

Planning Report

Thursday, January 3, 2013

Celtic Crossing

Case Summary

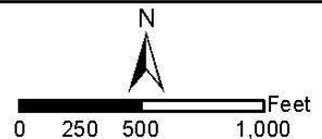
Agenda Item	2
Case Number	12-082CP
Proposal	A new Planned Unit Development for a 28.11-acre site with 45 single family residential lots.
Request	Review and feedback for a concept plan under the provisions of Zoning Code Section 153.050.
Site Location	Hyland-Croy Road Located on the west side of Hyland-Croy Road, approximately 1,030 feet north of the intersection with Brand Road and Mitchell-Dewitt Road.
Applicant	Kevin McCauley, Stavroff Interests, Ltd., represented by Ben Hale, Smith and Hale LLC.
Case Manager	Justin Goodwin, AICP, Planner II (614) 410-4677 jgoodwin@dublin.oh.us
Planning Recommendation	Prepare Preliminary Development Plan The concept plan is consistent with many of Community Plan's objectives. Planning has identified some design issues warranting additional consideration and recommends the Commission provide feedback on these items.

Proposed Discussion Questions

- 1) Is the proposed number of lots (45) appropriate for this site based on the proposed site design?
- 2) Does the proposed building setback and landscape buffer along Mitchell-Dewitt Road adequately meet the intent of the Rural Roadway character guidelines?
- 3) Is the wetland stormwater system appropriate in the proposed location as it relates to nearby residential lots?
- 4) Should additional multi-use path connections be included in this development?



12-082CP
Concept Plan
Celtic Crossing
Hyland Croy Road



Facts	
Site Area	2 parcels totaling 28.11 acres
Zoning	R, Rural District
Surrounding Zoning and Uses	The site is located in Union County and is surrounded on three sides by land within Jerome Township. Dublin Jerome High School is located to the east and is zoned PUD, Planned Unit Development District within the City of Dublin. The Glacier Ridge Metro Park borders the site to the north and west; a multi-use path runs through the metro park immediately to the west of the site. Single-family residences (five rural lots) within Jerome Township are located to the south on a triangular piece of land with frontage on Mitchell-Dewitt Road and Hyland-Croy Road. The Oak Park development is located nearby to the south of Mitchell-Dewitt Road and is zoned PUD, Planned Unit Development District.
Site Features	<ul style="list-style-type: none"> • Rectangular shaped site • Generally flat, draining from north to south • 740 feet of frontage along Hyland-Croy Road and 225 feet of frontage along Mitchell-Dewitt Road • A Stream Corridor Protection Zone (SCPZ) bisects the site north to south with one-third of the site east of the stream and two-thirds of the site west of the stream • Tree rows are located along the site perimeter and stream corridor • A high tension power line runs southwest to northeast through the southeast portion of the site within a 150-foot electric easement

Details	Concept Plan
Process	<p>Zoning Code Section 153.050 contains regulations for the establishment of a Planned Unit Development. The concept plan is the first stage in the creation of a PUD and is intended to outline the basic scope, character and nature of a proposed project. The review is to provide input in the formative stages of design prior to the applicant submitting an application for a Planned Development District zoning amendment.</p> <p>The applicant may request review and feedback from City Council in addition to the Planning and Zoning Commission prior to preparing a preliminary development plan. No discussions, opinions, or suggestions provided on any aspect of the concept plan shall bind the applicant, or the city, or be relied upon by the applicant to indicate subsequent approval or disapproval by the city.</p>

Details	Concept Plan
Proposal	<p>This is a request for review and non-binding feedback on a concept plan application for a potential rezoning from the R, Rural District to PUD, Planned Unit Development District for a new residential neighborhood. The proposal is for 45 single family, detached dwellings on a 28.11-acre site, for a density of 1.6 units per acre.</p>
Layout	<p>The applicant has worked with staff during the early stages of the Concept Plan process to arrive at a preliminary lot layout and circulation system. The proposed site layout includes a typical single-family development pattern, with 45 fee simple lots.</p> <p>Vehicular access to the site will be provided by a single access point on Hyland-Croy Road and a single access point on Mitchell-Dewitt Road, connected by a single public street running through the north and west portions of the site. This street will require a stream crossing in the northern portion of the site. A cul-de-sac street is proposed to the east of the stream and a central loop street is proposed to the west.</p> <p>The proposal includes seven lots to the east of the stream and 38 lots to the west of the stream. Ten lots are proposed along the stream corridor protection zone. Seventeen lots are proposed along the north and west property lines, adjacent to the metro park.</p>
Density	<p>The Future Land Use Map designates this site as <i>Mixed Residential Rural Density (1.5 dwelling units per acre)</i>. Development of this site at 1.5 units per acre would yield 42 lots. The proposal includes 45 lots on 28.11 acres for a density of 1.6 units per acre. The current zoning (Rural District) would permit a maximum density of one unit per acre, or 28 units.</p>
Lot Dimensions	<p>Lots vary in size from slightly greater than one-quarter of an acre to roughly one-third of an acre. The proposal includes standard, rectangular lots at approximately 90 feet in width. Lot widths vary for corner lots and irregularly shaped lots along the loop street, the cul-de-sac, and a proposed 'eyebrow' loop in the northwest corner of the site; these lots are proposed with a minimum 90-foot width at the building line. Lot depths generally range from 140 feet to 160 feet and will allow for adequate buildable area.</p>

Details	Concept Plan
<p>Open Space and Landscape Character</p>	<p>The subdivision regulations will require the dedication of at least 1.9 acres of land based on the total site area and proposed number of lots. The plan includes 8.24 acres of proposed open space (29% of the total site area), consisting of the Stream Corridor Protection Zone and four additional reserve areas:</p> <ul style="list-style-type: none"> • A scenic open space setback is comprised of two reserves along Hyland-Croy Road to the north and south of the entry street. This setback is proposed with a minimum width of 200 feet from the proposed Hyland-Croy right-of-way to the nearest lot line, consistent with the Community Plan's Rural Roadway Character guidelines. The open space will total 4.3 acres and will include entry features and a stormwater retention pond. A naturalized low-mow grass treatment is proposed for the majority of the setback area, consistent with the recommendations of the Hyland-Croy Road Corridor Character Study and the Northwest/Glacier Ridge Area Plan. • A 1.6 acre reserve is proposed to the west of the stream along the south property line and will include two wetland basins connected by a shallow swale. A low-mow grass treatment is also proposed for this reserve, with a split rail fence located along the rear of adjacent lots. • Two reserves totaling 0.18 acres are proposed to the east and west of the Mitchell-Dewitt access point and will include entry features and buffer plantings. A 35-foot building and pavement setback is proposed from the future Mitchell-Dewitt right-of-way. A portion of this setback is proposed to be platted as part of a residential lot on the west side of the entry street.
<p>Stream Corridor Protection Zone</p>	<p>The property includes a Stream Corridor Protection Zone (SCPZ) bisecting the site, along a tributary to the North Fork of the Indian Run. This Zone is intended to preserve the flood water capacity of the existing drainage way and limit stream erosion through the preservation of existing vegetation.</p> <p>The width of the zone is determined by the contributing drainage area upstream of the segment. This zone has a width of 63 feet placed on each side of the high water mark for the existing channel. The applicant will be required to submit a floodplain analysis as part of the preliminary development plan, which may result in adjustments to the boundaries of the Stream Corridor Protection Zone.</p>

Details	Concept Plan
<p>Stream Corridor Protection Zone <i>(cont'd)</i></p>	<p>The main access street is proposed to cross through the protection zone in the north portion of the site with a stream culvert and a co-located utility easement. The stream crossing will require tree removal in this location. Stormwater facilities will be located outside of the protection zone but will require easements through the zone allowing for drainage to either side of the stream.</p> <p>The proposal shows portions of the protection zone overlapping the rear yards of eight lots. The applicant proposes to plat these overlapping areas as a combined rear yard setback and No Disturb Zone. A portion of the protection zone is also shown as overlapping the side yard of a single lot on the north side of the site. The applicant proposes to construct a multi-use path connection to the metro park running through the SCPZ immediately to the east of this lot, with buffer plantings between the path and the lot. This path location may impact existing trees within the protection zone. A split rail fence is also proposed along the adjacent lot lines, with a low-mow grass treatment between the lots and the existing tree line.</p> <p>The regulations of the Stream Corridor Protection Zone prohibit activities such as disturbance of natural vegetation, buildings and stormwater management facilities. The applicant may request a variance, waiver or interpretation of the Stream Corridor Protection Zone, which can be submitted to the City Engineer for determination. The applicant will need to provide analytical data to support such a request.</p>
<p>Tree Preservation</p>	<p>No information regarding the health, size and species of trees found on a site is required with the concept plan. However, the applicant has completed a tree survey and has preliminarily identified 257 inches for removal, with 175 inches in good or fair condition. These trees are located primarily in the Stream Corridor Protection Zone as described above.</p> <p>A 15-foot tree preservation zone is proposed at the rear of the 17 lots bordering the metro park. The applicant has indicated a potential need to remove trees in portions of this zone to allow for utility installation and a stormwater swale. More information will be necessary to assess the potential impacts on trees within this zone. The applicant has also indicated an interest in seeking a modification to the tree replacement requirements as part of the PUD, similar to that requested for the Wellington Reserve development.</p>

Details	Concept Plan
Traffic Impacts	<p>A portion of the Hyland-Croy Road right-of-way was annexed into the City of Dublin along with this site in 2009. The Union County Engineer maintains jurisdiction over Mitchell-Dewitt Road. An additional 10 feet of right-of-way is proposed for dedication along Hyland-Croy Road and 15 feet of right-of-way is proposed for dedication along Mitchell-Dewitt Road. These right-of-way dedications are consistent with the City of Dublin Thoroughfare Plan.</p> <p>The applicant is working with Engineering to prepare a Traffic Impact Study for analysis as part of the preliminary development plan. This will determine any necessary roadway and/or intersection improvements based on projected the trip generation. Preliminary analysis indicates that a left turn lane will be necessary on Hyland-Croy Road and no additional turn lanes will be necessary on Mitchell-Dewitt Road.</p> <p>A roundabout is planned for construction at the Hyland-Croy Road intersection with Brand Road and Mitchell-Dewitt Road. Right-of-way has been acquired for this improvement to the south of the site; construction will not physically impact the site.</p>
Pedestrian Connectivity	<p>The Subdivision Regulations require sidewalks or multi-use paths installed on both sides of public streets. The proposed plan includes four-foot concrete sidewalks on both sides of all internal streets, with the exception of an eight-foot multi-use path along a portion of the main access street extending from Hyland-Croy Road to the stream crossing. This path will be asphalt where it fronts the entry reserve and concrete where it fronts two residential lots and crosses the stream. The path will connect to another asphalt path on the west side of the stream, which will provide access to the metro park. From this location, the applicant proposes to construct a continuous multi-use path within the metro park running generally parallel to the north site boundary and connecting to the existing metro park path system to the west of the site.</p> <p>At the Hyland-Croy Road intersection, the applicant proposes to construct a pedestrian crossing facility with a marked crosswalk and pedestrian-activated warning signal, similar to the system in place at the Hyland-Croy Road/Tullymore Drive intersection. This crossing will provide access to the existing multi-use path along the east side of Hyland-Croy Road (on Dublin Jerome High School property), with a path connection to be constructed by the applicant.</p>

Details	Concept Plan
<p>Stormwater Management</p>	<p>The plan includes two separate stormwater management systems:</p> <ul style="list-style-type: none"> • A retention pond with aerator is proposed to the east of the cul-de-sac within the Hyland-Croy open space setback. • Two wetland basins connected by a shallow swale are proposed to the west of the stream, in the open space reserve along the south site boundary. <p>Both systems will outlet into the existing stream. The applicant has also indicated that rear yard swales will be used along the north site boundary to divert offsite drainage from metro park land into the stream. The applicant is working with Engineering to prepare a stormwater management report for the preliminary development plan, which is needed to demonstrate that the proposed stormwater facilities will adequately manage runoff quantity and quality.</p>

Analysis	Concept Plan
<p><i>Future Land Use</i> (Rural Mixed Residential)</p> <p><i>Land Use Principle 1</i> "Provide 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."</p> <p><i>Discussion Question</i> <i>Is the proposed number of lots (45) appropriate for this site based on the proposed site design?</i></p>	<p>The Future Land Use Map designates this site as <i>Rural Mixed Residential (maximum density of 1.5 dwelling units per acre)</i>. Areas with this classification are located primarily along the western periphery of the City and are intended to provide a mix of housing types on smaller lots with significant provision of open space. Development goals include the preservation of natural features and the creation of comprehensive greenway systems and open vistas.</p> <p>The applicant proposes a nominal increase in the recommended density from 1.5 to 1.6 units per acre, or an additional three lots. Land Use Principle 1 recommends that concerns with density be weighed against the overall quality of development. At this conceptual stage, an analysis of development quality must focus primarily on site design. No information has been provided regarding the architectural character of the proposal, although the applicant plans to propose specific architectural requirements for prominent facades such as those facing Hyland-Croy Road. Planning finds the general lot layout and circulation pattern are appropriate for this site, but has identified some site design issues warranting discussion by the Commission. At least one of these issues could be resolved through the elimination of two lots. Refer to the analysis below regarding the Mitchell-Dewitt Road setback for additional information on this issue.</p>

Analysis	Concept Plan
<p><i>Land Use Principle 5</i> “Create a wider range of housing choice in the community, as well as in new neighborhoods.”</p>	<p>The Mixed Residential land use classifications are based on the goals of Land Use Principle 5, and are intended to accommodate a wider range of housing choices beyond standard single-family detached products, ideally with a variety of housing types integrated within individual neighborhoods. However, Planning has also recognized that it may be more practical for smaller, isolated sites such as this to develop with a single housing product. In this case, the applicant proposes a typical single-family development.</p> <p>While an alternative housing product in a more clustered development pattern might offer additional open space, this proposal far exceeds minimum open space requirements, and attempts to meet the goals of natural preservation (the stream corridor and tree rows) and the creation of open vistas (the scenic roadway setback along Hyland-Croy Road). Additional information will be needed to fully understand potential impacts on existing trees and the design of the stream crossing. Additional considerations related to open space are discussed below.</p>
<p><i>Land Use Principle 6</i> “Preserving the rural character of certain areas of the community, including the appearance of roads, as well as the landscape.”</p>	<p>Hyland-Croy Road and Mitchell-Dewitt Road are both designated as Rural Character Roadways on the Community Plan’s Roadway Character Map. Applicable design guidelines include:</p> <ul style="list-style-type: none"> • 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, <i>etc.</i>) • Use of trees, fencerows and woodland plantings to provide additional screening and sense of enclosure • 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 <p>These goals are further detailed in the Hyland-Croy Corridor Character Study and Northwest/Glacier Ridge Area Plan, which recommends that naturalized open space setbacks complement the prairie landscape of the Glacier Ridge Metro Park, with transitions to formal landscape areas at neighborhood entryways and in closer proximity to homes.</p>

Analysis **Concept Plan**

Land Use Principle 6 (cont'd)

Discussion Question:
Does the proposed building setback and landscape buffer along Mitchell-Dewitt Road adequately meet the intent of the Rural Roadway character guidelines?

Discussion Question:
Is the wetland stormwater system appropriate in the proposed location as it relates to nearby residential lots?

The proposed concept plan incorporates many of the Community Plan's design recommendations, including a naturalized/low-mow grass treatment throughout the 200-foot Hyland-Croy open space setback, and more formal lawn areas along the main entry street and cul-de-sac. However, the plan shows a minimal open space setback along the Mitchell-Dewitt frontage, ranging from just over 40 feet to the nearest lot at its widest point, down to zero where the rear corner of lot 25 is proposed to intersect the future Mitchell-Dewitt right-of-way. The applicant proposes an additional platted building setback on this portion of the lot with dense buffer plantings in the reserves along lots 24 and 25. The applicant has noted the existing setbacks of single-family homes on nearby rural lots within Jerome Township as consistent with this proposed open space/building setback. Planning recommends the Commission discuss the adequacy of the proposed Mitchell-Dewitt setback and landscape treatment as it relates to the rural roadway character guidelines.

The plan also includes an extension of the naturalized/low-mow landscape treatment from the Hyland-Croy open space setback to the west of the stream, incorporating naturalized wetland basins for stormwater management in this portion of the site. To clearly delineate the boundary between private yards and the wetland features, the applicant has proposed a split-rail fence within the reserve along the rear of the adjacent lots.

Staff generally supports sustainable site design solutions including alternative stormwater management facilities and naturalized landscape treatments; however, Planning and Engineering have concerns with the proposed wetland basins in close proximity to the residential lots and the ability and willingness of a future Homeowners Association to access and properly maintain the facilities as proposed.

Land Use Principle 8
 "Creating better connected places, in part, to improve the function of the street network and move a more reasonable level of traffic."

The applicant has worked with the Union County Engineer to incorporate an access point from Mitchell-Dewitt Road in addition to the Hyland-Croy Road access point. While the internal street connection will require a stream crossing and tree removal, this circulation pattern is consistent with that envisioned for the site in the Northwest/Glacier Ridge Area Plan (see inset) and provides significant benefit for fire access and trip distribution.



Analysis	Concept Plan
<p><i>Land Use Principle 10</i> "Providing opportunities to walk and bike throughout the community."</p> <p><i>Discussion Question</i> Should additional multi-use path connections be included in this development?</p>	<p>The applicant has proposed a strong pedestrian path connection between the metro park system to the west and the City of Dublin path system across Hyland-Croy Road to the east, and has secured letters of support from both the Metropolitan Park District and the Dublin City Schools to make these connections. Planning and Engineering are very supportive of these efforts. However, the plan does not include a pedestrian path along the west side of Hyland-Croy Road. A path connection to the metro park along Mitchell-Dewitt Road is also not included, despite the close proximity of the metro park path in this location.</p> <p>Future improvements to Hyland-Croy Road (separate from the planned roundabout and yet to be programmed) are expected to include a path connection along the west side of the roadway from the Brand Road roundabout to the south boundary of the site. Planning and Engineering recommend a multi-use path connection be included within the Hyland-Croy open space setback and stubbing to the south property line to accommodate a future connection. This path could connect to the south side of the proposed cul-de-sac, rather than running parallel to Hyland-Croy Road, which would be consistent with the Rural Roadway character guidelines for meandering bike paths as described above. When complete, this connection will provide a more convenient path to retail uses planned as part of the Oak Park development to the south of Mitchell-Dewitt Road. Planning and Engineering also recommend a multi-use path to the west of the Mitchell-Dewitt Road intersection and connecting to the metro park path system. This connection will provide a looped recreational path system for residents of the development as well as a more direct access point to the metro park's Mitchell-Dewitt Road crossing, located to the west of the site.</p>

Recommendation	Feedback
<p>Summary</p>	<p>The overall concept is generally consistent with many of Community Plan's objectives for land use and site design in this area of the city. However, Planning has identified some design issues warranting additional consideration and recommends the Commission provide feedback on these items to assist the applicant in preparing a formal preliminary development plan.</p>

Recommendation	Feedback
Discussion Questions	<ol style="list-style-type: none">1) Is the proposed number of lots (45) appropriate for this site based on the proposed site design?2) Does the proposed building setback and landscape buffer along Mitchell-Dewitt Road adequately meet the intent of the Rural Roadway character guidelines?3) Is the wetland stormwater system appropriate in the proposed location as it relates to nearby residential lots?4) Should additional multi-use path connections be included in this development?