croy Road for the length of the corridor, illustrating potential variable-width and standard-width medians, roundabout locations, and bikeway connections.	
Design Recommendations (Post/Hyland-Croy Detail) pp. 6-7	Figure 3.8 shows potential development in the south portion of the area near the U.S. 33 interchange (<i>i.e.</i> the Post/Hyland-Croy Detail). It reflects Engineering's preliminary design of the new Post Preserve access required with the future interchange improvement. Conceptual site layouts for the surrounding residential and commercial developments are revised to accommodate the shifted intersection and street alignment. The plan continues to illustrate office and R&D uses to the west of Hyland-Croy Road, but acknowledges that alternative utility service options may allow development without annexation to Dublin. To address this issue, the plan includes renderings of alternative scenarios and a discussion of how different options for roadway alignment and median treatments may be considered depending on future conditions.	

Details Plan Adoption and Community Plan Amendment	
Additional Planning and Design Guidelines pp. 8-13	<p>The revised plan includes additional guidelines covering seven planning elements for the Hyland-Croy corridor:</p> <ul style="list-style-type: none">• Land Use and Development Character;• Open Space Setbacks;• Center Medians;• Roadside Drainage;• Bicycle and Pedestrian Mobility;• Roundabout Character; and• Phased Improvements. <p>These guidelines are accompanied by conceptual images that combine photographs of existing conditions with sketches of roadway improvements and landscape treatments.</p>

Recommendation Plan Adoption and Community Plan Amendment	
Approval	<p>As a refinement to the 2007 Dublin Community Plan, the revised Northwest/Glacier Ridge area plan provides additional detail regarding how rural roadway character should be preserved and enhanced in the Hyland-Croy Corridor. This amendment will aid the City in making decisions regarding development and capital improvements by providing a clearer picture of how this corridor should look and function. Planning requests a positive recommendation to City Council to adopt the amended Northwest/Glacier Ridge Area Plan as an addendum to the 2007 Dublin Community Plan.</p>

PUBLIC COMMENT

Page 1 of 1

RECEIVED BETWEEN 4/16/2011 AND 4/21/2011

Justin Goodwin - Hyland Road Corridor Study

From: Kathleen Crowley <jerometwpinspect@aol.com>
To: <Jgoodwin@dublin.oh.us>
Date: 4/21/2011 3:36 PM
Subject: Hyland Road Corridor Study
CC: <afthomas60@sbcglobal.net>

Mr. Goodwin- While Jerome Township acknowledges the planning efforts of the City Dublin within Dublin's territorial boundaries, the elected officials of Jerome Township question the use of Dublin taxpayer funds to create a plans for properties located within the jurisdictional limits of Jerome Township. Jerome Township respectfully requests that the City of Dublin elected officials recognize the jurisdictional limitations of the City of Dublin in these matters.

Kathleen Crowley
Development Director
Jerome Township
9777 Industrial Parkway
Plain City, Ohio 43064
614-873-4480 ext.101

10-053ADM
Community Plan Amendment
Hyland-Croy Road Corridor Character
Study

PUBLIC COMMENT

Justin Goodwin - Re: Hyland Road Corridor Study

From: Justin Goodwin
To: Crowley, Kathleen
Date: 4/21/2011 5:03 PM
Subject: Re: Hyland Road Corridor Study

Dear Ms. Crowley,

Thank you for your feedback regarding the Hyland-Croy Road Corridor Character Study. Please note that the plan in question is a proposed update to an existing area plan included in the adopted 2007 City of Dublin Community Plan (Northwest/Glacier Ridge Area Plan). It is the policy of the City of Dublin to plan for land use and development for all land included in the City of Dublin's negotiated water and sewer service areas as depicted in Dublin's service agreement with the City of Columbus. This policy is intended to provide our elected officials guidance in making informed decisions in the event that property owners choose to request annexation into the City. As you know, the Dublin/Columbus negotiated service area extends along U.S. 33 to Brock Road. No additional portions of Jerome Township have been added to the planning area since the adoption of the 2007 Plan.

This revised plan also acknowledges the possibility that Dublin may not be the service provider for some portions of the planning area; namely the Hall's Corner site. The area plan continues to depict Dublin's preferred development scenario for this location (Office/R&D uses), with little change from the adopted plan. However, the revised plan also depicts other development scenarios, including development under the approved Jerome Township zoning for this site. In terms of land use, there is generally little change from the adopted plan throughout other portions of the planning area. New planning and design recommendations focus on roadway and open space character treatments that could be implemented with future infrastructure improvements should additional portions of the Hyland-Croy right-of-way become controlled by the City of Dublin.

We have made an effort to include Jerome Township residents and property owners within the Hyland-Croy Corridor throughout the planning process, and to incorporate their feedback in the same manner as that received from City of Dublin residents. If you have specific concerns with the recommendations included in the revised plan, I would be happy to discuss those with you.

Sincerely,

Justin M. Goodwin, AICP
 Planner II
 City of Dublin
 Land Use & Long Range Planning
 5800 Shier-Rings Road
 Dublin, Ohio 43016-1236
 614.410.4677
 jgoodwin@dublin.oh.us

>>> Kathleen Crowley <jerometwpinspect@aol.com> 4/21/2011 3:36 PM >>>

Mr. Goodwin- While Jerome Township acknowledges the planning efforts of the City Dublin within Dublin's territorial boundaries, the elected officials of Jerome Township question the use of Dublin taxpayer funds to create a plans for properties located within the jurisdictional limits of Jerome Township. Jerome Township respectfully requests that the City of Dublin elected officials recognize the jurisdictional limitations of the City of Dublin in these matters.

Kathleen Crowley
 Development Director
 Jerome Township
 9777 Industrial Parkway
 Plain City, Ohio 43064
 614-873-4480 ext.101

10-053ADM
 Community Plan Amendment
 Hyland-Croy Road Corridor Character
 Study

Justin Goodwin - hyland-croy road study questions

From: "stephendleton@yahoo.com" <stephendleton@yahoo.com>
To: <jgoodwin@dublin.oh.us>
Date: 4/21/2011 10:01 AM
Subject: hyland-croy road study questions

We got the post card about the study and had a few questions and one comment. I tried to review online draft, but didn't see much detail about the following...

- 1) Will there be any construction/road changes to McKitrick Rd EAST of Hyland Croy - to the road itself - i.e. plans for more than the current one lane and/or plans to add a bike/walking path along this portion?
- 2) If any changes to McKitrick Rd east of Hyland Croy are proposed, will they need to use or cut into any of the yard/property belonging to residents currently on the southern side of McKitrick (we are at 7229 McKitrick Rd - the last house on the eastern end of McKitrick.)?
- 3) If I am seeing the draft correctly, I do continue to like the park-like setting along the northern side of the eastern end of McKitrick. We do not want a gas station, retail, parking lots or anything other than park or stand-alone homes across the street from our property at 7229 McKitrick Rd. I believe my neighbors along this eastern end of McKitrick feel the same. Please confirm this is the plan.

Thank you.
Stephanie Pendleton
614-733-3973

10-053ADM
Community Plan Amendment
Hyland-Croy Road Corridor Character
Study

PUBLIC COMMENT

Justin Goodwin - Re: hyland-croy road study questions

From: Justin Goodwin
To: stephendleton@yahoo.com
Date: 4/21/2011 11:03 AM
Subject: Re: hyland-croy road study questions

Dear Ms. Pendelton,

Thank you for your inquiry regarding the Hyland-Croy Road Corridor Character Study. I will address your questions in order:

1) and 2) The City of Dublin Thoroughfare Plan recommends McKitrick Road between Jerome Road and Hyland-Croy Road remain a 2-lane roadway, but with an 80-foot right-of-way width. The current right-of-way width varies along this roadway. Right-of-way is typically acquired as needed for programmed improvements in equal increments measured from the centerline of the roadway (e.g. 40-feet from centerline for an 80-foot right-of-way). A portion of right-of-way was dedicated with the Tartan Ridge development to the north of McKitrick Road. It is possible that additional right-of-way to the south may be needed in the future to accommodate a multi-use path or other improvements. However, the Thoroughfare Plan is a long-range planning document, based on projected transportation needs through the year 2030; there are currently no improvements programmed for this section of McKitrick Road in Dublin's Capital Improvements Program, and I would not anticipate any in the near future.

3) You are correct in interpreting the plan as showing a park along the north side of McKitrick Road in the southeast portion of the Tartan Ridge development. That open space is part of the approved zoning plan for the neighborhood and will remain, although there may be additional park improvements that have not yet been implemented. Only single family homes are permitted in this portion of Tartan Ridge. As you likely know, the southwest portion of Tartan Ridge is zoned to include a neighborhood retail center. The amended area plan depicts this retail center as shown in the approved preliminary development plan for Tartan Ridge; however, a final development plan must be approved by the Planning and Zoning Commission before this area may be developed. At this time, the City of Dublin has not received an application for a final development plan of the retail center. Given the current conditions of the real estate market, I would not anticipate an application for this area in the near future. Also, a gas station is listed as a conditional use for this subarea, meaning that an additional level of review is required by the Planning and Zoning Commission to obtain approval for this use, when or if the property owner decides to pursue that development in the future.

Please let me know if you have any additional questions or if I can otherwise be of further assistance.

Sincerely,

Justin M. Goodwin, AICP
 Planner II
 City of Dublin
 Land Use & Long Range Planning
 5800 Shier-Rings Road
 Dublin, Ohio 43016-1236
 614.410.4677
 jgoodwin@dublin.oh.us

>>> "stephendleton@yahoo.com" <stephendleton@yahoo.com> 4/20/2011 10:49 AM >>>
 We got the post card about the study and had a few questions and one comment. I tried to review online draft, but didn't see much detail about the following...

10-053ADM
 Community Plan Amendment
 Hyland-Croy Road Corridor Character
 Study

PUBLIC COMMENT

From: <cl_wilson74@hotmail.com>
To: <jgoodwin@dublin.oh.us>
Date: 4/17/2011 2:02 PM
Subject: Hyland-Croy Road Corridor

Date: Apr 17,11

Time: 01:46:59 PM

comments: On dial up, so unable to download maps. However, STRONGLY discourage the idea of 4 lane road between Brock and Glacier Ridge Park entrance [or to Mitchell-Dewitt really]. Hoping traffic for "Jerome Village" will be funneled in from the east on Home and/or Jerome Roads.

name: Andrea Eardley

email: cl_wilson74@hotmail.com

__utma: 18684716.1344047337.1303062473.1303062473.1303062473.1

__utmb: 18684716

__utmc: 18684716

__utmz: 18684716.1303062473.1.1.utmccn=(direct)|utmcsr=(direct)|utmcmd=(none)

Sender's IP address: 205.188.116.16

PUBLIC COMMENT

RECEIVED BETWEEN 4/8/2011 AND 4/15/2011

From: <cleveland_30@yahoo.com>
To: <jgoodwin@dublin.oh.us>
Date: 4/15/2011 9:49 AM
Subject: Hyland-Croy Road Corridor

Date: Apr 15,11

Time: 09:30:55 AM

comments: I like the plan, especially the added buffer if a big box store goes up in Hall's Corner. Thank you for taking Post Preserve into consideration.

name: David Cleveland

email: cleveland_30@yahoo.com

__utma: 18684716.1429374847.1247943496.1301855319.1302874207.192

__utmz: 18684716.1300029526.184.1.utmccn=(direct)|utmcsr=(direct)|utmcmd=(none)

__utmb: 18684716

__utmc: 18684716

Sender's IP address: 65.186.82.154