

Planning Report

Thursday, February 7, 2013

Celtic Crossing

Case Summary

Agenda Item	3
Case Number	12-082Z/PDP/PP
Proposal	A new Planned Unit Development for a 28.11-acre site with 44 single family residential lots.
Request	Review and recommendation to City Council of a rezoning with preliminary development plan for a new planned unit development district under the provisions of Zoning Code Section 153.050. This is also a request for review and recommendation to City Council of a preliminary plat under the provisions of the <i>Subdivision Regulations</i> .
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 Hale	Kevin McCauley, Stavroff Interests, Ltd., represented by Ben Hale, Smith and LLC.
Case Manager	Justin Goodwin, AICP, Planner II (614) 410-4677 jgoodwin@dublin.oh.us
Planning Recommendation	<i>Approval of the rezoning with preliminary development plan with 8 conditions; and Approval of the preliminary plat with 1 condition.</i> Based on Planning's analysis, the proposal meets the Community Plan designation for this site and the applicable review criteria for a Planned Development.
Conditions	<u>Rezoning with Preliminary Development Plan</u> 1) That additional landscape buffering be provided on the portion of Lot 24 within the Mitchell-Dewitt scenic setback, provided that it does not interfere with stormwater drainage in this location; 2) That the development text be revised so as not to prohibit homeowner maintenance of lawn areas within the tree preservation zone;

- 3) That the applicant construct a left-turn lane with a pedestrian crossing on Hyland-Croy Road, prior to Conditional Acceptance of the subdivision improvement, to the satisfaction of the City Engineer;
- 4) That gaps in the existing tree row along the rear of Lots 1 and 2 be augmented with additional trees/and or other landscape materials as part of the final development plan;
- 5) That existing trees and other vegetation be removed with the construction of the Celtic Crossing Drive/Mitchell-Dewitt intersection as indicated on the Intersection Sight Distance Exhibit;
- 6) That the applicant continue to work with the Metropolitan Park District to seek approval of an additional path connection along Mitchell-Dewitt Road for inclusion in the final development plan;
- 7) That technical inconsistencies and omissions in the lot diversity matrix be revised prior to Council review; and
- 8) That the applicant provide verification of formal agreements with the Metropolitan Park District and the Dublin City School District regarding the timing, construction and maintenance responsibilities for all off-site multi-use path and stormwater swale improvements prior to approval of the final development plan.

Preliminary Plat

- 1) That the preliminary plat be revised to should identify the Macha Court cul-de-sac island as a platted reserve prior to submission for City Council review.



 <p>City of Dublin</p>	<p>12-082 Z/PDP/PP Rezoning/Preliminary Development Plan/ Preliminary Plat Celtic Crossing Hyland-Croy Rd</p>	<p>0 250 500 Feet</p> 
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Facts	
Site Area	2 parcels totaling 28.11 acres
Zoning	R, Rural District
Surrounding Zoning and Uses	<p>The site is located in Union County and is surrounded on three sides by land within Jerome Township. Surrounding uses and zoning include:</p> <p>East: Dublin Jerome High School, zoned PUD, Planned Unit Development District within the City of Dublin.</p> <p>North/</p> <p>West: Glacier Ridge Metro Park within Jerome Township; a multi-use path runs through the Metro Park immediately to the west of the site.</p> <p>South: Single-family residences (five rural lots) within Jerome Township 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.</p>
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
Case Background	<p>January 3, 2013</p> <p>The Commission reviewed a concept plan for this proposal on January 3, 2013. Commissioners were generally supportive of the proposed land use and layout but agreed that a greater setback along Mitchell-Dewitt Road was needed. Some Commissioners suggested eliminating lots to achieve a greater setback; others recommended the applicant explore changes to the layout of the proposal. The Commission urged the applicant to review the proposed stormwater management facilities for feasibility and maintenance requirements and to further study the Stream Corridor to determine the appropriate width of the protection zone to avoid having home sites encroach into the zone.</p> <p>Commissioners also urged the applicant to address visibility issues along Mitchell-Dewitt Road near the Metro Park multi-use path crossing. Commissioners agreed that a second multi-use path connection to the Metro Park along Mitchell-Dewitt Road was desirable, but most did not feel that a path was necessary on Hyland-Croy Road until future roadway improvements are programmed by the City.</p> <p>June 15, 2009</p> <p>The site was annexed into the City of Dublin by City Council on June 15, 2009. The site was also transferred from Jerome Township to the jurisdiction of Washington Township for the purpose of consistent fire and public safety service provision.</p>

Facts

Community Plan Recommendations

Future Land Use

The Future Land Use Map designates this site as *Rural Mixed Residential (maximum density of 1.5 dwelling units per acre)*. 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.

Density

The recommended maximum density of 1.5 dwelling units per acre yields 42 lots on this 28-acre site. The proposed 44 single-family lots is a density of 1.57 dwelling units per acre. Land Use Principle 1 recommends that density concerns be weighed against the overall quality of development.

Roadway Character

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:

- 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
- 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

Northwest/Glacier Ridge Area Plan

The Northwest Area Plan depicts this site with street connectivity from Hyland-Croy Road to Mitchell-Dewitt Road, and pedestrian path connections to the Glacier Ridge Metro Park. The area plan includes additional roadway character guidelines developed as part of the Hyland-Croy Road Corridor Character Study.



Revisions	
Plan Revisions	<p>The applicant has revised the proposal to attempt to address the comments made by the Commission at the concept plan review. These changes include:</p> <ul style="list-style-type: none"> • Elimination of one lot to increase the width of the Mitchell-Dewitt Road scenic setback to the east of the Mitchell-Dewitt Road site entry. • Adjustment of lot lines along the north and west site perimeter to increase the width of the Mitchell-Dewitt Road setback to the west of the Mitchell-Dewitt Road site entry. • Replacement of previously proposed wetland stormwater basins (artificial) with permanent wet pond retention basins. • Preliminary planning for a potential multi-use path connection to the metro park path system along Mitchell-Dewitt Road, pending approval by the Metropolitan Park District.

Details Rezoning with Preliminary Development Plan	
Process	Rezoning to a Planned Unit Development requires approval of a development text to serve as the zoning regulation; the Zoning Code covers all requirements not addressed in the development text. This preliminary development plan establishes a new Planned Unit Development District (Celtic Crossing) with a development text that applies to these 28.11 acres.
Plan Overview	<p>The rezoning with preliminary development plan includes:</p> <ul style="list-style-type: none"> • Rezoning the 28.11-acre site from R, Rural District to a Planned Unit Development District (PUD). • Establishing a new development text with requirements for a 44 lot single-family detached homes and 8.75 acres of open space.
Development Text	The proposed preliminary development plan includes specific requirements that address the zoning and development details for the Celtic Crossing PUD. Details of the text requirements and the proposed development plan are provided in the next sections of this report.
Permitted Uses	The development text permits single-family detached homes, open spaces and related park features.

Details **Rezoning with Preliminary Development Plan**

Layout

Celtic Crossing Drive
This street will extend west through the site from a new intersection on Hyland-Croy Road. It will cross a stream running north/south through the site and continue west to a curve at the northwest corner of the site, where an 'eyebrow' loop will provide access to three lots. It will then extend south to a new intersection with Mitchell-Dewitt Road. A total of 27 lots will have frontage on this street; corner lots may be accessed from the other streets.

Macha Court
This single-loaded cul-de-sac street will extend south of Celtic Crossing Drive in the east portion of the site, providing frontage for five lots. The plans include an AutoTURN exhibit demonstrating the ability for a fire truck to navigate the cul-de-sac loop.

Nemain Court
This loop street will run through the center of the site, extending south from two intersections with Celtic Crossing Drive and providing frontage for 17 lots.

Open Space
The proposal includes 8.75 acres of open space, including scenic setbacks along Hyland-Croy Road and Mitchell-Dewitt Road, a Stream Corridor Protection Zone (SCPZ), and a stormwater management area along the south edge of the site. Ten lots are along the edges of the Stream Corridor Protection Zone, to the east and west. Seven lots are east of the stream with visibility from the Hyland-Croy Road open space. Seventeen lots are along the north and west property lines, backing up to the Glacier Ridge Metro Park.

Density and Lot Sizes

Density
The Future Land Use Map designates this site as *Mixed Residential Rural Density (1.5 dwelling units per acre)*. Development of this site at 1.5 units per acre would yield 42 lots. The current zoning (Rural District) would permit a maximum density of one unit per acre, or 28 units. The proposal includes 44 lots on 28.11 acres for a density of 1.57 units per acre.

Concept Plan Update:
The previously proposed concept plan included 45 lots. The Planning and Zoning Commission indicated potential support for the number of lots proposed, provided that design issues related to site setbacks along Mitchell-Dewitt Road were addressed. This included either moving or eliminating the two lots nearest Mitchell-Dewitt Road (Lots 24 and 25 on the concept plan). The revised plans have eliminated the lot to the west of Celtic Crossing Drive (previously Lot 24).

Lot Sizes
The development text requires a minimum lot area of 12,600 square feet. Lot widths are required to be a minimum of 90 feet at the building line, but may narrow to 50 feet at the right-of-way line to accommodate irregularly shaped lots along the loop street, the cul-de-sac, and the 'eyebrow' loop in the northwest corner of the site. Lots must be a minimum of 140 feet deep.

The proposed development plan includes lots that vary in size from slightly greater than one-quarter of an acre to roughly one-third of an acre. The plan includes standard, rectangular lots approximately 90 feet wide, and variable-width lots meeting the dimensional requirements of the development text. Lot depths generally range from 140 feet to 160 feet and will allow for adequate buildable area.

Details

Rezoning with Preliminary Development Plan

Setbacks

Hyland-Croy Road and Mitchell-Dewitt Road are both designated as Rural Character Roadways on the Community Plan's Roadway Character Map. The roadway character guidelines recommend the application of generous setbacks ranging from 100 to 200 feet with informal and naturalized landscape treatments.

The text requires a minimum 200-foot building and pavement setback from the proposed Hyland-Croy Road right-of-way, consistent with site setbacks for other residential developments along Hyland-Croy Road. The preliminary development plans shows this setback ranging from approximately 200 feet at its narrowest point (near Lot 1), and widening along the cul-de-sac street (Macha Court) that parallels Hyland-Croy Road.

The text also proposes a variable-width building and pavement setback along Mitchell-Dewitt Road, to be measured from the proposed Mitchell-Dewitt right-of-way. The setback ranges from approximately 200 feet at its widest point (east of Celtic Crossing Drive) to 50 feet near the western-most edge of the site. This portion of the setback intersects with Lot 24 and extends across the southwest corner of the lot. The proposed landscape plan includes buffer plantings within the open space reserves to the south of Lots 23 and 24. Additional landscape plantings should be considered for the portion of the 50-foot setback proposed to extend across Lot 24; however, a proposed stormwater line in this location may be a constraint. Options should be explored during the final development plan process.

Concept Plan Update

The previously proposed concept plan included a minimum 35-foot building and pavement setback from the Mitchell-Dewitt Road right-of-way, running through the open space reserves and across the rear of Lot 24 (previously labeled as Lot 25 in the concept plan). The southwest (rear) corner of Lot 24 also intersected the proposed Mitchell-Dewitt Road right-of-way line. This lot has been shifted to the north in the revised plan. The southwest corner of the lot is now located approximately 18 feet from the proposed Mitchell-Dewitt Road right-of-way. The southeast (front) corner of Lot 24 (along the Celtic Crossing Drive frontage) is now located approximately 115 feet from the proposed Mitchell-Dewitt Road right-of-way.

As noted above, one lot (previously labeled as Lot 24 on the concept plan) has been eliminated from the revised plan, providing an expanded setback to the east of Celtic Crossing Drive. This portion of the setback ranges in width from 200 to approximately 120 feet between the proposed Mitchell-Dewitt right-of-way and lot 23.

Lot Setbacks

Front Yard

Minimum 20 feet from the right-of-way. The front yard setback typically coincides with a sanitary sewer easement on the preliminary plat.

Rear Yard

Minimum 25 feet from the rear property line. In some cases, the rear yard setback overlaps with storm sewer easements, tree preservation zones or portions of the stream corridor protection zone on the preliminary plat.

Side Yards

Minimum 6 feet with a total of 14 feet. Some side yards overlap with storm sewer easements on the preliminary plat.

Details

Rezoning with Preliminary Development Plan

Traffic and Access

Rights-of-Way

This site and a portion of the Hyland-Croy Road right-of-way was annexed into the City of Dublin 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. The three new public streets are proposed to have 50-foot rights-of-way and pavement widths of 28 feet.

Access

Proper intersection spacing is an important consideration in access planning. The location of the Celtic Crossing Drive intersection with Mitchell-Dewitt Road was selected to optimize the safety and functionality of the proposed improvement based on the curvature of Mitchell-Dewitt Road along the site frontage. This proposed intersection is approximately 840 feet to the west of the Oakmeadow Drive access to the Oak Park subdivision. The location of the Celtic Crossing Drive intersection with Hyland-Croy Road was selected to maximize its distance from the Dublin Jerome High School access point, located approximately 600 feet to the south.

Concept Plan Update

Discussion at the Concept Plan review dealt with the location and function of the Mitchell-Dewitt Road access point, including the degree to which the access point is needed. The Washington Township Fire Department has reviewed the proposed plan and confirmed that both the Mitchell-Dewitt Road and Hyland-Croy Road access points are necessary for fire service. The Dublin Fire Code requires single-family developments with more than 30 dwelling units to provide separate fire apparatus access roads.

The Commissioners requested the applicant verify adequate sight distance to the existing Metro Park multi-use path crossing at Mitchell-Dewitt Road, approximately 270 to the west of the proposed intersection. The applicant has prepared a sight distance exhibit illustrating that adequate site distance can be achieved with the removal of some existing trees and underbrush within the proposed Mitchell-Dewitt Road right-of-way and along the west site boundary.



Sight Distance Exhibit

Traffic Study

The applicant has prepared a Traffic Impact Study (TIS) as part of the preliminary development plan that has been review by both Dublin Engineering and the Union County Engineer. This study determined any necessary roadway and/or intersection improvements based on the projected trip generation and studied the site's impact to seven off-site intersections in the study area. The TIS recommends that a left turn lane be installed on Hyland-Croy Road and no additional turn lanes are warranted on Mitchell-Dewitt Road.

Details	Rezoning with Preliminary Development Plan
	<p>The study also analyzed the impacts of a potential future conversion of the Hyland-Croy Road access point to a right-in/right-out design based on the Thoroughfare Plan's designation of Hyland-Croy Road for future improvement to a four-lane divided roadway. Widening of Hyland-Croy Road is not included in the City's current Capital Improvements Program and is considered a long-term need based on traffic projections for Hyland-Croy Road in the year 2030. Analysis indicates that both access points will operate at an adequate level of service in the event that the Hyland-Croy access is restricted to right-in/right-out.</p> <p>A roundabout is planned for construction at the Hyland-Croy Road intersection with Brand Road and Mitchell-Dewitt Road in 2013. Right-of-way has been acquired for this improvement to the south of the site; construction will not affect the site. This roundabout will provide improved traffic flow to the Mitchell-Dewitt site access.</p> <p>Engineering anticipates the traffic generated by this proposal to be heavily distributed to the Hyland-Croy Road corridor which will greatly reduce the effects of this site on the existing Metro Park path crossing. As an example, this site is anticipated to generate 4 vehicle trips in the AM peak hour that would travel west on Mitchell-Dewitt Road.</p>
<p>Sidewalks and Multi-Use Paths</p>	<p>The Subdivision Regulations require sidewalks or multi-use paths be installed on both sides of public streets. The development text allows for a combination of four-foot concrete sidewalks and eight-foot concrete or asphalt multi-use paths along public streets. The proposed text also requires a three-foot private sidewalk from the front door to the driveway of each residence, except in auto-court driveway configurations.</p> <p>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 Celtic Crossing Drive 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 Lots 1 and 2 and continues across the stream. The path will transition to a standard sidewalk section west of the stream and connect to another asphalt path within the Stream Corridor Protection Zone (near Lot 44) to provide access to the Metro Park north of the site. From this location, a continuous 10-foot wide multi-use path within the Metro Park will meander to the west and connect to the existing Metro Park path system.</p> <p>Planning and Engineering requested the applicant design and construct a pedestrian crossing at the Hyland-Croy Road intersection 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) and to Jerome High School. The applicant has provided letters from the Dublin City School District and the Metropolitan Park District supporting these path connections.</p> <p><i>Concept Plan Update</i></p> <p>Planning's recommendation was to provide additional multi-use path connections through the open space setbacks along Hyland-Croy Road and Mitchell-Dewitt Road. The Commission generally agreed that a path connection should be installed along Mitchell-Dewitt Road from the proposed Celtic Crossing Drive intersection as a connection to the Metro Park path west of the site.</p>

Details		Rezoning with Preliminary Development Plan
	<p>The Metropolitan Park District recently communicated to the applicant that its standard policy is to permit only one multi-use path connection from individual developments to the metro parks path system. The District has given the applicant the choice of installing either path connection shown but not both. The applicant has chosen the north path connection. For this reason, the development text was changed to not require a path connection along Mitchell-Dewitt Road. Planning recommends that the applicant continue to work with the Metro Parks District to pursue a possible exemption to this policy. The revised plans currently provide sufficient space along the Mitchell-Dewitt frontage to allow for a path connection if it is permitted by in the future. This potential path connection is on the proposed landscape plan, but not the preliminary plat.</p> <p>The Commission generally supported waiving the standard path requirement along Hyland-Croy Road because the timeline for future roadway improvements that would extend this path to the south is unknown, and the applicant included a pedestrian connection to the existing multi-use path on the east side of the road. The City Engineer has agreed to waive this path requirement.</p>	
Parking	<p>On-street parking will be allowed on one side of the new public streets, opposite the waterline and fire hydrants. The 20-foot minimum front yard setback will all space to park vehicles without overhanging the public sidewalk.</p>	
Architecture	<p>The proposed development text describes the general character of the development as one-, one and a half-, and two-story homes with a variety of two- and three-car garages. The text requires adherence to the Residential Appearance Standards of the Dublin Zoning Code unless otherwise stated. The text includes additional design requirements for lots with high visibility from Hyland-Croy Road and Mitchell-Dewitt Road.</p> <p><u>Materials</u> Permitted exterior cladding materials include brick, thin brick, stone, manufactured stone, wood, engineered wood, fiber-cement siding, stucco or any combination of these materials. Stucco is not permitted on lots with visibility from Hyland-Croy Road (Lots 1-7) or with visibility from Mitchell-Dewitt Road (Lots 23 and 24). Permitted trim materials include wood, engineered wood, vinyl, aluminum, EIFS, copper or fiber-cement products. Roofing materials include asphalt, wood, slate, concrete, tile or metal.</p> <p><u>Color</u> Cladding materials are required to be of a natural earth tone and/or warm neutral color (including white). High-chroma colors are not permitted.</p> <p><u>Architectural Details</u> The text requires similar architectural design elements and details to be consistent on all elevations of a structure (<i>i.e.</i> "four-sided" architecture). Chimneys must be finished with masonry and constructed with a foundation integral to the overall structure. Prominent side facades with high visibility (<i>e.g.</i> homes on corner lots, end lots, pie-shaped lots and lots adjacent to a large open space) are required to contain a combination of architectural design elements as defined in the Residential Appearance Standards.</p>	

Details

Rezoning with Preliminary Development Plan

Architectural Diversity

The development text includes a lot diversity matrix prohibiting the same or similar front elevations on adjacent lots, lots directly across the street from one another, and lots on a cul-de-sac bulb. Planning identified some technical inconsistencies and omissions in the diversity matrix and recommends that the applicant work with Planning to revise the matrix prior to Council review.

Garages and Driveways

All homes are required to have either an attached or detached garage, sized to accommodate two vehicles. Front-load, side-load and auto court style garage configurations are permitted, with some location specific limitations.

- Standard front-loaded garages are prohibited for lots with high visibility from Hyland-Croy Road and Mitchell-Dewitt Road (Lots 1-7, 23 and 24). Garages on these lots must either be side-loaded or court-loaded.
- For Lots 1, 2, 23 and 24, garage doors must face away from Hyland-Croy Road and Mitchell-Dewitt Road.
- For auto-court layouts with visibility from Hyland-Croy Road (Lots 1-7) courtyard driveways must be brick, interlocking concrete pavers, stamped concrete or architectural concrete finishes.

Other garage and driveway design requirements apply to all lots.

- All garage doors must have a decorative and upgraded design, described as being similar to "carriage-style" doors.
- For auto-court configurations a minimum 30-inch high wall or hedge is required along the front edge of the courtyard pavement facing the street.
- For side-loaded garages, a minimum 36-inch high, 75% opacity hedge is required along the rear edge of the driveway pavement to prevent headlight pollution into adjacent properties.

In addition, Planning has requested that the applicant incorporate requirements to avoid the 'snout house' effect that can occur when attached garages protrude in front of the house and dominate the street frontage. The proposed development text prohibits front-loaded garages that extend more than six feet forward of the front façade of the house or porch. No more than 40% of all lots are permitted to have a front-loaded garage that extends beyond the front façade of the house.

Details

Rezoning with Preliminary Development Plan

Tree Preservation and Tree Replacement

Tree Preservation

A 15-foot tree preservation zone is proposed at the rear of the 17 lots bordering the Metro Park. The development text prohibits trees from being removed from this zone, except where necessary for the installation or maintenance of utilities as approved in the final development plan. Removal of dead, diseased or noxious trees and other vegetation is permitted. The preliminary plat includes stormwater utility easements in the rear yards of 13 lots. Some of these easements are adjacent to, but do not overlap, the tree preservation zone. The text includes a requirement that disturbance by maintenance must be restored as nearly as practicable to the original condition of the tree preservation zone should be clarified to refer specifically to utility maintenance, and not prohibit homeowner maintenance of unvegetated portions of the tree preservation zone that may be converted to lawn.

Concept Plan Update

At the concept plan stage, the applicant indicated a potential need to install a stormwater swale along the north site boundary to collect and divert overland drainage from 28 acres of adjacent Metro Park land. If necessary, this improvement would likely effect existing trees within the tree preservation zone. The applicant has since coordinated with the Park District to agree on the installation of a swale on the Metro Park property in conjunction with multi-use path planned to the north of the site. This off-site improvement is indicated on the preliminary plat and serves to minimize the potential impact on existing trees.

Tree Replacement

The proposed development text outlines a goal to preserve as many trees in good or fair condition as possible. A detailed tree replacement plan will be required with the final development plan. The Zoning Code requires that protected trees (trees six inches in diameter or greater and in good or fair condition) be replaced on an 'inch for inch' basis with deciduous trees. The applicant is proposing a waiver to this requirement in the development text, as follows:

- Trees that measure between six and 24 caliper inches may be replaced 'tree for tree', rather than 'inch for inch.'
- Trees that measure 24 caliper inches or greater must be replaced 'inch for inch' as required by Code.

The waiver will require approval by City Council.

The applicant has provided a tree survey that preliminarily identifies 304 inches for removal, with 222 inches in good or fair condition. Twenty-two protected trees have been identified for removal in the location of the proposed Celtic Crossing Drive stream crossing. Four additional protected trees must be removed at the southwest corner of the site to meet intersection sight distance requirements. Among those currently identified for removal, one tree (a 24-caliper-inch Red Oak) would meet the proposed inch for inch replacement requirement.

The development text requires replacement trees to be deciduous trees with a minimum caliper size of 2½ inches, consistent with Code requirements. The proposed landscape plan indicates that replacement deciduous trees will be located throughout the open space reserves. The landscape plan also indicates a mixture of evergreen and deciduous trees as a buffer planting along lots 23 and 24 in the Mitchell-Dewitt open space setback. Evergreen trees will not be permitted to count toward tree replacement requirements.

Details

Rezoning with Preliminary Development Plan

Open Space and Landscaping

The subdivision regulations require the dedication of at least 1.88 acres. The plan includes 8.75 acres of proposed open space (31% of the total site area), consisting of scenic roadway setbacks, the Stream Corridor Protection Zone, and stormwater management areas. The development text states that these open spaces will be owned by the City. The applicant will be responsible for the initial landscaping of the open space areas and the homeowners association will be responsible for maintenance.

Landscape Character

The proposed text describes the general intent for landscape character within the development, consistent with the recommendations of the Community Plan. The text describes a design intent to balance naturalized and formally maintained landscape elements, using low-maintenance design that contributes to the rural character of the area.

Specific landscape requirements and design guidelines are provided for both the Hyland-Croy Road and Mitchell-Dewitt Road open space setbacks. The Hyland-Croy setback will include open, naturalized areas featuring no-mow or low-mow grasses, transitioning to formally maintained areas along streets and around entry features. The Mitchell-Dewitt setback will include a landscape screen between the residential lots and Mitchell-Dewitt Road, composed of evergreen and deciduous trees, ornamental trees, and shrubs. Each of the open space areas may include additional amenities, such as pedestrian paths and entry features. Entry features will include fencing, masonry columns, integrated neighborhood identification signs, landscaping and lighting. Stormwater features are also proposed within these areas.

Landscape Plan

The applicant has also prepared an illustrative, conceptual landscape plan that shows the general design intent of the proposal and conformance with the development text. The proposed landscape plan is consistent with the roadway character landscape recommendations in the Community Plan. Details regarding the open space landscaping will be required at the final development plan stage.

In addition to the scenic roadway setbacks, an open space area is proposed along the south property boundary between the Stream Corridor Protection Zone and the Mitchell-Dewitt entry. This area will be used primarily for stormwater management. A naturalized, low-mow grass treatment is proposed for this area. The development text requires a 'line of demarcation' along residential lot lines that abut open space areas, including the Stream Corridor Protection Zone and the stormwater management area. This requirement is intended to prevent encroachment onto the public open space areas, where low-maintenance landscape treatments are proposed. Permitted demarcation elements include the use of a low, split rail fence, wood posts at property corners, and landscaping. The landscape plan indicates the general location of this treatment, but specific design details will be provided with the final development plan.

Details	Rezoning with Preliminary Development Plan
<p>Stormwater and Utilities</p>	<p><u>Utilities</u> The site will connect to the public water and sanitary sewer systems by constructing new water and sewer mains extending to the existing utility lines along the east side of Hyland-Croy Road. Adequate capacity exists in these systems to serve this development.</p> <p><u>Stormwater Management</u> To accommodate anticipated stormwater drainage, and to meet the requirements of the Stormwater Code, the applicant will install a public storm sewer system that will connect to the proposed retention basins. Catch basins will be installed in some rear yards and open space areas. The plan includes two separate stormwater management systems:</p> <ul style="list-style-type: none"> • A wet retention pond is proposed to the east of the cul-de-sac within the Hyland-Croy open space setback. • Two wet retention 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, once the stormwater has been adequately treated. An off-site swale will be installed on along the multi-use path planned to the north of the site within the metro park. This swale will collect and divert overland drainage from the Metro Park and will outlet into the existing stream immediately north. The applicant should provide verification of construction and maintenance agreements for the off-site stormwater swale to be constructed on Metro Park property with the final development plan.</p> <p>The applicant has provided a stormwater management report and floodplain analysis which demonstrate that the proposed stormwater facilities will adequately manage runoff quantity and quality. Engineering has identified a potential encroachment of the 100-year stormwater surface profile for basin 1 on the rear of lot 23. A refined stormwater analysis and design will be required as part of the final development plan and adjustments should be made as necessary. Final location, design and maintenance requirements for all stormwater facilities will be approved with the final development plan.</p>
<p>Stream Corridor Protection Zone</p>	<p>A Stream Corridor Protection Zone (SCPZ) bisects the site along a tributary to the North Fork of the Indian Run. This SCPZ is intended to preserve the flood water capacity of the existing drainage way and limit stream erosion through the preservation of existing vegetation. The width is determined by the contributing drainage area upstream. The floodplain analysis conducted by the applicant indicates that the necessary width is 50 feet on each side of the high water mark for the existing channel.</p> <p><u>Stream Crossing</u> Celtic Crossing Drive crosses the SCPZ in the north portion of the site with a stream culvert and a co-located utility easement, which will require tree removal. Stormwater facilities will be outside of the protection zone but will require easements through the zone allowing for drainage outfalls on either side of the stream.</p> <p><u>Pedestrian Path Connection</u> The proposed plans include a multi-use path connection to the metro park running through the SCPZ east of lot 44 with plantings between the path and the lot. The applicant should work with Planning and Engineering during the final development plan process to ensure the path is located with minimal impact on existing trees.</p>

Details		Rezoning with Preliminary Development Plan
	<p><u>Relationship to Proposed Lots</u> The proposal shows small portions of the SCPZ overlapping the rear yards of seven lots and the side yard of one lot. The applicant proposes to plat these overlapping areas as a defined "On-lot Stream Corridor Protection Zone" with specific requirements and limitations outlined in the development text. All of the overlapping areas are within platted setback or easements. The preliminary plat shows the overlap areas varying in width from less than 1 foot to approximately 14 feet at the widest point (on Lot 8). Lots 2 and 3 are also located adjacent to but not overlapping the SCPZ.</p> <p>The development text allows on-lot portions of the SCPZ to maintained as lawn; these areas are currently used for crop production and do not include the naturally-vegetated portions of the stream corridor. Portions of the SCPZ between private lot lines and the existing tree line are proposed to be planted with a naturalized, low-mow grass treatment. The development text requires an "open space/lot line demarcation" as described earlier.</p> <p><i>Concept Plan Update</i> The previously proposed concept plan was developed prior to the detailed floodplain analysis that has been performed as part of the preliminary development plan. The concept plan assumed a wider Stream Corridor Protection Zone (63 feet on each side of the stream). At that width, the ten lots along the SCPZ encroached the zone to a greater extent than currently proposed.</p>	

Analysis		Rezoning with Preliminary Development Plan
Process	Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.	
1. Consistency with Dublin Zoning Code	Criterion met: This proposal is consistent with the Zoning Code, except as appropriately altered in the proposed development text.	
2. Conformance with adopted Plans <i>Condition 1</i>	Criterion met with Condition: The uses and density proposed for this site are consistent with the Future Land Use designation and meet the intent of the roadway character guidelines. The applicant should provide additional landscape buffering on the portion of Lot 24 that is included in the Mitchell-Dewitt Road scenic setback, provided that it does not interfere with stormwater drainage in this location.	
3. Advancement of general welfare and orderly development	Criterion met: This proposal conforms to the Community Plan and is compatible with the surrounding residential development and adjacent parkland.	
4. Effects on adjacent uses	Criterion met: The proposal is appropriately located in the city and will safeguard the value of property within and adjacent to the area. Proposed stormwater basins are sited and designed to preserve existing trees along the existing residential properties to the south. Tree preservation zones are proposed along the metro park boundary.	

Analysis		Rezoning with Preliminary Development Plan	
5. Adequacy of open space for residential development		Criterion met: The open space is adequate for residential development and the maintenance responsibility of the open space is appropriately that of the homeowners association. The development text contains requirements for the landscape design of naturalized areas within the open space.	
6. Protection of natural features and resources	<i>Condition 2</i>	Criterion met with Condition: The applicant has performed a floodplain analysis that identifies the appropriate size and location of the Stream Corridor Protection Zone. Impacts to this zone will be minimized, with the exception of the stream crossing and necessary stormwater outfalls. Existing tree rows along the site perimeter will also be preserved. The proposed development text should be clarified to allow homeowner maintenance of unvegetated portions of the tree preservation zone that may be converted to lawn.	
7. Adequate infrastructure		Criterion met: With the proposed improvements installed, the site will have access to adequate utilities.	
8. Traffic and pedestrian safety	<i>Conditions 3 & 4</i>	Criterion met with Conditions: The applicant has provided a traffic analysis which accounts for the proposed future development impacts. The applicant will be required to install a left turn lane and pedestrian crossing on Hyland-Croy Road as recommended by the traffic study. Existing trees and other vegetation should be removed with the construction of the Celtic Crossing Drive/Mitchell-Dewitt intersection as indicated on the Intersection Sight Distance Exhibit.	
9. Coordination & integration of building & site relationships	<i>Condition 5</i>	Criterion met with Condition: The proposal is consistent with the existing development patterns of surrounding Dublin subdivisions. Small portions of the Stream Corridor Protection Zone will overlap some adjacent lots, but adequate buildable area is provided on all lots to prevent impacts on the stream corridor. Lots with high visibility from Hyland-Croy Road and Mitchell-Dewitt Road have been oriented to minimize visibility of rear and side facades. Proposed landscape plantings will provide additional visual buffering where side facades would otherwise be exposed. Gaps in the existing tree row along the rear of Lots 1 and 2 should be augmented with additional trees and/or other landscape materials to minimize the view of rear yards from Hyland-Croy Road, to be approved as part of the final development plan.	
10. Development layout and intensity		Criterion met: The proposed plans contribute to the orderly development of this site, including proposed uses, setbacks, and density.	
11. Stormwater management		Criterion met: Adequate provision is made for stormwater management.	
12. Community benefit	<i>Condition 6</i>	Criterion met: The proposed text outlines all applicable development requirements for this project. Proposed pedestrian connections to the Glacier Ridge Metro Park and Dublin Jerome High School provide benefits to the wider community. The applicant should continue to work with the Metropolitan Park District to seek approval of this path connection as part of the final development plan.	
13. Design and appearance	<i>Condition 7</i>	Criterion met with Condition: The proposal outlines high-quality building materials and architectural design standards within the proposed development text. Staff has identified some technical inconsistencies and omissions in the diversity	

Analysis		Rezoning with Preliminary Development Plan	
		matrix and recommends that the applicant work with Planning to revise the matrix prior to Council review.	
14. Development phasing		Criterion met: The plans indicate a single phase for this project.	
15. Adequacy of public services		Criterion met: There are adequate services for the proposed development.	
16. Infrastructure contributions	<i>Condition 8</i>	Criterion met with Condition: The applicant will be responsible for constructing off-site improvements, including utility connections, pedestrian facilities, and roadway improvements. Engineering has not identified a need for financial contributions to other off-site infrastructure improvements. The applicant should provide verification of formal agreements with the Metropolitan Park District and the Dublin City School District regarding the timing, construction and maintenance responsibilities for all off-site multi-use path and stormwater swale improvements prior to approval of the final development plan.	

Recommendation		Rezoning with Preliminary Development Plan	
Approval		In Planning's analysis, this proposal complies with the rezoning/preliminary development plan criteria and the existing development standards within the area. Approval with 8 conditions is recommended.	
Conditions		<ol style="list-style-type: none"> 1) That additional landscape buffering be provided on the portion of lot 24 within the Mitchell-Dewitt scenic setback, provided that it does not interfere with stormwater drainage in this location; 2) That the development text be revised so as not to prohibit homeowner maintenance of lawn areas within the tree preservation zone; 3) That the applicant construct a left-turn lane with a pedestrian crossing on Hyland-Croy Road, prior to Conditional Acceptance of the subdivision improvement, to the satisfaction of the City Engineer; 4) That gaps in the existing tree row along the rear of Lots 1 and 2 be augmented with additional trees/and or other landscape materials as part of the final development plan, subject to approval by Planning; 5) That existing trees and other vegetation be removed with the construction of the Celtic Crossing Drive/Mitchell-Dewitt Road intersection as indicated on the Intersection Sight Distance Exhibit; 6) That the applicant continue to work with the Metropolitan Park District to seek approval of an additional path connection along Mitchell-Dewitt Road for inclusion in the final development plan; 7) That technical inconsistencies and omissions in the lot diversity matrix be revised prior to Council review; and 	

Recommendation	Rezoning with Preliminary Development Plan
	<p>8) That the applicant provide verification of formal agreements with the Metropolitan Park District and the Dublin City School District regarding the timing, construction and maintenance responsibilities for all off-site multi-use path and stormwater swale improvements prior to approval of the final development plan.</p>

Details	Preliminary Plat
Plat Overview	<p>The proposed preliminary plat subdivides 28.11 of land into 44 single-family lots and 8.75 acres of open space. The plat also provides new rights-of-way for Celtic Crossing Drive, Neiman Court and Macha Drive, and additional rights-of-way for Hyland-Croy Road and Mitchell-Dewitt Road, consistent with the Dublin Thoroughfare Plan.</p> <p>The preliminary plat correctly shows all setback requirements. All other information required by the Subdivision Regulations, or as otherwise required by the proposed development text, is provided in the proposed preliminary plat.</p>
Open Space	<p>The Zoning Code requires the dedication of 1.88 acres of open space; 8.75 acres are provided.</p> <ul style="list-style-type: none"> • Reserve "A" - 1.06 acres located to the north of the Celtic Crossing Drive entry at Hyland-Croy Road. This reserve includes a multi-use path connection along Celtic Crossing Drive and extending to the west. • Reserve "B" - 4.2 acres to the south of Celtic Crossing Drive and incorporates the largest portion of the Hyland-Croy Road setback. The plans show a wet retention basin within this open space. This reserve also includes a portion of the Stream Corridor Protection Zone, which should be more clearly delineated on the Final Plat. • Reserve "C" - 2.82 acres in the south portion of the site, extending from the Stream Corridor Protection Zone to the entry of Celtic Crossing Drive at Mitchell-Dewitt Road. The plans show two wet retention basins in this reserve, connected by a shallow swale. This reserve also includes a portion of the Stream Corridor Protection Zone, which must be more clearly delineated on the Final Plat. • Reserve "D" - 0.21 acres located to the west of the Celtic Crossing Drive entry at Mitchell-Dewitt Road. This reserve provides adequate space for a multi-use path connection to the Metro Park path system immediately to the west of the site, subject to approval by the Park District. The path connection is illustrated on the conceptual landscape plan submitted as part of the preliminary development plan. • Reserve "E" - 0.46 acres including the northernmost portion of the Stream Corridor Protection Zone to the north of Celtic Crossing Drive. This reserve includes a multi-use path connection from Celtic Crossing Drive to the Glacier Ridge Metro Park; this path will extend through the park and connect to the existing path system.

Details	Preliminary Plat
	The development text indicates that the open space areas will be owned by the City of Dublin and maintained by a forced/funded homeowners association. This requirement will be reflected on the Final Plat. The landscape island on the Macha Court cul-de-sac bulb has not been indicated as a reserve. Planning recommends this landscape island also be a reserve maintained by the homeowners association.

Analysis	Preliminary Plat
Process	The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.
1) Plat Information and Construction Requirements <i>Condition 1</i>	Criterion met with Condition: This proposal is consistent with the requirements of the Subdivision Code and proposed development text and all required information is included on the plat. The preliminary plat should identify the Macha Court cul-de-sac island as a platted reserve prior to submission for City Council review. Homeowners association maintenance responsibilities will need to be outlined on the Final Plat.
2) Street, Sidewalk, and Bike path Standards	Criterion met: Street widths, grades, curvatures, and intersections designs comply with the appropriate Code sections and engineering requirements. Sidewalks or multi-use paths are required on both sides of all public streets in compliance with City construction standards, except as specifically waived in the development text.
3) Utilities	Criterion met: Utility lines are adequately sized and located to serve the development and provided within appropriately sized and accessible easements.
4) Open Space Requirements	Criterion met: The plat meets and exceeds the open space requirement.

Recommendation	Preliminary Plat
Approval	This proposal complies with the preliminary plat criteria and a recommendation to City Council for approval of this request is recommended with 1 condition.
Conditions	1) That the preliminary plat be revised to should identify the Macha Court cul-de-sac island as a platted reserve prior to submission for City Council review.

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 forwarded to City Council for a first reading/introduction and a second reading/public hearing for a 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. In the case of a combined rezoning/preliminary development plan and final development plan, the final development plan is not valid unless the rezoning/preliminary development plan is approved by Council.

Review Criteria

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a Rezoning/Preliminary Development Plan. 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 PD 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.

PRELIMINARY PLAT

If approved, the preliminary plat will be reviewed at a later date by City Council. If the Commission disapproves the preliminary plat, it must state its reasons for doing so. Approval of the preliminary plat is effective for 24 months and authorizes the developer to proceed with construction after meeting all Engineering requirements. The Commission and City Council will later review the final plat for each phase, generally after infrastructure is complete, to ensure that it conforms to the preliminary plat.

Review Criteria:

In accordance with Chapter 152, the Code sets out the following requirements as part of the platting requirements for the subdivision of land:

- 1) The proposed plat provides the minimum plat contents required by Sections 152.018(B) and 152.018(C);
- 2) The proposed plat will comply with all applicable subdivision improvement procedures as defined by Sections 152.035 through 152.053;
- 3) The proposed plat will provide required improvements as specified by Sections 152.065 through 152.072.