
RESOLUTION NO. 26-344:

Approve the Gateway Crossing Variance Requests with the Conditions that Granting These Variances is not Intended to Allow Alternative Configurations, Such as Allowing Additional Through Lots, Additional Streets With Reduced Widths, or Additional Permanent Dead-End Streets – Engineer

The County Commissioners do hereby Approves the Gateway Crossing Variance Requests with the Conditions that Granting These Variances is not Intended to Allow Alternative Configurations, Such as Allowing Additional Through Lots, Additional Streets With Reduced Widths, or Additional Permanent Dead-End Streets.

Variance 1:

Design Section 406 – Street Right-of-Way Width

The proposed project is a commercial retail development that will have private street access easements. Maintenance will be provided by the owner of the development and not the Township or County. The owner and retail tenants do not need 60 feet of private right-of-way to maintain their own streets.

Due to the private ownership and intended function of the private access drives within the site, a variance is being requested to reduce the minimum required right-of-way width to 40 feet, as the intent of the regulations can be equally served by the reduced width for a commercial development.

Variance 2:

Design Section 412.3 – Block Lengths

The proposed project will provide access to the out parcels along State Route 161. The proposed access point is in the middle of the site, and the location is being developed with the traffic study. The access point that aligns with the street centered on the property does not allow for 500' blocks being measured from Weldon Road to a private access street.

Due to the limits of the existing parcel size, a variance is being requested to reduce the minimum required block length to 380 feet, as the reduced length can equally serve the intent of the regulations for a commercial development.

Variance 3:

Design Section 413.4 – Through Lots

The proposed project is commercial in nature and access is needed directly to streets on both the front and rear sides of the parcels. ODOT will not allow out parcel access directly to State Route 161 and recommends the use of backage roads to provide access to individual parcels. Additionally, the large retailers in the northern part of the site need separate customer vehicular access to the front of their stores and truck access to the back.

Due to the access management requirements of ODOT and the need to separate truck traffic and vehicular traffic for safety, a variance is being requested to permit through lots,

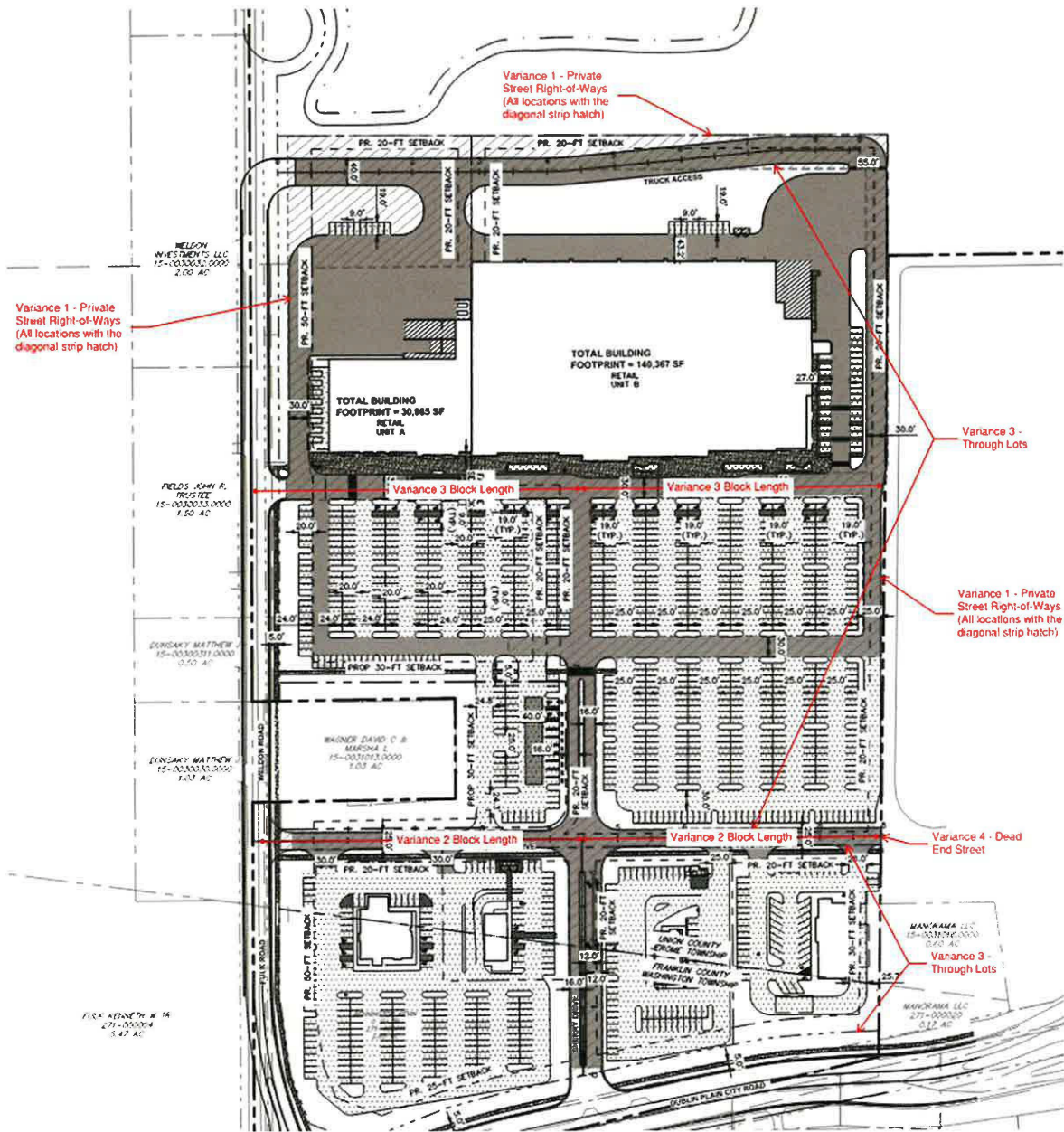
as they can equally serve the intent of the regulations while avoiding access hardship in the site layout.

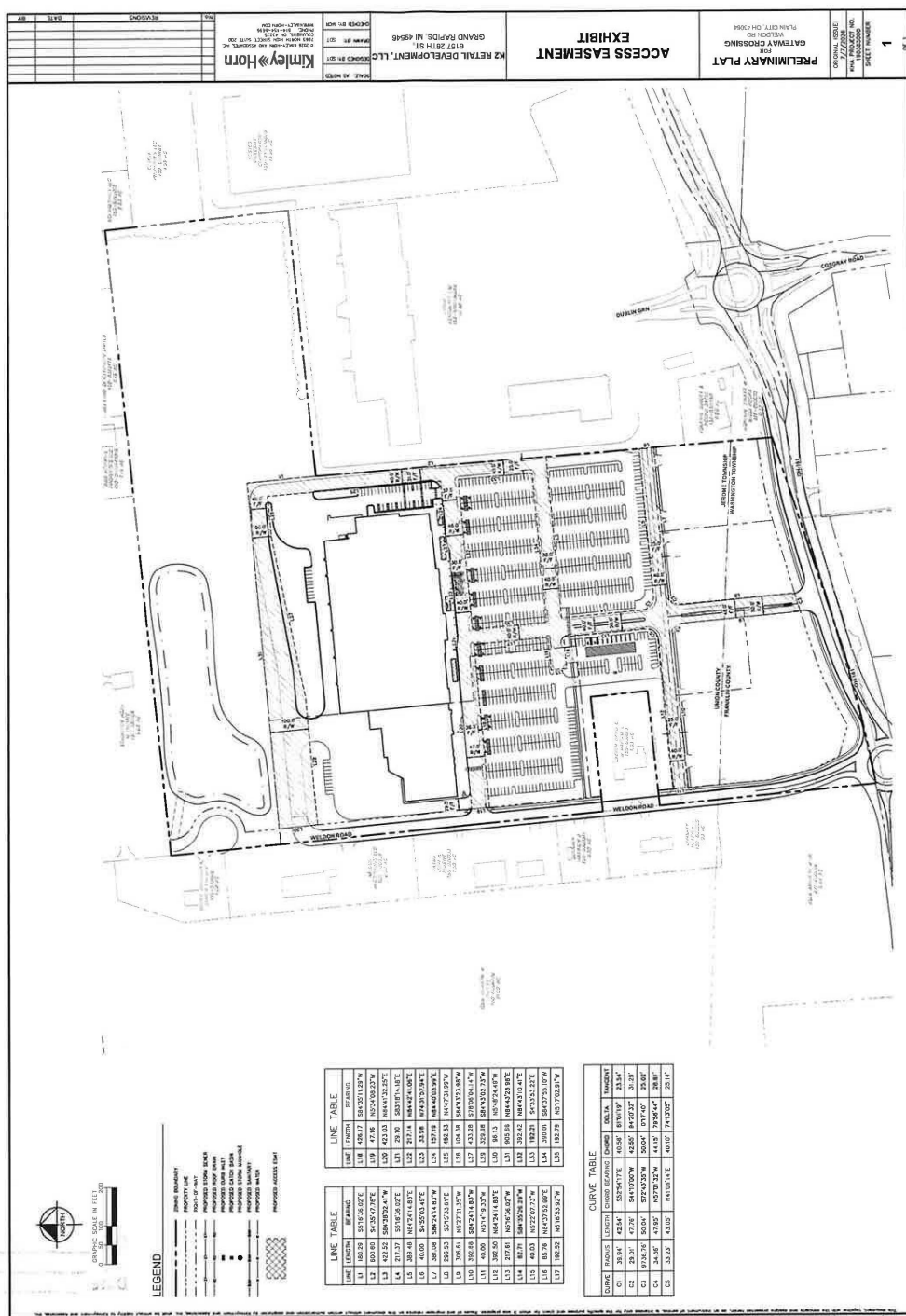
Variance 4:

Design Section 408.3 – Permanent Dead End Streets

During traffic study meetings and traffic study reviews, ODOT, Union County, Franklin County and the City of Dublin requested that this development connect to the Dublin Green shopping center. The Dublin Green shopping center did not provide an access easement to allow for future connection of this property to the existing backage road behind Taco Bell. In discussions with the four aforementioned agencies, the developer has agreed to extend a road and access easement to the property line in the event that an agreement can be worked out in the future with Dublin Green to connect the two roads.

Due to the request of the Counties, ODOT and City to provide the possibility of future connection with Dublin Green shopping center to the east, a variance is being requested to permit dead end private streets, so that the development can meet the request of the government agencies.





A motion was made by Steve Robinson and seconded by Tom McCarthy that this resolution be adopted and carried by the following vote:

Steve Robinson, Yea
Tom McCarthy, Yea
Shaun Bailey, Yea