



City of Dublin

Planning

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June 22, 2015

Jerome Township Planning Commission

9777 Industrial Parkway

Plain City, Ohio 43064

Re: Schottenstein Real Estate Group Proposal; Jaquemin Farms Site

Commissioners:

The City of Dublin would like to express its opposition to the requested Planned Development referenced above. The principal reasons for our opinion are noted below.

1. Development Density

Dublin has recently been presented with a number of development proposals along Hyland Croy Road. The City's Community Plan has emphasized the need to keep development densities low, generally at a maximum of three units per acre for residential uses. In part this was in recognition of the unique qualities of Hyland Croy Road, which lead north into more low density development areas, and the fact that Hyland Croy Road is virtually the only north-south means of access to the US 33/SR 161 interchange area (see Traffic discussion below).

Similarly, the Township's Plan, as noted in the Logan-Union-Champaign Regional Planning Commission (LUC) staff report that, the Plan does not specifically call out a single use of multiple family in the Mixed Use Office/Retail designation of the Plan. Accordingly, this use would not appear to be consistent with the Township's Plan.

Further, even if this land use was interpreted to be permitted by the Plan, LUC notes that densities of this development type should not exceed three units per acre. This would be consistent with the maximum density permitted by Dublin's Community Plan. Further, even if a greater density is considered, it should come with a significantly higher quality development than appears with this proposal.

2. Traffic

Hyland Croy is a unique roadway in that it is one of the few north-south connections to both US 42 and US 33/SR 161. With no new interchanges in the foreseeable future, this road will undoubtedly take on a more important role in the northwest area of the city. Although considerable land for the Metro Park is present, there remains a significant amount of developable property. Dublin has recognized this for many years, by ensuring that nearly all of the remaining property within the city remains planned for low density residential use.

The Dublin Community Plan was amended in 2011 to include the Hyland Croy Roadway Character Study, which states in part:

"Residential development has contributed to increased traffic volumes in the Hyland-Croy corridor, as well as increased demand for safe pedestrian and cycling routes. Traffic speeds and intersection safety are concerns among many residents. There is also concern among residents that the existing roadway design will be insufficient to accommodate traffic as neighborhoods continue to develop. Hyland-Croy Road is designated in the Dublin Thoroughfare Plan for

expansion to a four-lane divided roadway to accommodate this projected traffic.

Dublin concurs with LUC that a traffic study is an urgent need for this development both to ensure that adequate improvements are made for the immediate vicinity of the site entrance and that appropriate contributions by the developer are committed for other area improvements that may be necessary. This is in light of the greater than planned development densities, as well as the continued use of the farmer's market already on the site.

The City would prefer to continue to cooperate with the Township and Union County on solutions to address traffic along Hyland Croy and will appreciate the opportunity to review and comment on the submitted traffic study.

3. Site Layout

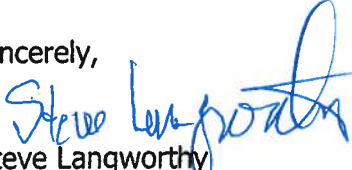
While the plan has clear deficiencies with poor open space location and usability, unimaginative layout of buildings and parking areas, poor quality architecture and materials, and other issues, Dublin recognizes that these are within the Township's authority as it relates to any desire for development quality. The City would comment, however, on the relationship of the development to Hyland Croy Road. Dublin has consistently required a 100-200 foot setback for any part of a development (with the exception of landscape features and entrances) along the road. This has been to create a more consistent, rural feel along the road, while adequately accommodating development. A consistent setback would contribute to this character along this important roadway.

To this end, the Community Plan designates Hyland Croy as a Rural Character Roadway, described as:

- Application of generous setbacks ranging from 100 to 200 feet;
- Integration of open views and vistas into adjacent development perhaps greater than 200 feet in some areas to increase the sense of openness;
- Provision of informal landscaping that focuses on native plant species and naturalized forms (meadows, wildflowers, grasses, wetland areas etc.);
- Use of trees, fencerows and woodland plantings to provide additional screening and sense of enclosure;
- Preservation of historic farmsteads, barns or outbuildings that emphasize the agrarian history of the area;
- Creation of meandering bike paths and sidewalks that are informally designed as to not be entirely visible from the roadway;
- Design of naturalized ponds with aquatic plants and informal edges;
- Use of stone walls and split rail fences that are traditionally used in the countryside;
- Integration of "rural" road design that may include berms, swales and/or variable medians; and
- Provision of shared entrances to minimize curbcuts and maintain openness.

We appreciate the opportunity to review and comment on this proposal that is so important to both of our communities.

Sincerely,


Steve Langworthy
Planning Director