City of Dublin
Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017-1090
Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council

From: Marsha I. Grigsby, City Manager

Date: April 4, 2013

Initiated By: Steve Langworthy, Director of Land Use and Long Range Planning

Re: Ordinance 22-13 – Rezoning Approximately 28.1 Acres on the West Side of Hyland-Croy Road, Approximately 1,030 Feet North of the Intersection with Brand Road and Mitchell-Dewitt Road, R, Rural District to PUD, Planned Unit Development District (Celtic Crossing PUD) to Establish a 44-Lot, Single-Family Detached Residential Development and 8.75 Acres of Open Space. (Case 12-082 Z/PDP/PP)

Summary

Ordinance 22-13 was introduced at the March 11, 2013 City Council meeting. This is a request for review and approval of a Rezoning with Preliminary Development Plan from R, Rural District to Planned Unit Development District (Celtic Crossing PUD), and a Preliminary Plat for 28.1 acres to establish a 44-lot, single-family detached residential development with 8.75 acres of open space.

Tree Replacement Waiver

Council expressed concerns about the inclusion of modified tree replacement requirements within the proposed development text as opposed to a separate tree waiver request as is typically processed. Council requested the tree waiver language be removed from the text and the proposed waiver be considered as a separate agenda item at the second reading. The applicant has provided a revised development text with the Preliminary Development Plan. The text now states that, "Tree replacement shall be per Code unless otherwise approved by City Council." (Refer to page DS-2 in the attached Preliminary Development Plan packet.)

Upon further discussion with staff, the applicant has elected not to pursue a tree replacement waiver with the rezoning and will instead continue to analyze the feasibility of accommodating replacement trees on site with the final development plan approval. Any subsequent proposal to modify tree replacement requirements will be brought back to Council as a formal tree waiver request and will be reviewed according to the standard criteria typically used for these requests.

Recommendation

Planning recommends City Council approval of Ordinance 22-13 at the second reading/public hearing on April 8, 2013.

Dayton Legal Blank, Inc. Form No. 30043

Ordinance No. 22-13 Passed _____, 20____

AN ORDINANCE REZONING APPROXIMATELY 28.1 ACRES LOCATED ON THE WEST SIDE OF HYLAND-CROY ROAD, APPROXIMATELY 1,030 FEET NORTH OF THE INTERSECTION WITH BRAND ROAD AND MITCHELL-DEWITT ROAD, R, RURAL DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT (CELTIC CROSSING PUD) TO ESTABLISH A 44-LOT SINGLE-FAMILY DETACHED RESIDENTIAL DEVELOPMENT AND 8.75 ACRES OF OPEN SPACE (CASE 12-082 Z/PDP/PP).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, _____ of its elected members concurring, that:

Section 1. The following described real estate, (see attached legal description marked Exhibit "A"), situated in the City of Dublin, State of Ohio, is hereby rezoned PUD, Planned Unit Development District, and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter 153 of the Codified Ordinances), the City of Dublin Zoning Code and amendments thereto.

Section 2. The application (Exhibit "B"), including the list of contiguous and affected property owners, and the recommendations of the Planning and Zoning Commission (Exhibit "C"), are all incorporated into and made an official part of this Ordinance and said real estate shall be developed and used in accordance therewith.

Section 3. This Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this _____ day of _____, 2013.

_____
Mayor - Presiding Officer

ATTEST:

_____
Clerk of Council

Preliminary Development Plan

CELTIC CROSSING

Dublin, Ohio

Land Owner/ Developer

Stavroff Interests, Ltd.
565 Metro Place South, Suite 480
Dublin, OH 43017
Phone: (614) 764-9981
Contact: Kevin McCauley

Legal:

Smith and Hale
37 W Broad St, Ste 725
Columbus, OH 43215
Phone: (614) 221-4255
Contact: Ben Hale, Jr.

Land Planning/ Landscape Architecture:

The EDGE Group
330 West Spring Street, Suite 350
Columbus, OH 43215
Phone: (614) 486-3343
Contact: Greg Chillog

Engineering:

EMH&T
5500 New Albany Road
Columbus, OH 43054
Phone: (614) 775-4500
Contact: Brad Holland

Approved: Planning and Zoning Commission February 7, 2013
Submittal: City Council 2nd Reading April 8, 2013

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Section I–
Development Overview

I. Location and Size

- The site is located completely within the City of Dublin and Union County.
- The site is located approximately 1,030' north of the intersection of Brand and Hyland-Croy Roads, immediately west of Hyland-Croy Road and Dublin Jerome High School Stadium and practice field.
- The site is ±28.110 acres in area, measuring ±758' in the north/south direction and ±1,682 in the east west direction.

II. Existing Conditions and Character

- The site is rectangular in shape.
- The site is located in the North Fork Indian Run Watershed. The site generally drains from north to south. Highpoints are located at the northwest corner (elevation 942) and northeast corner (elevation 936). A low point (elevation 930) is located where an existing stream flows off the property along the southern boundary.
- A stream bisects the property north to south, with 1/3 of the site east of the stream and 2/3 of the site west of the stream. A stream corridor protection zone with a buffer of 63' on both sides has been designated for this stream.
- The site is located entirely out of the 100 year floodplain.
- Tree rows and brush line the perimeter of the property and the stream
- 380 trees exist on the site, 13 of those are landmark trees. Of the 380 trees, 121 (32%) are dead or in poor condition, 2 are landmark trees in poor condition.
- The site is generally flat; there are no steep slopes on the site.
- No buildings exist on the site.

III. Existing and Proposed Land Uses

- The Dublin Community Plan - Existing Land Use Map designates the site as "Rural Residential/Agricultural" and "Vacant/Undeveloped."
- Surrounding land uses include: Residential Low Density (unincorporated properties south of the site), Parks/Open Space (Glacier Ridge Metro Park) and Public Institutional/Civic (Dublin Jerome High School).
- The Dublin Community Plan - Future Land Use Map classifies the site as "Mixed-Residential/Rural Density (1.5 d.u./ac.).
- Proposed uses are residential, open space and parks.
- The proposal is to develop the tract with 44 single-family lots for a gross density of 1.56 dwelling units per acre.

IV. Parks and Open Space

- A total of 8.75± acres (±31.1%) will remain free of development and will include the required Hyland-Croy and Mitchell-Dewitt Roads setbacks and the storm water management facilities.
- The open space areas will be owned by the City of Dublin and maintained by a private home owners association.

V. Provision of Utilities

General

- All utilities, including sanitary sewer, water, telephone, electric, and gas, are available at this site.
- All utilities will be designed and constructed to meet the standards established by the City of Dublin Engineer.
- A comprehensive storm water management system will meet City of Dublin design criteria.
- All utilities shall be placed in appropriate locations on the lots that will best preserve the existing trees in good or fair condition.

Sanitary Sewer

- Sanitary sewer to the Celtic Crossing development will be serviced from an existing 12-inch sanitary sewer (CC-12770) located on the east side of Hyland-Croy Road.
- An 8-inch sanitary sewer will be extended across Hyland-Croy Road from existing manhole 17 to service the entire proposed development.

Water

- Water service to the Celtic Crossing development will be serviced from an existing 16-inch water main located on the east side of Hyland-Croy Road.
- An 8-inch water main will be extended across Hyland-Croy Road to service the entire proposed development.
- Public water mains will be constructed along the proposed roadways within the development.

Storm Water – Existing

- The site drains from north to south and is tributary to an existing un-named ditch that runs through the eastern third of the property.
- 29 acres of offsite area drains from the north across the site to the ditch mentioned above.
- The predominant soil type is Brookston, a Type B/D soil which will function as a Type C soil. The secondary soil types are Blount and Crosby, Type C soils. All will have a pre-developed runoff curve number of 70.

Storm Water –Post Developed

- In the post-development condition the site drainage will be handled by two separate storm water management systems. One system will be located on the east side of the existing ditch and the other will be located on the west side of the existing ditch.
- Both systems will accept drainage from impervious areas such as roadways, driveways, roofs, and sidewalks and some back yard drainage.
- The west system will be two wet basins connected by a shallow swale. This system will have a tributary area of approximately 13.6 acres. This system will outlet into the un-named ditch that runs through the proposed site.
- The east basin will be a wet basin that will have a tributary area of approximately 4.3 acres and outlet into the un-named ditch that runs through the proposed site.
- Approximately 27.8 acres of offsite area from the north may be directed to the existing ditch via an off-site swale or rear yard swales on the north side of the property .

VI. Access and Circulation

- Vehicular access to the site will be from a single access point on Hyland-Croy Road and from a single access point on Mitchell-Dewitt Road.
- Celtic Crossing Drive will connect the access points along Hyland-Croy and Mitchell-Dewitt Roads and extend through the site along the northern and western borders.
- Macha Court will be a cul-de-sac street extending south from Celtic Crossing Drive on the eastern third of the development.
- Nemain Court will be a loop street extending from Celtic Crossing Drive on the western two thirds of the development.

SECTION II–
Development Standards

I. DEVELOPMENT STANDARDS

Basic development standards are addressed in this text regarding proposed density, general site issues, traffic, circulation, landscaping, and architecture. These component standards ensure consistency and quality throughout the development. Unless otherwise specified in the submitted drawings or in this written text, the development standards of Chapter 152 and 153 of the City of Dublin Code shall apply.

II. PERMITTED USES

Permitted uses shall include the following:

A. Single-family detached homes.

B. Open spaces and related park features.

III. DENSITY

A maximum of forty-four (44) residential homes shall be permitted in this PUD.

IV. LOT STANDARDS

Single-family homes in this development will be constructed on traditional lots with fee simple ownership. Specific lot standards shall apply to each of these development types:

A. Fee simple lots

1. Lot Size

a. Lot Area: Twelve thousand six hundred (12,600) square feet minimum

b. Lot width at the right of way line: Fifty (50) feet minimum

c. Lot Width at the building line: Ninety (90) feet minimum

d. Lot Depth: One hundred forty (140) feet minimum. Irregularly shaped lots shall have a minimum lot depth of 140 feet along at least one side lot line, provided that minimum buildable depth requirements are met.

2. Lot Setbacks

a. Front yard: There shall be a minimum front yard setback of twenty (20) feet from the right-of-way line or as shown on the approved preliminary plat. The requirements of the Subdivision Regulations Chapter 152.019(C)(6) shall not be applicable to this development.

b. Rear yard: There shall be a minimum rear yard setback of twenty-five (25) feet as indicated on the preliminary plat.

c. Side yard: There shall be a minimum side yard of six (6) feet for buildings, provided, however, that there shall be a minimum of fourteen (14) feet total side yard per lot.

d. Hyland-Croy Road: There shall be a minimum building and pavement setback of two hundred (200) feet from the proposed Hyland-Croy Road right-of-way. Storm water management facilities, landscaping, multi-use paths, open space, park amenities and entry features may be located within this setback to enhance the rural character of the Hyland-Croy Road corridor.

e. Mitchell-Dewitt Road: There shall be a varying building and pavement setback of two hundred (200) feet from the proposed Mitchell-Dewitt Road right of way east of the entry drive to fifty (50) feet from the proposed Mitchell-Dewitt Road right of way west of the entry drive, as indicated on the preliminary plat. Storm water management facilities, landscaping, multi-use paths, open space, park amenities and entry features may be located within this setback to enhance the rural character of the road corridor.

3. Lot Coverage

The maximum lot coverage shall be forty-five (45) percent.

4. On-Lot Stream Corridor Protection Zone

a. Portions of the Stream Corridor Protection Zone may be platted on individual lots.

b. No building, structure, fence, patio, recreational or athletic facility, or any other improvement of any kind may be placed temporarily or permanently upon, in or under the area designated hereon as a "On Lot Stream Corridor Protection Zone" nor shall any work be performed thereon which would alter the natural state of the zone or damage any of the trees or vegetation therein.

c. No tree may be removed from the zone except for the removal of dead, diseased, decayed, or noxious trees and other understory vegetation or as may be required for conservation or in keeping with good forest management practices. Areas without trees or understory vegetation on the lot may be maintained as lawn.

V. STREET ACCESS AND/OR IMPROVEMENTS

A. Access

1. Hyland-Croy Road:

a. One full access intersection shall be provided.

2. Mitchell-Dewitt Road:

a. One full access intersection shall be provided.

VI. STREET STANDARDS

A. Public Streets

1.	**Right-of-Way Width**:	Fifty (50) feet minimum
2.	**Pavement Width:**	Twenty-eight (28) feet minimum as measured back-of-curb to back-of-curb
3.	**Drive Lanes:**	Two (2)
4.	**Parking Lanes:**	Parking shall be permitted on one side of public streets internal to the PUD opposite the waterline and fire hydrants.
5.	**Tree Lawn:**	Not less than seven (7) feet in width.
6.	**Sidewalk:**	Four (4) feet wide minimum; sidewalks shall be concrete.
7.	**Multi-use path:**	Eight (8) feet wide minimum; multi-use paths shall be constructed of concrete when located directly in front of single-family lots and may be constructed of asphalt when located elsewhere**.**

VII. UTILITIES

A. Design and Construction

1. All utilities shall be designed and constructed to meet the standards established by the City of Dublin Engineer.

B. Location

1. All utilities shall be placed in appropriate locations on the individual home lots that will best preserve the existing trees in good or fair condition.

VIII. STORM WATER MANAGEMENT

A. Design and Construction

1. A comprehensive storm water management system shall be developed, following the City of Dublin storm water management policies.

2. Storm water management in the post development condition is anticipated to be handled by two separate systems: an "east system" and a "west system". Both will accept impervious areas such as roadways, sidewalks, driveways, roofs and some back yard drainage.

    a. The "west system" shall be generally located along the southern property line and will include two wet basins connected by a shallow swale. This system will outlet into the existing un-named ditch.

    b. The "east system" will be a wet basin generally located east of the proposed cul-de-sac. This system will outlet into the existing un-named ditch.

IX. TREE PRESERVATION, REMOVAL AND REPLACEMENT

A. Tree Preservation

1. It is the intent of the developer to preserve as many good and fair condition trees as possible on site. A good faith effort will be made to preserve existing trees in good and fair condition where appropriate.

B. Tree Preservation Zone

1. A fifteen (15) feet wide tree preservation zone shall be established at the rear of all lots along the northern and western property lines. This zone shall be indicated on the preliminary and final plats.

2. No tree or vegetation may be removed from the zone except for the installation and/or maintenance of utilities as approved in the final development plan, removal of dead, diseased, decayed, or noxious trees and other vegetation or as may be required for conservation or aesthetic purposes or in keeping with good forest management practices. Areas without trees or understory vegetation on the lot may be maintained as lawn.

3. No building, structure, fence, patio, recreational or athletic facility, or any other improvement of any kind may be placed temporarily or permanently upon, in or under the area designated hereon as a "Tree Preservation Zone" nor shall any work be performed thereon which would alter the natural state of the zone or damage any of the trees or vegetation therein.

4. Disturbance of any part of the zone by maintenance shall be restored as nearly as practicable to the original condition.

5. A tree protection fence, minimum four (4) feet in height, shall be installed around the perimeter of the tree preservation zone prior to any construction activities. The fence location shall be indicated on the final development plan and shall remain in place until occupancy has been granted or as otherwise approved by the City Forester for all lots, as indicated on the preliminary plat.

C. Tree Replacement Plan

1. Tree replacement shall be per code unless otherwise approved by City Council.

2. The master developer shall be responsible for the replacement of all subject trees affected due to the development of the site.

3. All site required tree replacement must be completed prior to the issuance of the first building permit or within six (6) months, due to unfavorable weather conditions.

4. All individual lot tree replacement must be completed prior to issuance of an occupancy permit or within six (6) months, due to unfavorable weather conditions.

X. PARKS AND OPEN SPACE

1. The open space will meet that required under Code. All open space shall be dedicated to the City. All open space areas shall be maintained by a forced and funded homeowners association.

2. Access to the Metro Park will be provided, subject to Metro Parks District approval, by the extension of multi-use paths through open space areas of the project to the Metro Park. Access may occur within the stream corridor protection zone. Final design for connections and associated screening shall be presented and approved during the Final Development Plan phase.

XI. ARCHITECTURE

A. General Character

1. The character of the development shall be one (1), one and one-half (1½) and two (2) story single-family homes with a variety of two (2) or three (3) car garages that will mimic the quality of the surrounding homes in adjacent neighborhoods and will adhere to the City of Dublin Residential Appearance Standards Code.

B. Permitted Building Height

1. Maximum of thirty-five (35) feet, as measured per the Dublin Code.

C. Permitted Exterior Materials

1. Cladding Materials.

    a. The exterior cladding of all structures on all lots shall be finished using all natural materials, including brick, thin brick, stone, manufactured stone, wood, engineered wood, fiber-cement siding products, stucco or any combination thereof.

    b. Stucco shall be prohibited as a cladding material on all structures east of the stream and two lots nearest Mitchell-Dewitt Road (Lots 1-7, 23 and 24 as indicated on the Preliminary Plat).

2. Trim Materials.

    a. Wood, engineered wood, vinyl, aluminum, EIFS, copper or fiber-cement products.

    b. Shutters shall be considered as " trim" for the purpose of meeting the Residential Appearance Code requirements

3. Roofing Materials.

    a. Dimensional asphalt shingles, wood, slate, concrete, tile or metal.

D. Permitted Exterior Colors

1. Cladding Colors.

    a. Natural earth tones and/or warm neutral colors, including white.

    b. High-chroma colors are not permitted.

2. Trim Colors.

    a. Natural earth tones and/or warm neutral colors, including white.

b. Complementary or contrasting to siding color.

5. Roofing Colors.

a. Roofing colors shall be from the color range of natural materials: such as, but not limited to wood shakes and black.

b. High-chroma colors are not permitted.

E. Architectural Elements

1. Four-sided Architecture

a. Similar architectural design elements and details shall be consistent throughout all elevations of the structure.

b. Dublin Residential Appearance Code will be adhered to throughout the entire community unless otherwise stated herein.

2. Chimneys

a. "Cantilevered" or "through-the-wall" chimneys are not permitted.

b. All chimneys shall be built on an integral foundation.

c. All exterior portions of chimney shall be finished masonry, consisting of brick, stone, and/or manufactured stone.

3. Garages

a. All single-family dwellings shall have an attached or detached garage of sufficient size to accommodate a minimum two (2) standard sized automobiles, side by side.

b. Lots East of Stream (Lots 1-7)

i. Side and court load garages are permitted. Single-bay front load garages are permitted as part of a court load configuration.

ii. Front loaded garages, not part of a court load configuration, are prohibited.

iii. Auto court areas associated with court load garages require an upgraded pavement material, see Section XII Landscaping.

iv. Lots 1 and 2 as indicated on the preliminary plat are limited to west facing garages unless a single-bay front load garage is utilized as part of a court configuration.

c. Lots West of Stream (Lots 8-44)

i. Side, court and front loaded garages are permitted.

ii. Lots 23 and 24 as indicated on the preliminary plat are limited to north facing garages only and single-bay front load garages as part of a court configuration.

d. Front loaded garages shall not extend beyond the foremost façade or covered front porch of the home by more than six (6) feet. Not more than forty (40) percent of all lots shall be permitted to include front loaded garages that extend beyond the foremost façade or covered front porch of the home.

e. All garage doors shall be decorative and upgraded garage doors, similar to "carriage-style" doors.

f. In those instances where a garage is utilized and an auto courtyard is created in the front of the house; a minimum thirty (30) inch high wall or hedge shall be installed along the courtyard pavement parallel to the street.

g. In those instances where a side loaded garage is utilized, a minimum thirty-six (36) inch height, seventy-five (75) percent opacity hedge shall be installed along the entire length of driveway pavement, parallel to the rear yard, so as to prevent headlight pollution into the rear of neighboring properties.

4. Prominent Facades

a. Corner lots, end lots, pie-shaped lots and lots adjacent to large open spaces present highly-visible, side facades (Lots 1, 3, 8, 19, 20, 23, 24, 35, 36, 38 and 39 as indicated on the preliminary plats). Each street-facing elevation on these lots must contain at least three design elements, in any combination, as defined in the Dublin Zoning Code 153.190.

F. Architectural Diversity

1. The same or similar front elevations shall not be repeated within:

a. Two (2) lots on either side of the subject lot.

b. Three (3) lots directly across the street from the subject lot.

c. Any lot on a cul-de-sac bulb.

2. Corner lot influence shall be determined separately by the front elevation orientation.

3. Open space areas may provide similar separation as lots within the influenced area. In this case, the open space area may be considered an influenced lot or lots.

4. Lots located on curves or corners may not share a direct line of site with the fronts of three lots across the street, depending on the front elevation orientation of nearby corner lots. In this case, an additional lot or lots on the same side of the street as the subject lot may instead be considered an influenced lot, in addition to the two lots on either side of the subject lot.

5. A Lot Diversity Matrix shall represent the intended interpretation of the architectural diversity standards relative to the preliminary development plan and preliminary plat included herein. Changes to lot layout, count, numbering, size, shape and/or orientation of lots going forward shall require a modified Lot Diversity Matrix at the time of Final Development Plan or Final Plat. Any future modified matrix shall provide an interpretation of the architectural diversity standards that is consistent with the matrix included herein.

G. Lot Diversity Matrix

The Lot Diversity Matrix represents the intended interpretation of the architectural diversity standards.

Subject Lot #	Influenced Lot #
1	2, 3, 4, 5, 6, 7
2	1, 3, 4, 5, 6, 7, 44
3	1, 2, 4, 5, 6, 7
4	1, 2, 3, 5, 6, 7
5	1, 2, 3, 4, 6, 7
6	1, 2, 3, 4, 5, 7
7	1, 2, 3, 4, 5, 6
8 west	9, 10, 38 east, 39, 42, 43, 44
8 north	39, 40, 42, 43, 44
9	8, 11, 12, 38 east, 39 east, 43
10	8, 9, 11, 12, 13, 38, 39 east
11	9, 10, 12, 13, 37, 38, 39 east
12	10, 11, 13, 14, 36 south, 37, 38
13	11, 12, 14, 15, 36, 37, 38
14	12, 13, 15, 16, 36, 37, 38
15	13, 14, 16, 17, 36, 37, 38 south
16	14, 15, 17, 18, 35 west, 36, 37
17	14, 15, 16, 18, 19, 35 west, 36
18	16, 17, 19, 32, 35 west, 36
19 east	17, 18, 31, 32, 33, 35, 36 west
19 north	20, 30, 31, 32, 33, 35, 40
20	19 north, 21, 22, 27, 28, 29, 30
21	20, 22, 23, 25, 26, 27
22	20, 21, 23, 24, 25, 26
23	21, 22, 24, 25, 26
24	21, 22, 23, 25, 26
25	21, 22, 23, 24, 26, 27
26	20, 21, 22, 24, 25, 27, 28
27	20, 21, 22, 25, 26, 28, 29, 30
28	19 north, 20, 21, 26, 27, 29, 30
29	19 north, 20, 21, 27, 28, 30, 31
30	19 north, 20, 27, 28, 29, 31, 32

31	19 north, 20, 29, 30, 32, 33, 35
32	19, 20, 30, 31, 33, 34, 35
33	19, 31, 32, 34, 35, 40, 41
34	32, 33, 35, 39 north, 40, 41, 42
35 west	18, 19, 32, 33, 34, 36
35 north	19, 20, 32, 33, 34, 39 north, 40
36 west	15, 16, 17, 18, 19 east, 35 west, 37
36 south	14, 15, 16, 17, 18, 35 west, 37, 38 south
37	12, 13, 14, 15, 36, 38,
38 east	8 west, 9, 10, 11, 12, 37, 39 east
38 south	10, 11, 12, 13, 36 south, 37, 39 east
39 east	8, 9, 38, 42, 43, 44
39 north	8, 35 north, 40, 41, 42, 43, 44
40	8, 19, 34, 35, 39, 41, 42
41	33, 34, 35 west, 39 east, 40, 42, 43
42	8, 34, 39, 40, 41, 43, 44
43	8, 39, 40, 41, 42, 44
44	2, 8, 39, 42, 43

H. Plan Approval

1. The Master Developer shall retain the right of individual plan approval for all single family homes within the subdivision.

XII. LANDSCAPING

A. General Overall Landscape Character

1. Open space areas shall balance naturalized and formally maintained elements to provide a low maintenance design that contributes to the rural character of the corridor.

2. Naturalized treatments that include mass plantings of perennial grasses in no-mow and low-mow areas shall transition to formally maintained areas near streets and intersections. Well defined edges shall be used to create transitional areas between formally maintained and naturalized landscape zones.

3. Entry features, retention/detention areas and other plantings shall blend to create a natural effect that is characteristic of the surrounding area.

B. Hyland-Croy Road Landscape Treatment

1. A landscape treatment shall be installed in the setback and open space area along Hyland-Croy Road.

2. Entry features may be located within this treatment and shall have a formal character. Entry features may include fencing, masonry columns, signage, planting, lighting and irrigation.

3. Large open areas shall transition from preserved tree rows, to naturalized areas featuring no-mow or low-mow grasses, to formally maintained areas along streets and around entry features.

4. Storm water management facilities may be located in this treatment and may be in the form of wet ponds, wetlands or dry basins.

5. Multi-use paths or sidewalks may be located within this treatment. A multi-use path along the entire Hyland Croy Road frontage is not required to be constructed as part of this development.

6. Final design for this treatment shall be presented and approved during the Final Development Plan phase.

C. Mitchell-Dewitt Road Landscape Treatment

1. A landscape treatment shall be installed in the setback and open space area along Mitchell-Dewitt Road.

2. Entry features may be located within this treatment and shall have a formal character. Entry features may include fencing, masonry columns, signage, planting, lighting and irrigation.

3. A landscape screen shall be provided to create a buffer between the lots and Mitchell-Dewitt Road. This treatment may include evergreen and deciduous trees, ornamental trees and evergreen and deciduous shrubs.

4. Final design for this treatment shall be presented and approved during the Final Development Plan phase.

5. Multi-use paths or sidewalks may be located within this treatment. A multi-use path along the Mitchell-Dewitt Road frontage is not required to be constructed as part of this development.

D. Entry Features

1. Entry features shall include fencing, masonry columns, integrated project signage, landscaping, lighting and irrigation.

2. The design shall contribute to and maintain the rural character of the area.

3. Final location, design, and standards for entry features and related landscaping and signage details shall be presented and approved during the Final Development Plan phase.

4. All entry features will be owned and maintained by the homeowners association. Necessary easements or reserves for entry features shall be provided on the final plat.

E. Storm Water Facilities

1. Storm water facilities shall be located in the open space areas. These facilities may be in the form of wet ponds, wetlands, and/or dry basins.

2. Final location, design, and standards for these facilities shall be presented and approved during the Final Development Plan phase.

3. A maintenance outline for all facilities shall be presented and approved during the Final Development Plan phase.

E. Street Trees

1. Street trees will be installed in accordance with the City of Dublin Code. Final location shall be determined by the City Forester.

F. Fencing

1. Fencing shall be per code.

G. Open Space/Lot Line Demarcation

1. A line of demarcation, as identified on the Conceptual Landscape Plan, Exhibit PDP-6, shall be provided where lots abut open space areas to prevent encroachment of homeowner maintenance onto public open space areas.

2. The line of demarcation may be a low, split rail fence, wood posts at property corners, landscaping or any other means to define the private property from public property. Final design and details of this element shall be approved as part of the final development plan.

H. Private Sidewalks

1. A minimum three (3) foot wide sidewalk shall be required for every residence. This private sidewalk shall extend from the front door to the driveway, where applicable, as the driveway may abut the front door in auto-court situations.

I. Auto Court Pavement (Lots 1-7)

1. Auto court areas created by court loaded garages shall utilize an upgraded pavement material.

2. Upgraded pavement material types (not standard concrete or asphalt) shall include, but not be limited to brick, interlocking concrete pavers, stamped concrete and/or architectural concrete.

J. Cul-de-Sac Islands

1. Cul-de-sac islands shall be landscaped with lawn and /or plant material.

   Any lawn and/or plant material located within an island shall be maintained by the HOA.

XIII. HOMEOWNERS ASSOCIATION

All residential property owners located within the Celtic Crossing PUD shall be required to join and maintain membership in a forced and funded homeowners association, which will be formed prior to any lots being sold. Homeowners association responsibilities shall be detailed within Declarations of Covenants and Restrictions as approved by the City of Dublin before being duly recorded in the office of the Union County Recorder. These Declarations of Covenants and Restrictions shall run with the land and shall include, without limitation, the requirements imposed upon the homeowners association in this text.

SECTION III–
Exhibits

0' 150' 300' 600'

NORTH

Date January 17, 2013

Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

REGIONAL CONTEXT MAP

THE EDGE GROUP
PLANNING • ARCHITECTURE • ENGINEERING
1400 Goodale Boulevard
Columbus, OH 43212
P 614-486-3343 F 614-486-3344

REVISIONS

MARK	DATE	DESCRIPTION

SHEET PDP

1

Date January 17, 2013
Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

VICINITY MAP

THE EDGE GROUP
LANDSCAPE ARCHITECTURE | PLANNING
1400 Goodale Boulevard
Columbus, OH 43212
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REVISIONS

MARK	DATE	DESCRIPTION

SHEET
PDP
2

25.961 ACRES

Situated in the State of Ohio, County of Union, Township of Jerome, Virginia Military Survey Number 2925, being all of the remainder of the original 26.19 acre tract conveyed as Tract II to Frieda I. Shirk, Trustee (1/2 interest) by deed of record in Official Record 143, Page 142 and Audrey S. Lawwell (1/2 interest) by deed of record in Deed Book 283, Page 552, (all references are to the records of the Recorder's Office, Union County, Ohio) and being more particularly described as follows:

Beginning, for reference, at a railroad spike found at the centerline intersection of Hyland–Croy Road (County Road 2–D) and Mitchell–Dewitt Road (County Road 9–D);

Thence North 05° 17' 24" West, a distance of 1023.30 feet, with the centerline of said Hyland–Croy Road, to a railroad spike found at the common corner of the 0.525 acre tract conveyed to City of Dublin by deed of record in Official Record 581, Page 237 and the 0.175 acre tract conveyed to City of Dublin by deed of record in Official Record 535, Page 568, being in a southerly line of said Virginia Military Survey Number 2925;

Thence South 84° 15' 30" West, a distance of 40.25 feet, with the line common to said 0.525 and 0.175 acre tracts, being a southerly line of said Virginia Military Survey Number 2925 to an iron pin set at a common corner of the remainder of said original 26.19 acre tract, said 0.525 and 0.175 acre tracts, and the remainder of the original 2.762 acre tract conveyed to Scott A. and Shellie A. Wheeler by deed of record in Official Record 196, Page 327, said iron pin set being the TRUE POINT OF BEGINNING;

Thence South 84° 15' 30" West, a distance of 591.78 feet, with the northerly line of the remainder of said original 2.762 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a 5/8" solid iron pipe found at a common corner of the remainder of said original 26.19 acre tract, the remainder of said original 2.762 acre tract, and the 5.609 acre tract conveyed to Janet E. Murray, Trustee under the Janet E. Murray, Trustee under the Janet E. Murray Living Trust by deed of record in Official Record 395, Page 486;

Thence South 84° 29' 10" West, a distance of 561.12 feet, with the northerly line of said 5.609 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a 3/4" iron pipe found at a common corner of the remainder of said original 26.19 acre tract, said 5.609 acre tract, and the 1.087 acre tract conveyed to Karen J. and James L. Kadar by deed of record in Official Record 523, Page 144;

Thence South 84° 11' 13" West, a distance of 380.07 feet, with the northerly line of said 1.087 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a railroad spike found at a common corner of the remainder of said original 26.19 acre tract and said 1.087 acre tract, being in a northerly line of the 2.885 acre tract conveyed as Parcel II to Markus Mueller by deed of record in Official Record 407, Page 105, and being in the centerline of said Mitchell–Dewitt Road;

Thence North 62° 31' 13" West, a distance of 151.11 feet, with a northerly line of said 2.885 acre tract and the centerline of said Mitchell–Dewitt Road, to a railroad spike set at an angle point in said centerline;

Thence North 47° 11' 21" West, a distance of 21.25 feet, continuing with the centerline of said Mitchell–Dewitt Road and a northerly line of said 2.885 acre tract, to a railroad spike set in an easterly line of the 0.609 acre tract conveyed as Parcel I to Markus Mueller by deed of record in Official Record 407, Page 105, at a common corner of the remainder of said original 26.19 acre tract, and the 70.976 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County, Metropolitan Park District by deed of record in Official Record 165, Page 114;

Thence North 06° 07' 40" West, a distance of 661.89 feet, with an easterly line of said 70.976 acre tract, to a 1 1/2" iron pipe found at a common corner of the remainder of said original 26.19 acre tract and the 48.103 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County, Metropolitan Park District by deed of record in Official Record 456, Page 959;

Thence North 84° 47' 55" East, a distance of 1078.67 feet, with a southerly line of said 48.103 acre tract, to an iron pin set at a common corner of the remainder of said original 26.19 acre tract and the remainder of the original 2.31 acre tract conveyed as Tract I to Floyd H. Shirk, Trustee by deed of record in Official Record 143, Page 135;

Thence South 06° 41' 05" East, a distance of 178.72 feet, with the west line of the remainder of said original 2.31 acre tract, to an iron pin set;

Thence North 84° 47' 55" East, a distance of 532.45 feet, (passing a 5/8" iron rebar found 1.93 feet North at 21.82 feet) with the south line of the remainder of said original 2.31 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 acre tract, the remainder of said original 26.19 acre tract, said 0.525 acre tract, and the 0.165 acre tract conveyed to City of Dublin by deed of record in Official Record 490, Page 198, being in the westerly right–of–way line of said Hyland–Croy Road;

Thence South 12° 09' 25" East, a distance of 572.05 feet, with the westerly right–of–way line of said Hyland–Croy Road and the westerly line of said 0.525 acre tract, to the TRUE POINT OF BEGINNING, containing 25.961 acres of land, more or less;

2.149 ACRES

Situated in the State of Ohio, County of Union, Township of Jerome, Virginia Military Survey Number 2925, being all of the remainder of the original 2.31 acre tract conveyed as Tract I to Floyd H. Shirk, Trustee by deed of record in Official Record 143, Page 135, (all references are to the records of the Recorder's Office, Union County, Ohio) and being more particularly described as follows:

Beginning, for reference, at a railroad spike found at the centerline intersection of Hyland–Croy Road (County Road 2–D) and Mitchell–Dewitt Road (County Road 9–D);

Thence North 05° 17' 24" West, a distance of 1023.30 feet, with the centerline of said Hyland–Croy Road, to a railroad spike found at the common corner of the 0.525 acre tract conveyed to City of Dublin by deed of record in Official Record 581, Page 237 and the 0.175 acre tract conveyed to City of Dublin by deed of record in Official Record 535, Page 568;

Thence North 12° 09' 25" West, a distance of 751.66 feet, continuing with said centerline, to a common corner of said 0.525 acre tract and the 0.165 acre tract conveyed to City of Dublin by deed of record in Official Record 490, Page 198;

Thence North 84° 47' 55" West, a distance of 40.30 feet, (passing a 3/4" iron pipe found 0.95 feet North at 24.37 feet) with the line common to said 0.525 and 0.165 acre tracts, to an iron pin set at the common corner of said 0.525, and 0.165, acre tracts, the remainder of said original 2.31 acre tract, and the remainder of the original 26.19 acre tract conveyed as Tract II to Frieda I. Shirk, Trustee (1/2 interest) by deed of record in Official Record 143, Page 142 and Audrey S. Lawwell (1/2 interest) by deed of record in Deed Book 283, Page 552, being in the westerly right–of–way line of said Hyland–Croy Road, said iron pin set being the TRUE POINT OF BEGINNING;

Thence South 84° 47' 55" West, a distance of 532.45 feet, (passing a 5/8" iron rebar found 1.93 feet North at 510.63 feet) with a northerly line of the remainder of said original 26.19 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 tract and the remainder of said original 26.19 acre tract;

Thence North 06° 41' 05" West, a distance of 178.72 feet, with an easterly line of the remainder of said original 26.19 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 tract and the remainder of said original 26.19 acre tract, being in a southerly line of the 48.103 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County Metropolitan Park District by deed of record in Official Record 456, Page 959;

Thence North 84° 47' 55" East, a distance of 515.28 feet, (passing a 5/8" iron rebar found 0.76 feet North at 44.49 feet) with the southerly line of said 48.103 acre tract, to a 3/4" iron pipe Capped "HOY 7813" found at the common corner of the remainder of said original 2.31 acre tract, and said 48.103 and 0.165 acre tracts, and the 0.295 acre tract conveyed to City of Dublin by deed of record in Official Record 495, Page 394, being in the westerly right–of–way line of said Hyland–Croy Road;

Thence South 12° 09' 25" East, a distance of 179.98 feet, with the westerly right–of–way line of said Hyland–Croy Road, to the TRUE POINT OF BEGINNING, containing 2.149 acres of land, more or less;

Date January 17, 2013
Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

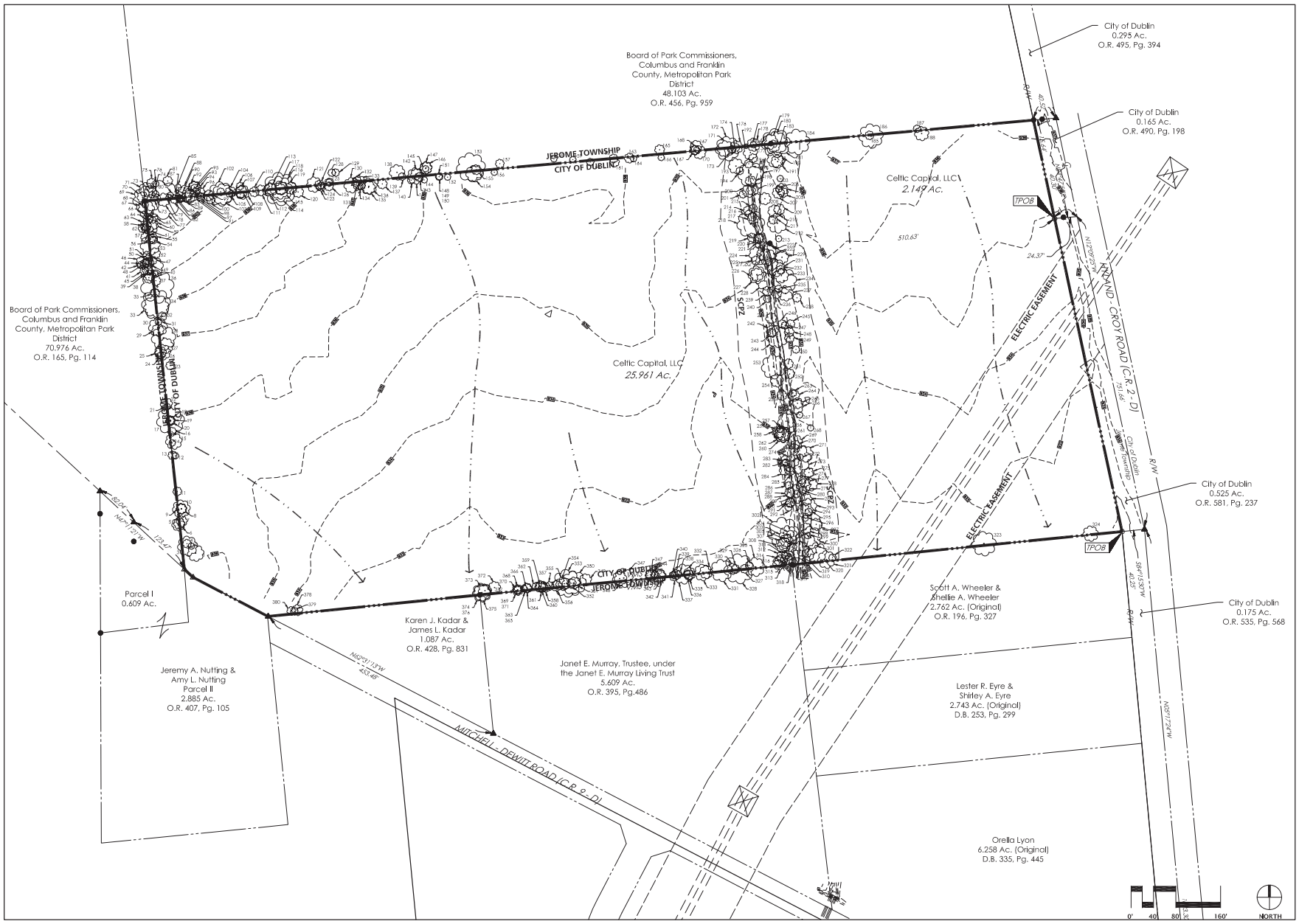
BOUNDARY MAP/ SURVEY

THE EDGE GROUP
PLANNING ■ LANDSCAPE ARCHITECTURE ■ GRAPHIC DESIGN
1400 Goodale Boulevard
Columbus, OH 43212
P 614-486-3343 F 614-486-3344

REVISIONS

MARK	DATE	DESCRIPTION

SHEET
PDP
3



Date January 17, 2013

Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

EXISTING CONDITIONS MAP

THE EDGE GROUP
PLANNING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL GRAPHICS
1400 Goodale Boulevard
Columbus, OH 43212
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REVISIONS

MARK	DATE	DESCRIPTION

SHEET PDP

4

	POINT #	DBH"	NAME	CONDITION
*	1	15	HACKBERRY	FAIR
*	2	6	HACKBERRY	FAIR
*	3	18	HACKBERRY	FAIR
*	4	8	HACKBERRY	FAIR
	5	12	BOXELDER	POOR
	6	9	BOXELDER	POOR
	7	10	HACKBERRY	FAIR
	8	9	BOXELDER	POOR
	9	10	BOXELDER	POOR
	10	16	BOXELDER	DEAD
	11	8	SLIPPERY ELM	GOOD
	12	6	BLACK WALNUT	FAIR
	13	8	HACKBERRY	FAIR
	14	6	HACKBERRY	FAIR
	15	15	HACKBERRY	FAIR
	16	8	HACKBERRY	FAIR
	17	25	HACKBERRY	FAIR
	18	9	HACKBERRY	FAIR
	19	8	HACKBERRY	FAIR
	20	7	HACKBERRY	POOR
	21	6	HACKBERRY	POOR
	22	11	HACKBERRY	FAIR
	23	8	SLIPPERY ELM	FAIR
	24	7	SLIPPERY ELM	GOOD
	25	11	PIGNUT	FAIR
	26	14	PIGNUT	FAIR
	27	14	PIGNUT	FAIR
	28	22	NA	DEAD
	29	11	PIGNUT	GOOD
	30	17	PIGNUT	GOOD
	31	6	HACKBERRY	GOOD
	32	8	WILD BLACK CHERRY	POOR
	33	23	MOCKERNUT	FAIR
	34	26	MOCKERNUT	FAIR
	35	8	BOXELDER	POOR
	36	30	BOXELDER	DEAD
	37	9	PIGNUT	POOR
	38	10	WILD BLACK CHERRY	POOR
	39	10	WILD BLACK CHERRY	POOR
	40	6	BLACK WALNUT	GOOD
	41	9	WILD BLACK CHERRY	DEAD
	42	8	PIGNUT	POOR
	43	6	WILD BLACK CHERRY	POOR
	44	8	HACKBERRY	GOOD
	45	17	SLIPPERY ELM	GOOD
	46	12	GREEN ASH	DEAD
	47	8	WILD BLACK CHERRY	POOR
	48	8	GREEN ASH	POOR
	49	10	GREEN ASH	DEAD
	50	9	GREEN ASH	DEAD
	51	7	GREEN ASH	DEAD
	52	10	HACKBERRY	FAIR
	53	18	RED OAK	GOOD
	54	7	WILD BLACK CHERRY	FAIR
	55	8	HACKBERRY	FAIR
	56	9	WILD BLACK CHERRY	FAIR
	57	8	GREEN ASH	DEAD
	58	8	GREEN ASH	POOR
	59	14	WILD BLACK CHERRY	DEAD
	60	14	WILD BLACK CHERRY	DEAD
	61	6	HACKBERRY	FAIR
	62	8	GREEN ASH	POOR
	63	10	GREEN ASH	POOR
	64	7	WILD BLACK CHERRY	FAIR
	65	9	WILD BLACK CHERRY	FAIR
	66	8	WILD BLACK CHERRY	GOOD
	67	15	CHINKAPIN OAK	GOOD
	68	6	WILD BLACK CHERRY	FAIR
	69	25	CHINKAPIN OAK	GOOD
	70	10	NA	DEAD

POINT #	DBH"	NAME	CONDITION
71	13	WILD BLACK CHERRY	FAIR
72	6	CHINKAPIN OAK	GOOD
73	6	NA	DEAD
74	6	WILD BLACK CHERRY	POOR
75	9	SUGAR MAPLE	GOOD
76	6	SLIPPERY ELM	GOOD
77	35	CHINKAPIN OAK	GOOD
78	12	WILD BLACK CHERRY	FAIR
79	6	WILD BLACK CHERRY	POOR
80	6	WILD BLACK CHERRY	POOR
81	9	RED OAK	FAIR
82	8	SUGAR MAPLE	GOOD
83	7	WILD BLACK CHERRY	FAIR
84	7	WILD BLACK CHERRY	POOR
85	6	BOXELDER	POOR
86	6	GREEN ASH	POOR
87	10	WILD BLACK CHERRY	POOR
88	15	RED OAK	GOOD
89	9	WILD BLACK CHERRY	FAIR
90	13	WILD BLACK CHERRY	DEAD
91	12	CHINKAPIN OAK	FAIR
92	12	GREEN ASH	POOR
93	8	GREEN ASH	POOR
94	10	NA	DEAD
95	7	SLIPPERY ELM	POOR
96	9	GREEN ASH	POOR
97	7	WILD BLACK CHERRY	FAIR
98	6	WILD BLACK CHERRY	FAIR
99	10	NA	DEAD
100	8	SUGAR MAPLE	GOOD
101	7	WILD BLACK CHERRY	FAIR
102	22	CHINKAPIN OAK	FAIR
103	19	GREEN ASH	POOR
104	10	WILD BLACK CHERRY	FAIR
105	6	WILD BLACK CHERRY	FAIR
106	7	WILD BLACK CHERRY	FAIR
107	7	WILD BLACK CHERRY	FAIR
108	11	WILD BLACK CHERRY	DEAD
109	13	WILD BLACK CHERRY	DEAD
110	9	GREEN ASH	DEAD
111	10	WILD BLACK CHERRY	POOR
112	12	WILD BLACK CHERRY	FAIR
113	11	WILD BLACK CHERRY	FAIR
114	23	SLIPPERY ELM	GOOD
115	16	SLIPPERY ELM	GOOD
116	12	SLIPPERY ELM	GOOD
117	10	SLIPPERY ELM	GOOD
118	30	RED OAK	GOOD
119	11	WILD BLACK CHERRY	GOOD
120	10	RED MULBERRY	FAIR
121	14	SLIPPERY ELM	FAIR
122	9	WILD BLACK CHERRY	FAIR
123	8	WILD BLACK CHERRY	POOR
124	6	WILD BLACK CHERRY	POOR
125	7	WILD BLACK CHERRY	POOR
126	8	BOXELDER	FAIR
127	7	WILD BLACK CHERRY	POOR
128	7	RED OAK	GOOD
129	7	RED OAK	GOOD
130	14	BOXELDER	FAIR
131	7	HACKBERRY	FAIR
132	8	WILD BLACK CHERRY	FAIR
133	13	HACKBERRY	FAIR
134	7	SLIPPERY ELM	GOOD
135	15	BIGTOOTH ASPEN	GOOD
136	12	BIGTOOTH ASPEN	GOOD
137	9	BIGTOOTH ASPEN	GOOD
138	14	RED OAK	GOOD
139	7	HAWTHORN	POOR
140	7	HACKBERRY	FAIR

	POINT #	DBH"	NAME	CONDITION
	141	15	HACKBERRY	POOR
	142	10	HACKBERRY	FAIR
	143	8	HACKBERRY	FAIR
	144	6	SLIPPERY ELM	FAIR
	145	6	WILD BLACK CHERRY	POOR
	146	11	WILD BLACK CHERRY	POOR
	147	11	WILD BLACK CHERRY	POOR
	148	6	AMERICAN CRABAPPLE	FAIR
	149	6	AMERICAN CRABAPPLE	FAIR
	150	6	AMERICAN CRABAPPLE	FAIR
	151	7	AMERICAN CRABAPPLE	FAIR
	152	6	AMERICAN CRABAPPLE	FAIR
	153	26	BOXELDER	POOR
	154	15	SLIPPERY ELM	FAIR
	155	9	WILD BLACK CHERRY	POOR
	156	6	BOXELDER	POOR
	157	8	BOXELDER	POOR
	158	6	NA	DEAD
	159	6	RED OAK	GOOD
	160	7	BLACK WALNUT	GOOD
	161	9	CALLERY PEAR	GOOD
	162	8	WILD BLACK CHERRY	POOR
	163	9	WILD BLACK CHERRY	DEAD
	164	6	WILD BLACK CHERRY	DEAD
	165	9	BOXELDER	POOR
	166	6	RED MULBERRY	FAIR
	167	11	SLIPPERY ELM	GOOD
	168	9	HACKBERRY	FAIR
	169	8	HACKBERRY	FAIR
	170	12	SLIPPERY ELM	GOOD
	171	15	HACKBERRY	FAIR
	172	22	HACKBERRY	FAIR
	173	7	RED OAK	GOOD
	174	7	HACKBERRY	GOOD
	175	6	HACKBERRY	GOOD
	176	12	HACKBERRY	FAIR
	177	12	SLIPPERY ELM	GOOD
	178	6	SLIPPERY ELM	FAIR
	179	14	WILD BLACK CHERRY	FAIR
	180	21	WHITE ASH	FAIR
	181	26	WHITE ASH	FAIR
	182	7	SLIPPERY ELM	FAIR
	183	11	WILD BLACK CHERRY	DEAD
	184	23	WHITE ASH	GOOD
	185	8	BLACK WALNUT	GOOD
	186	22	RED MULBERRY	FAIR
	187	7	HACKBERRY	GOOD
	188	13	WILD BLACK CHERRY	GOOD
	189	7	AMERICAN CRABAPPLE	GOOD
	190	15	BLACK WALNUT	FAIR
	191	12	BLACK WALNUT	GOOD
	192	13	BLACK WALNUT	FAIR
	193	14	SLIPPERY ELM	FAIR
	194	7	SLIPPERY ELM	GOOD
	195	8	WHITE ASH	POOR
	196	8	BLACK WALNUT	GOOD
	197	23	BOXELDER	POOR
	198	10	HACKBERRY	GOOD
	199	11	WILD BLACK CHERRY	DEAD
	200	12	SLIPPERY ELM	FAIR
	201	7	BLACK WALNUT	FAIR
	202	6	BLACK WALNUT	GOOD
	203	6	BLACK WALNUT	GOOD
	204	11	RED MULBERRY	POOR
	205	9	WHITE ASH	FAIR
	206	6	WILD BLACK CHERRY	POOR
	207	6	WILD BLACK CHERRY	DEAD
	208	11	HACKBERRY	FAIR
*	209	10	SLIPPERY ELM	FAIR
*	210	12	HACKBERRY	GOOD

	POINT #	DBH"	NAME	CONDITION
*	211	8	HACKBERRY	FAIR
*	212	18	BLACK WALNUT	GOOD
*	213	6	HACKBERRY	POOR
*	214	8	RED OAK	POOR
*	215	8	BLACK WALNUT	FAIR
*	216	8	RED OAK	GOOD
*	217	10	WILD BLACK CHERRY	DEAD
*	218	25	RED OAK	GOOD
*	219	8	WILD BLACK CHERRY	GOOD
*	220	10	WILD BLACK CHERRY	POOR
*	221	8	WILD BLACK CHERRY	POOR
*	222	17	WILLOW	POOR
*	223	15	WILLOW	DEAD
*	224	14	HACKBERRY	FAIR
*	225	8	WILD BLACK CHERRY	DEAD
*	226	12	SILVER MAPLE	GOOD
*	227	16	SILVER MAPLE	GOOD
	228	16	BLACK WALNUT	FAIR
*	229	12	HACKBERRY	FAIR
	230	12	BLACK WALNUT	FAIR
*	231	16	HACKBERRY	GOOD
*	232	8	HACKBERRY	FAIR
	233	13	NA	DEAD
	234	23	RED OAK	GOOD
	235	7	HACKBERRY	GOOD
	236	9	PIGNUT	GOOD
	237	14	BLACK WALNUT	FAIR
	238	8	RED OAK	GOOD
	239	9	PIGNUT	FAIR
	240	7	HACKBERRY	FAIR
	241	10	SLIPPERY ELM	POOR
	242	11	BLACK WALNUT	FAIR
	243	7	BLACK WALNUT	FAIR
	244	20	BLACK WALNUT	FAIR
	245	8	WILD BLACK CHERRY	POOR
	246	8	PIGNUT	FAIR
	247	7	WILD BLACK CHERRY	POOR
	248	9	WILD BLACK CHERRY	POOR
	249	9	WILD BLACK CHERRY	DEAD
	250	7	BLACK WALNUT	GOOD
	251	9	BLACK WALNUT	FAIR
	252	9	BLACK WALNUT	FAIR
	253	22	SILVER MAPLE	FAIR
	254	12	WILD BLACK CHERRY	POOR
	255	9	BLACK WALNUT	FAIR
	256	15	BLACK WALNUT	FAIR
	257	6	HACKBERRY	FAIR
	258	13	BOXELDER	POOR
	259	10	BOXELDER	POOR
	260	14	HACKBERRY	FAIR
	261	11	HACKBERRY	FAIR
	262	15	HACKBERRY	FAIR
	263	7	HACKBERRY	FAIR
	264	10	HACKBERRY	POOR
	265	10	BLACK WALNUT	FAIR
	266	14	HACKBERRY	FAIR
	267	6	BLACK WALNUT	FAIR
	268	6	BLACK WALNUT	FAIR
	269	14	AMERICAN ELM	DEAD
	270	8	AMERICAN ELM	POOR
	271	15	AMERICAN ELM	FAIR
	272	6	WILD BLACK CHERRY	POOR
	273	27	SUGAR MAPLE	GOOD
	274	12	SLIPPERY ELM	FAIR
	275	9	BLACK WALNUT	GOOD
	276	8	BOXELDER	DEAD
	277	10	BLACK WALNUT	FAIR
	278	12	BLACK WALNUT	FAIR
	279	13	HACKBERRY	FAIR
	280	7	HACKBERRY	FAIR

POINT #	DBH"	NAME	CONDITION
281	11	WILD BLACK CHERRY	POOR
282	7	HACKBERRY	POOR
283	6	RED OAK	GOOD
284	10	HACKBERRY	POOR
285	8	CATALPA	FAIR
286	7	WILD BLACK CHERRY	DEAD
287	9	WILD BLACK CHERRY	POOR
288	17	SILVER MAPLE	FAIR
289	7	SILVER MAPLE	FAIR
290	8	HACKBERRY	FAIR
291	9	HACKBERRY	FAIR
292	7	WILD BLACK CHERRY	POOR
293	15	SLIPPERY ELM	FAIR
294	14	HACKBERRY	FAIR
295	7	SLIPPERY ELM	FAIR
296	6	HACKBERRY	FAIR
297	11	BLACK WALNUT	GOOD
298	10	BLACK WALNUT	FAIR
299	6	HACKBERRY	POOR
300	20	HACKBERRY	POOR
301	21	BLACK WALNUT	FAIR
302	28	SILVER MAPLE	FAIR
303	16	HACKBERRY	FAIR
304	7	HACKBERRY	FAIR
305	7	HACKBERRY	FAIR
306	12	HACKBERRY	FAIR
307	12	HACKBERRY	FAIR
308	14	HACKBERRY	FAIR
309	9	HACKBERRY	FAIR
310	16	AMERICAN ELM	POOR
311	8	HACKBERRY	FAIR
312	11	HACKBERRY	FAIR
313	12	BLACK WALNUT	POOR
314	12	HACKBERRY	FAIR
315	9	HACKBERRY	FAIR
316	11	BLACK WALNUT	FAIR
317	10	HACKBERRY	POOR
318	8	HACKBERRY	POOR
319	11	BLACK WALNUT	GOOD
320	18	HACKBERRY	FAIR
321	16	HACKBERRY	GOOD
322	7	HACKBERRY	GOOD
323	22	BOXELDER	FAIR
324	14	HACKBERRY	GOOD
325	17	HACKBERRY	FAIR
326	7	WILD BLACK CHERRY	POOR
327	8	HACKBERRY	GOOD
328	27	HACKBERRY	GOOD
329	8	WILD BLACK CHERRY	POOR
330	10	WILD BLACK CHERRY	FAIR
331	20	HACKBERRY	GOOD
332	12	HACKBERRY	GOOD
333	15	WILD BLACK CHERRY	POOR
334	11	HACKBERRY	GOOD
335	9	HACKBERRY	FAIR
336	7	HACKBERRY	FAIR
337	18	HACKBERRY	FAIR
338	6	HACKBERRY	POOR
339	9	WILD BLACK CHERRY	FAIR
340	6	HACKBERRY	FAIR
341	9	HACKBERRY	FAIR
342	11	HACKBERRY	FAIR
343	13	HACKBERRY	FAIR
344	7	HACKBERRY	POOR
345	11	HACKBERRY	POOR
346	9	HACKBERRY	POOR
347	17	WILD BLACK CHERRY	DEAD
348	13	WILD BLACK CHERRY	DEAD
349	11	HACKBERRY	GOOD
350	22	HACKBERRY	GOOD

POINT #	DBH"	NAME	CONDITION
351	11	HACKBERRY	GOOD
352	8	WILD BLACK CHERRY	POOR
353	25	SUGAR MAPLE	FAIR
354	11	HACKBERRY	FAIR
355	12	HACKBERRY	GOOD
356	10	HACKBERRY	POOR
357	8	HACKBERRY	FAIR
358	9	HACKBERRY	FAIR
359	9	HACKBERRY	FAIR
360	9	HACKBERRY	FAIR
361	11	HACKBERRY	FAIR
362	7	HACKBERRY	FAIR
363	8	HACKBERRY	FAIR
364	9	HACKBERRY	FAIR
365	8	HACKBERRY	FAIR
366	6	HACKBERRY	FAIR
367	8	HACKBERRY	POOR
368	8	HACKBERRY	FAIR
369	10	HACKBERRY	FAIR
370	7	HACKBERRY	FAIR
371	10	HACKBERRY	FAIR
372	11	AMERICAN CRABAPPLE	FAIR
373	12	HACKBERRY	POOR
374	17	HACKBERRY	FAIR
375	15	HACKBERRY	FAIR
376	17	HACKBERRY	FAIR
377	7	RED MULBERRY	FAIR
378	10	SLIPPERY ELM	FAIR
379	7	RED MULBERRY	FAIR
380	8	RED MULBERRY	FAIR
Total	4144		

* TREES PRELIMINARILY IDENTIFIED FOR REMOVAL

ESTIMATED FOR REMOVAL: 304"
FAIR OR GOOD CONDITION: 222"
POOR OR DEAD CONDITION: 82"

Date January 17, 2013
Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

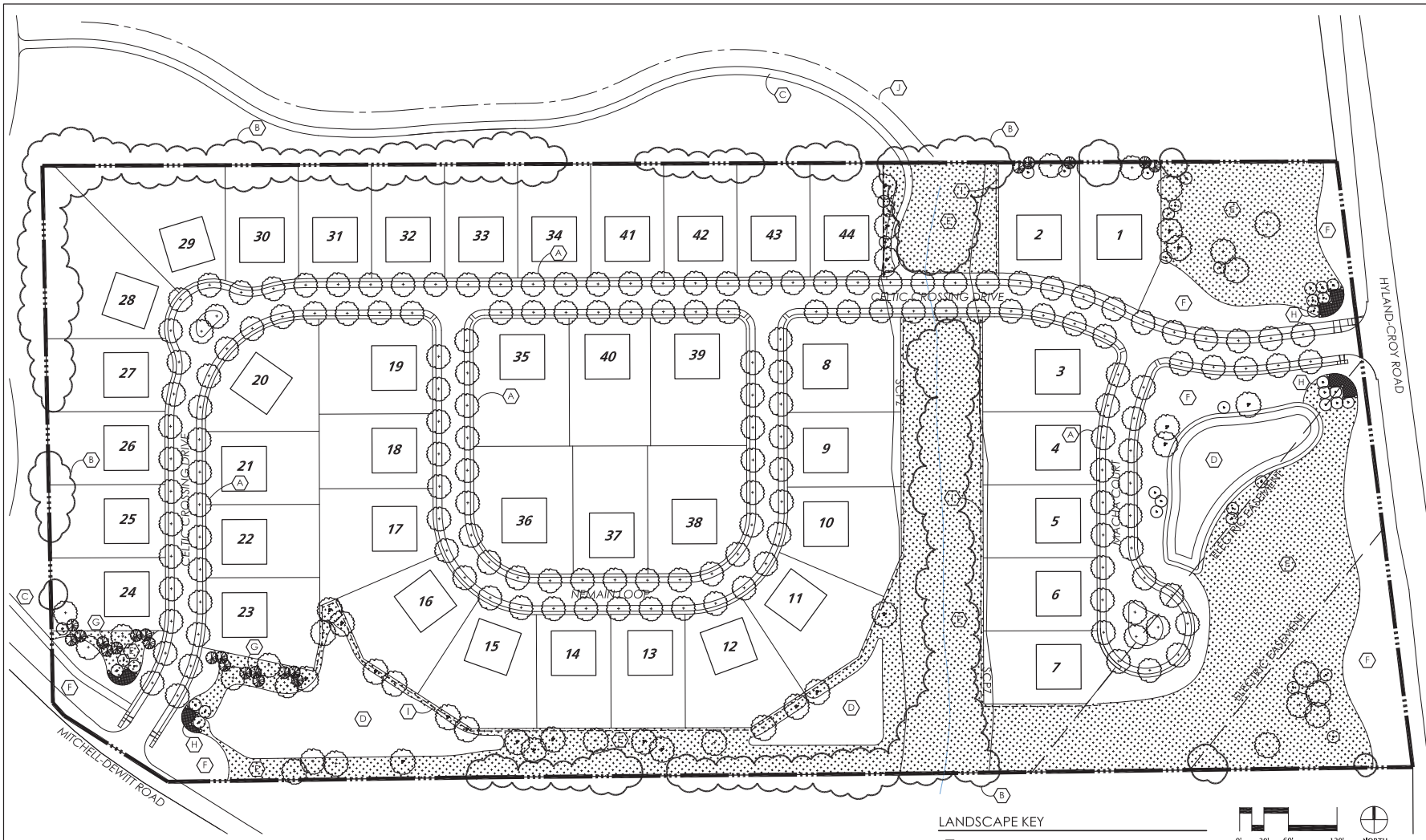
TREE SURVEY LIST

THE EDGE GROUP
PLANNING ■ LANDSCAPE ARCHITECTURE ■ GRAPHIC DESIGN
1400 Goodale Boulevard
Columbus, OH 43212
P 614-486-3343 F 614-486-3344

REVISIONS

MARK	DATE	DESCRIPTION

SHEET PDP 5



LANDSCAPE KEY

- (A) STREET TREES
- (B) EXISTING TREE ROW
- (C) POTENTIAL METRO PARK TRAIL CONNECTION
- (D) POND WITH AERATOR
- (E) NATURALIZED AREA / LOW-MOW GRASS
- (F) LAWN AREA
- (G) BUFFER PLANTING
- (H) ENTRY FEATURE
- (I) PROPERTY DELINEATION ELEMENT
- (J) OFF SITE SWALE

Date January 17, 2013

Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

CONCEPTUAL LANDSCAPE PLAN

THE EDGE GROUP
1400 Goodale Boulevard
Columbus, OH 43212
P 614-486-3343 F 614-486-3344

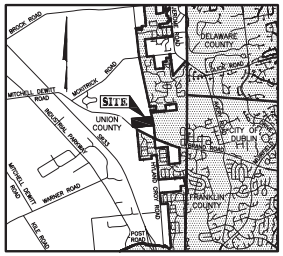
REVISIONS

MARK	DATE	DESCRIPTION

SHEET PDP

6

CITY OF DUBLIN, UNION COUNTY, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING
2013



LOCATION MAP
Not To Scale

OHIO Utilities Protection SERVICE
Call Before You Dig
800-362-2764 or 8-1-1
www.oups.org

REGIONAL CONTEXT MAP
Scale: 1"=400'

GRAPHIC SCALE
0 200 400 800
1 inch = 400 feet

SHEET INDEX

TITLE SHEET & INDEX	1
PRELIMINARY PLAT	2
UTILITY AND GRADING PLAN	3

DEVELOPMENT DATA

ZONING
EXISTING:.....R–Rural
PROPOSED:.....R–Rural

GROSS AREA:.....± 28.110 ACRES

RIGHT OF WAY:.....± 4.21 ACRES

NUMBER OF LOTS:.....44

DENSITY:
GROSS:.....± 1.57 DU/ACRES
NET:.....± 1.84 DU/ACRES

OPEN SPACE/RECREATION FACILITIES:
REQUIRED: ± 1.88 ACRES
0.02 x 28.110 = 0.56 Acres (Open Space)
0.03 x 44 = 1.32 Acres (Open Space)

Planning Commission Approval Date: _____ Date

Council Approval Date: _____ Date

Director, Land Use And Long Range Planning _____ Date

Property Owner _____ Date

REVISIONS

MARK	DATE	DESCRIPTION

CITY OF DUBLIN, UNION COUNTY, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING
TITLE SHEET & INDEX

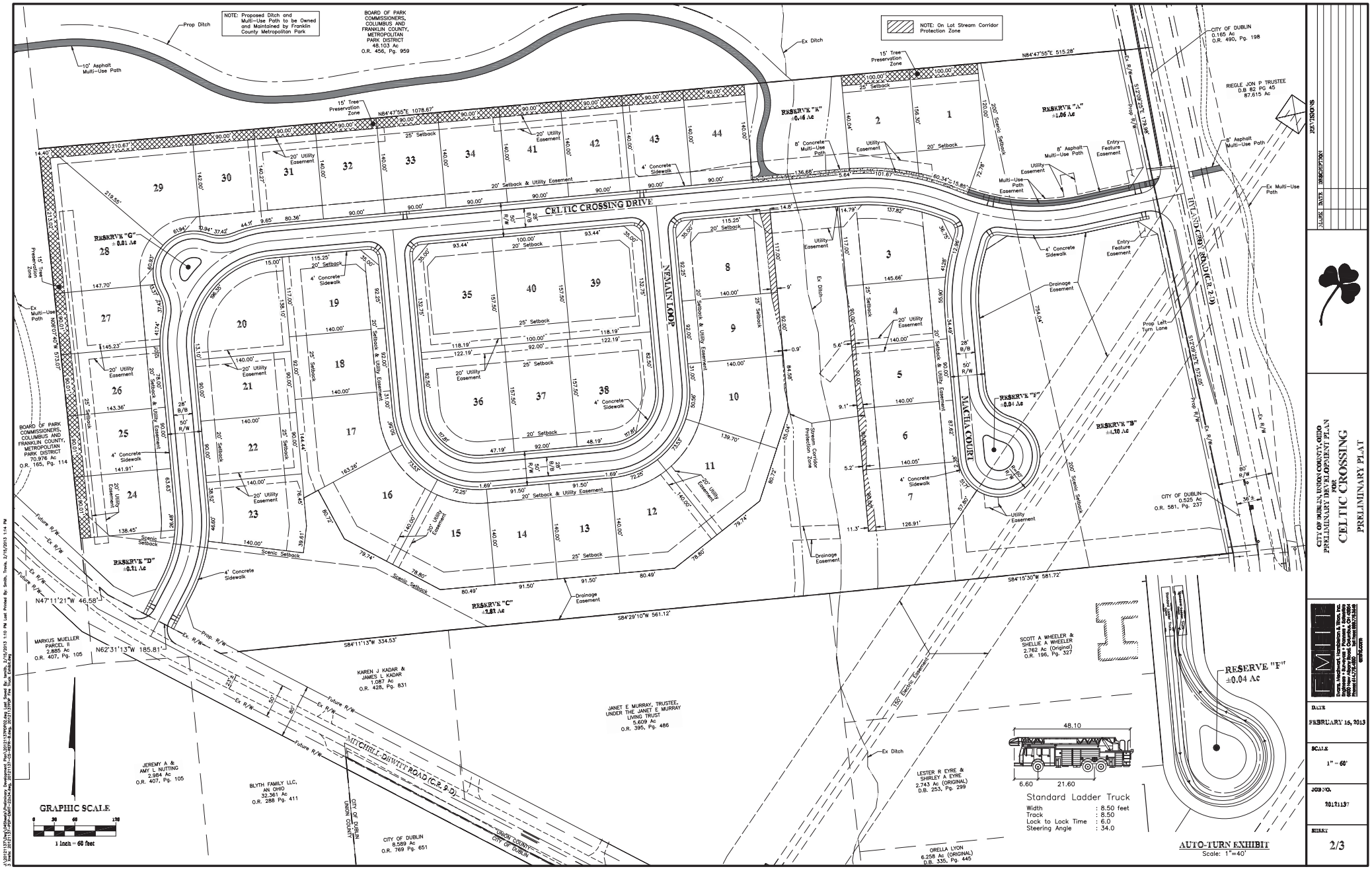
EMIT
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Fax: 614.775.4800
emit.com

DATE
FEBRUARY 15, 2013

SCALE
As Noted

JOB NO.
20121137

SHEET
1/3

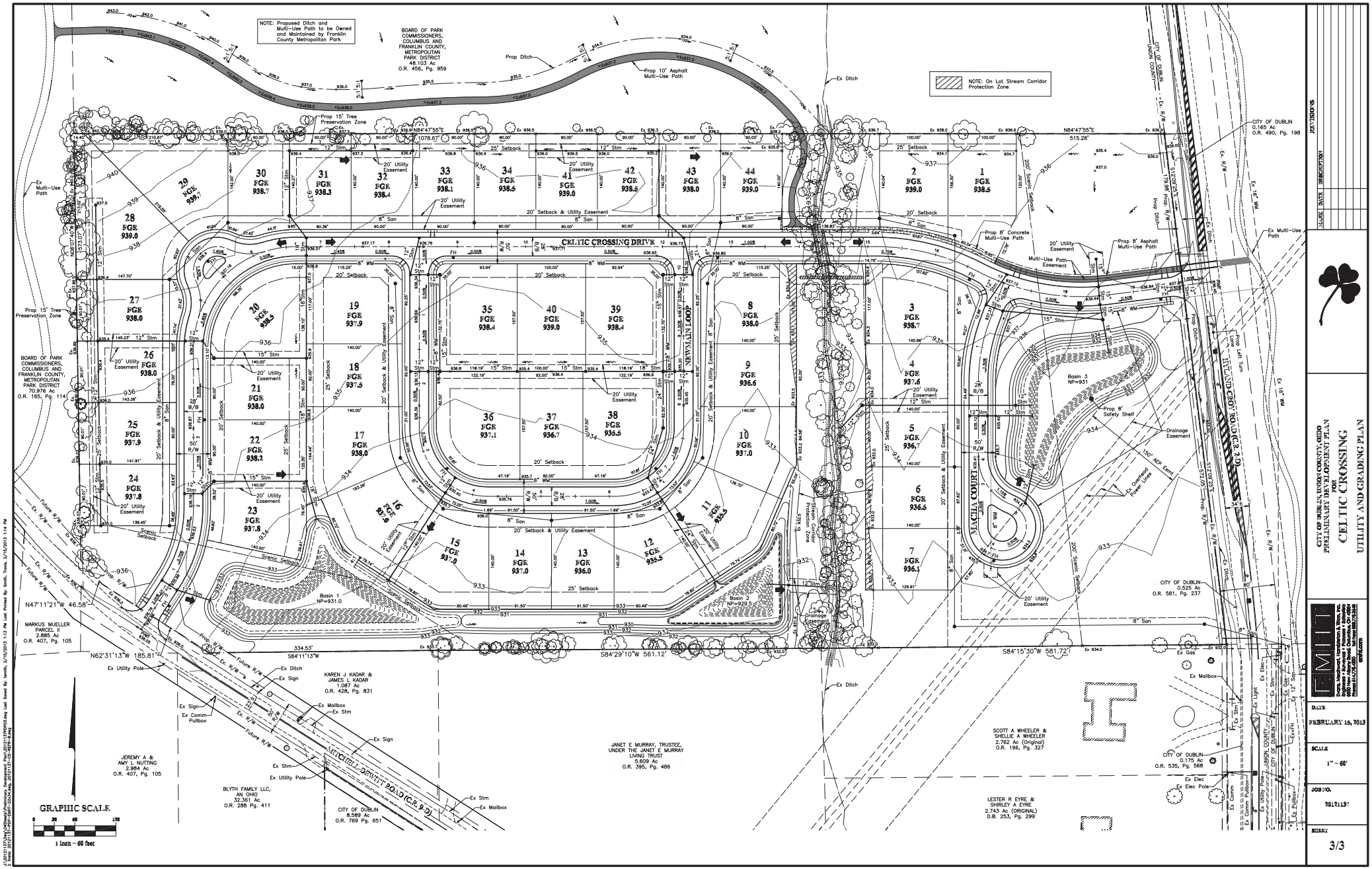


CITY OF DUBLIN, UNION COUNTY, OHIO
PRELIMINARY DEVELOPMENT PLAN

CELTIC CROSSING

PRELIMINARY PLAT

DATE: FEBRUARY 15, 2013
SCALE: 1" = 60'
JOB NO.: 20121137
SHEET: 2/3



REVISIONS

MARK	DATE	DESCRIPTION

CITY OF DUBLIN, UNION COUNTY, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING
UTILITY AND GRADING PLAN

EMH
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 866.775.5450
emht.com

DATE
FEBRUARY 15, 2013

SCALE
1" = 60'

JOB NO.
20121137

SHEET
3/3

City of Dublin
Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017-1090
Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council

From: Marsha I. Grigsby, City Manager

Date: March 7, 2013

Initiated By: Steve Langworthy, Director of Land Use and Long Range Planning

Re: Ordinance 22-13 - Rezoning approximately 28.1 acres on the west side of Hyland-Croy Road, approximately 1,030 feet north of the intersection with Brand Road and Mitchell-Dewitt Road, R, Rural District to PUD, Planned Unit Development District to establish a 44 lot single-family detached residential development and 8.75 acres of open space. (Case 12-082 Z/PDP/PP) (Celtic Crossing PUD)

Summary

Ordinance 22-13 is a request for review and approval of a Rezoning with Preliminary Development Plan from R, Rural District to Planned Unit Development District (Celtic Crossing PUD), and a Preliminary Plat for 28.1 acres to establish a 44 lot single-family detached residential development with 8.75 acres of open space.

Background

The site was annexed into the City of Dublin by City Council on June 15, 2009. Following the annexation, a petition for boundary adjustment was made to the Union County Commissioners and the petition was approved by the Commissioners on February 16, 2010. As a result, the site is now in Washington Township and is under the jurisdiction of Washington Township for the purpose of consistent provision of fire and public safety services in the City of Dublin.

Description

Preliminary Plat

The proposed Preliminary Plat subdivides 28.11 acres of land into 44 single-family lots and 8.75 acres of open space. The plat also provides rights-of-way for Celtic Crossing Drive, Macha Court and Nemain Loop.

The Preliminary Plat correctly shows all setback requirements and all information required by the Subdivision Regulations. The Zoning Code requires the dedication of 1.88 acres of open space and the proposal contains 8.75 acres within six platted reserves. The plat indicates that the open space areas will be owned by the City of Dublin and maintained by a forced/funded homeowners association.

Preliminary Development Plan
The proposed plan includes 44 lots along three new public streets. The plan shows a new intersection and turn lane with Hyland-Croy Road at the east edge of the site. A new public street, Celtic Crossing Drive, will serve 27 lots, extending west through the site, crossing a stream and curving to a new intersection with Mitchell-Dewitt Road at the southwest corner of the site. A single-loaded cul-de-sac street, Macha Court, will extend south of Celtic Crossing Drive in the east portion of the site, providing frontage for five lots facing Hyland-Croy Road. A loop street, Nemain Loop, will run through the center of the site, extending south from two intersections with Celtic Crossing Drive and serves 17 lots.

The proposal includes 8.75 acres of open space, including scenic setbacks along Hyland-Croy Road and Mitchell-Dewitt Road as provided in the Community Plan, a Stream Corridor Protection Zone (SCPZ), and a stormwater management area along the south edge of the site. Seven lots will be east of the stream, facing Hyland-Croy Road. Seventeen lots are proposed along the north and west property lines, backing up to the Glacier Ridge Metro Park. A multi-use path connection will provide access to the Metro Park immediately north of the site and to Dublin Jerome High School with a marked pedestrian crossing at the new Hyland-Croy intersection.

Development Text

Use/Density/Lot Sizes
The development text permits single-family detached homes, open spaces and related park features. The development is limited to a maximum of 44 lots, for a gross density of 1.57 units per acre. The text requires a minimum lot area of 12,600 square feet. Required lot width at the building line is 90 feet and required minimum lot depth is 140 feet.

Setbacks
The Community Plan recommends 100 to 200-foot scenic setbacks along rural roadways, including Hyland-Croy Road and Mitchell-Dewitt Road. The development text requires a minimum 200-foot building and pavement setback from the proposed Hyland-Croy Road right-of-way, consistent with setbacks for other residential developments along Hyland-Croy Road. Individual lot setbacks stipulate a minimum 20-foot front yard and 25-foot rear yard. Required side yard setbacks are a minimum of six feet on one side, with a total of 14 feet.

The text allows a variable building and pavement setback along Mitchell-Dewitt Road, ranging from approximately 200 feet at its widest point to a minimum of 50 feet near the westernmost edge of the site. A portion of this 50-foot minimum setback area extends across the rear corner of one single-family lot. The Planning and Zoning Commission required additional landscape buffer plantings in this location.

Traffic and Access
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. Additional right-of-way dedications along both roadways are consistent with the City of Dublin Thoroughfare Plan. A roundabout is planned 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 physically affect the site. This roundabout will provide improved traffic flow to the proposed Mitchell-Dewitt site access. A Traffic Impact Study (TIS)

has been reviewed by both City of Dublin Engineering Staff and the Union County Engineer's Office. The TIS recommends that a left turn lane be installed on Hyland-Croy Road; no additional turn lanes are warranted on Mitchell-Dewitt Road.

The Washington Township Fire Department has confirmed that both the Mitchell-Dewitt Road and Hyland-Croy Road access points are necessary for fire service. At the Planning and Zoning Commission's request, the applicant verified adequate sight distance to the existing Metro Park multi-use path crossing at Mitchell-Dewitt Road, located approximately 270 feet to the west of the proposed intersection. The applicant will be required to remove some existing trees and underbrush within the proposed Mitchell-Dewitt right-of-way and along the west site boundary to ensure adequate sight distance is provided. Planning also received some questions regarding the proposed Mitchell-Dewitt access point from existing residents on Mitchell-Dewitt Road; related correspondence is attached to this memo.

Sidewalks and Multi-Use Paths

A four-foot public sidewalk is required along all new street frontages, except that an eight-foot multi-use path may be substituted as indicated on the proposed plans. The development text also requires a three-foot private sidewalk from the front door to the driveway for every residence, except where courtyard-style garages are used. A multi-use path will be installed along a portion of Celtic Crossing Drive. The applicant will also construct a continuous multi-use path connection within the Metro Park along the north site boundary connecting to the existing Metro Park path system west of the site.

The applicant will be required to design and construct a pedestrian crossing facility with a marked crosswalk and pedestrian-activated warning signal at the intersection of Hyland-Croy Road and Celtic Crossing Drive, similar to that 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 and will connect the site to Dublin Jerome High School.

At the Concept Plan review, the Planning and Zoning Commission discussed the possibility of providing additional path connections along Hyland-Croy Road and Mitchell-Dewitt Road as part of this development. Commission members generally agreed that a path along Hyland-Croy Road is less critical at this time because (1) the timeline for future roadway improvements that would extend this path to the south is unknown; and (2) the applicant has included a pedestrian connection to the existing multi-use path on the east side of the road as an alternative. The proposed development text allows for paths to be located within the Hyland-Croy Road open space setback, but does not require them to be constructed along the roadway.

Commission members generally agreed that a path should be installed along Mitchell-Dewitt Road as a connection to the Metro Park path west of the site. However, during the Preliminary Development Plan process, the applicant was informed by the Metropolitan Park District that it would permit only a single path connection from the development to the Metro Park path system. For this reason, the development text does not require a path connection along Mitchell-Dewitt Road. This connection is illustrated on the proposed landscape plan, but is currently omitted from the Preliminary Plat. The Planning and Zoning Commission recommended the applicant continue to work with the Metro Parks District to obtain approval of

the second path connection. The applicant has recently obtained this approval; related correspondence from the Parks District is attached to this memo.

Architecture

The 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.

Materials: 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 visible from Hyland-Croy Road or Mitchell-Dewitt Road. 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. Cladding materials are required to be of a natural earth tone and/or warm neutral color.

Diversity: The development text includes a lot diversity matrix prohibiting the same or similar front elevations on nearby lots. As a condition of approval by the Planning and Zoning Commission, the applicant has revised the lot diversity matrix to address technical errors and inconsistencies as part of this submittal. The revised text includes language to clarify how the diversity matrix is to be applied. In the event that the matrix is affected by site plan adjustments during the Final Development Plan/Final Plat stage, the applicant will be required to provide an updated matrix.

Garages: All homes are required to have either an attached or detached garage, sized to accommodate at least two standard automobiles side by side. 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; garage doors must face away from these roadways. Courtyard driveways with visibility from Hyland-Croy Road must be constructed with a decorative pavement material or upgraded finish.

Throughout the development, all garage doors must have a decorative and upgraded design, such as "carriage-style" doors. For auto-court configurations, a low wall or hedge is required along the front edge of the courtyard pavement facing the street. For side-loaded garages, a hedge is required along the rear edge of the driveway pavement to prevent headlight passage into adjacent properties. The development text also allows front-loaded garages to extend no 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 extending any distance from the front façade of the house.

Tree Preservation and Replacement

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 also permitted. As a

condition of approval by the Planning and Zoning Commission, the text has been revised to allow unvegetated portions of the tree preservation zone to be maintained as lawn.

The proposed development text outlines a goal to preserve as many trees in good or fair condition as possible. The text includes tree replacement plan requirements, which vary from the standard Code requirements for tree replacement. A detailed tree replacement plan will be required with the final development plan.

Tree Waivers: The Zoning Code requires that all 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:

- Trees between six and 24 caliper inches may be replaced 'tree for tree,' rather than 'inch for inch.'
- Trees of 24 caliper inches or greater must be replaced 'inch for inch.'

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. The proposed landscape plan indicates that replacement trees will be located throughout the open space reserves.

The Planning and Zoning Commission discussed the proposed tree replacement waiver, and suggested that the number of street trees that will be planted with this development should be taken into consideration in addition to the replacement trees within open space areas.

Open Space and Landscaping
The subdivision regulations require the dedication of 1.88 acres of land, based on the total site area and proposed number of lots. 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.

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

The development text requires a 'line of demarcation' along residential lot lines that abut open space areas, including the Stream Corridor Protection Zone and a stormwater management area along the south site boundary to prevent encroachment of homeowner maintenance onto the

public open space areas. Planning will work with the applicant to determine an appropriate method to provide this line as part of the final development plan.

Utilities and Stormwater Management
The site will connect to the public water and sanitary sewer systems with 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. There are two separate stormwater management systems, consisting of a wet retention pond within the Hyland-Croy open space setback and two wet retention basins connected by a shallow swale along the south site boundary.

Stream Corridor Protection Zone (SCPZ)
The property includes a Stream Corridor Protection Zone 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. The floodplain analysis conducted by the applicant indicates that the necessary width of the zone is 50 feet on each side of the high water mark for the existing channel. Celtic Crossing Drive crosses the protection zone in the north portion of the site with a stream culvert and a co-located utility easement.

The proposal shows small portions of the protection zone overlapping the rear yards of seven lots and the side yard of one lot. The proposed Preliminary Plat identifies these overlapping areas as a defined "On-lot Stream Corridor Protection Zone" with specific requirements and limitations outlined in the development text.

Recommendation of the Planning and Zoning Commission

The Planning and Zoning Commission first reviewed this application as a Concept Plan at the January 3, 2013 meeting and recommended approval of the Rezoning/Preliminary Development Plan and Preliminary Plat to City Council on February 7, 2013 with the conditions listed below. Conditions 2, 6 and 7 of the Preliminary Development Plan and the single condition of the Preliminary Plat have been addressed. The applicant has also provided a revised conceptual landscape plan to reflect the requirements of Conditions 1 and 4 of the Preliminary Development Plan. These and all other conditions will be monitored and/or addressed at the Final Development Plan/Final Plat stage.

Rezoning/Preliminary Development Plan Conditions
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 Condition

1) That the preliminary plat be revised to identify the Macha Court cul-de-sac island and the Celtic Crossing Drive 'eyebrow' loop island as platted reserves prior to submission for City Council review.

Recommendation

Planning recommends City Council approval of Ordinance 22-13 at the second reading/public hearing on April 8, 2013.

Dayton Legal Blank, Inc. Form No. 30043

Ordinance No. 22-13 Passed _____, 20____

AN ORDINANCE REZONING APPROXIMATELY 28.1 ACRES LOCATED ON THE WEST SIDE OF HYLAND-CROY ROAD, APPROXIMATELY 1,030 FEET NORTH OF THE INTERSECTION WITH BRAND ROAD AND MITCHELL-DEWITT ROAD, R, RURAL DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT (CELTIC CROSSING PUD) TO ESTABLISH A 44-LOT SINGLE-FAMILY DETACHED RESIDENTIAL DEVELOPMENT AND 8.75 ACRES OF OPEN SPACE (CASE 12-082 Z/PDP/PP).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, _____ of its elected members concurring, that:

Section 1. The following described real estate, (see attached legal description marked Exhibit "A"), situated in the City of Dublin, State of Ohio, is hereby rezoned PUD, Planned Unit Development District, and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter 153 of the Codified Ordinances), the City of Dublin Zoning Code and amendments thereto.

Section 2. The application (Exhibit "B"), including the list of contiguous and affected property owners, and the recommendations of the Planning and Zoning Commission (Exhibit "C"), are all incorporated into and made an official part of this Ordinance and said real estate shall be developed and used in accordance therewith.

Section 3. This Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this _____ day of _____, 2013.

_____
Mayor - Presiding Officer

ATTEST:

_____
Clerk of Council

Metro Parks

1069 West Main St
Westerville OH 43081
Tel: 614.891.0700
TTY: 614.895.6240
Fax: 614.895.6208
www.metroparks.net

Park Commissioners:
Greg S. Lashutka
Jim McGregor
J. Jeffrey McNealey

Director:
John R. O'Meara

Your Metro Parks:
Battelle Darby Creek
Blacklick Woods and Golf Courses
Blendon Woods
Chestnut Ridge
Clear Creek
Glacier Ridge
Heritage Park and Trail
Highbanks
Inniswood Metro Gardens
Pickerington Ponds
Prairie Oaks
Rocky Fork
Scioto Audubon
Sharon Woods
Slate Run Farm and Park
Three Creeks
Walnut Woods

February 28, 2013

Kevin McCauley
Stavroff Interests
565 Metro Place South, #480
Dublin, Ohio 43017

RE: Celtic Crossing Development
Trail Connections to Glacier Ridge Metro Park

Dear Mr. McCauley:

This letter is to serve as a permit to allow Stavroff Interests LTD/Celtic Crossing Development, it agents, to construct a public access multi-use trail on Metro Park property in Union County, Ohio. This improvement shall be constructed and operaterated as per Metro Parks Trail Connection policy. This permit is to allow for two trail connetions to the Ironweed Trail in Glacier Ridge Metro Park as described more particularly on Exhibit A, attached hereto.

The trail improvement shall be kept to a minimun and include grading, drainage, paving, restoration and seeding of all disturbed areas on park property. Please contact Steve Studenmund, Metro Parks Planning Manager (614-895-6231) to coordinate design and construction of improvements.

A fee of $6.30 per linear foot of trail, shall be paid to Metro Parks prior to opening any trail segment to the public. This fee is to be used by Metro Parks for related signage, operations and maintence based on a three year period.

Sincerely,

John O'Meara
Executive Director

cc: Mike Heisey, Glacier Ridge Metro Park

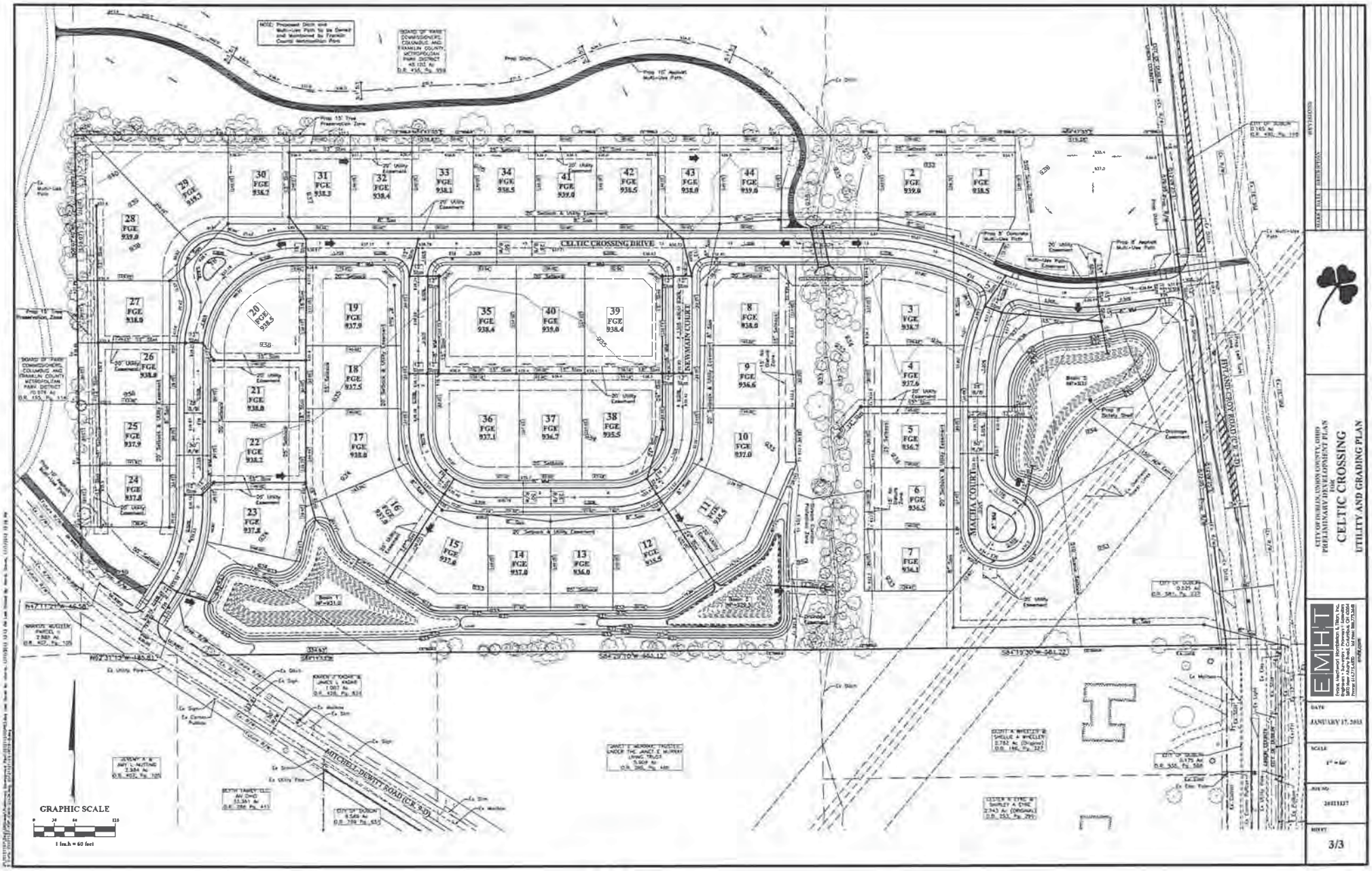
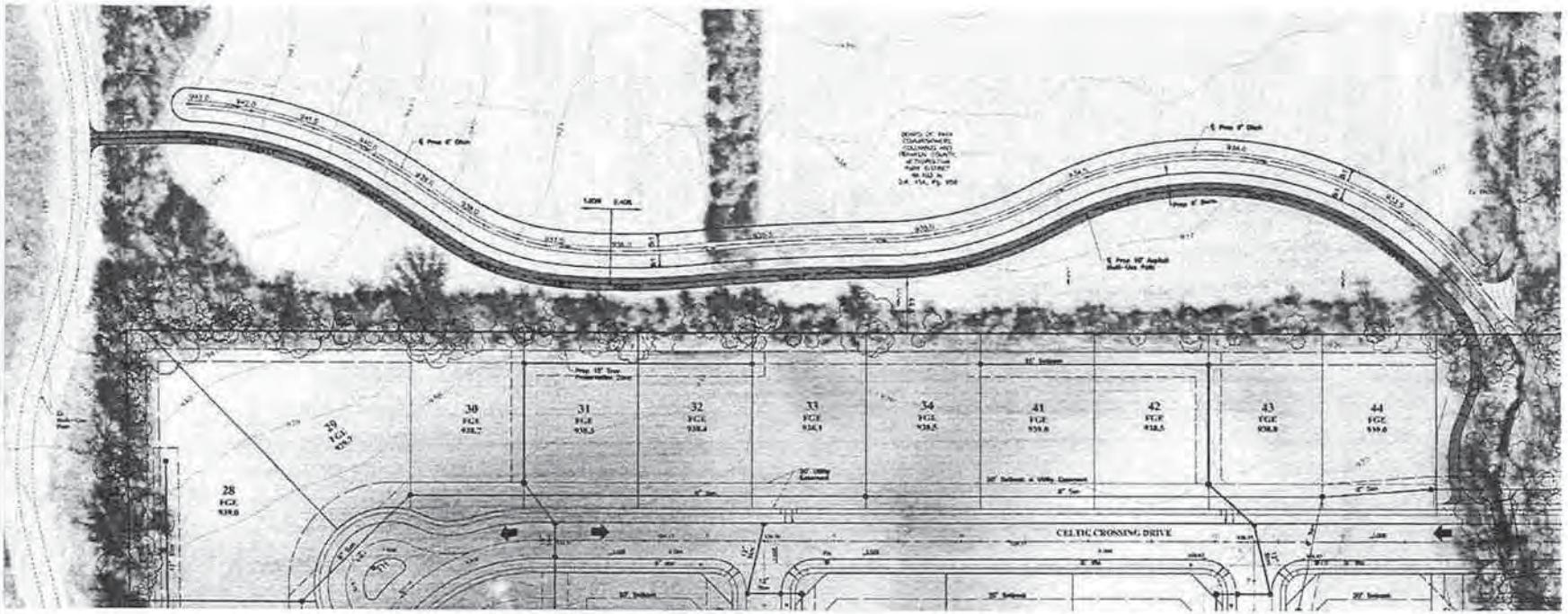
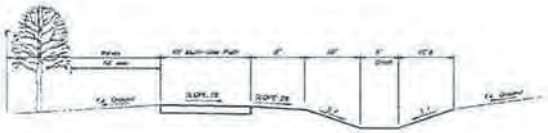
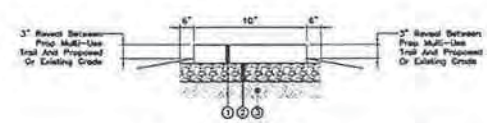


EXHIBIT A 1 OF 2





TYPICAL DITCH CROSS SECTION
NOT TO SCALE



MULTI-USE PATH SECTION DETAIL
Not to Scale

CITY OF HUBLIN, EASTON COUNTY, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING
10' MULTI-USE PATH EXHIBIT

EMHT

DATE
JANUARY 17, 2015

SCALE
1" = 40'

JOB NO.
20121137

SHEET
1/1

EXHIBIT 2 OF 2

Justin Goodwin - Re: Fw: Celtic Crossing Development

From: Jeremy Nutting <JNutting@oh.hra.com>
To: "Justin Goodwin" <JGoodwin@dublin.oh.us>
Date: 2/8/2013 10:50 AM
Subject: Re: Fw: Celtic Crossing Development
CC: "Aaron Stanford" <AStanford@dublin.oh.us>, <kevin@stavroff.com>

Hello Justin,

Thank you for the update. I am happy to hear that some of these change are already included in the latest proposal.

Jeremy Nutting
Principal Engineer, VP3 Suspension and Steering Research
Honda R&D Americas, Inc.
Phone: 937-309-9809

From: "Justin Goodwin" <JGoodwin@dublin.oh.us>
To: "Jeremy Nutting" <JNutting@oh.hra.com>
Cc: "Aaron Stanford" <AStanford@dublin.oh.us>, <kevin@stavroff.com>
Date: 02/07/2013 01:05 PM
Subject: Re: Fw: Celtic Crossing Development

Mr. Nutting,

Thank you for providing an update on your communications with Mr. McCauley. I spoke with him this morning regarding your mailbox, and he indicated that he will take care of its relocation to a spot acceptable to the US Postal Service and the Union County Engineer. Our Engineering staff will assist in this process.

Our staff agrees that the Mitchell-Dewitt multi-use path connection to the metro park system is very desirable. The applicant has shown this path connection on their conceptual site plan, but not on the preliminary plat, as they are still working with the metro park district to gain approval of a second path connection in addition to the proposed connection to the north of the site. We hope to see this connection included on the final development plan and final plat, which will be the next steps after the rezoning is approved by City Council. The applicant has committed to constructing this path, pending metro parks approval.

With regard to the location of lot 24 (nearest Mitchell-Dewitt Road), this lot has been shifted away from the Mitchell-Dewitt right-of-way as compared to its location in the previous concept plan. However, you are correct that the proposed location remains closer to the roadway than recommended by the Dublin Community Plan's roadway character guidelines - this will be a discussion point at the Planning Commission meeting this evening. The applicant did eliminate one lot to the west of the proposed Mitchell-Dewitt access street, opening up the setback at this location from approximately 120 to 200

feet. As currently proposed, the front portion of lot 24 is now located approximately 115 feet from the proposed Mitchell-Dewitt right-of-way line; the setback becomes more narrow toward the rear of the lot. In addition to the dense landscape buffer proposed along the edge of this lot, staff has recommended that additional landscaping be added to the portion of the lot nearest Mitchell-Dewitt to provide additional screening from the roadway. Note that the home itself is likely to be located approximately 70 to 80 feet from the new Mitchell-Dewitt right-of-way line.

I hope you find this information helpful. Please feel free to contact me with any additional questions or concerns. I will also provide a copy of this correspondence to the Planning and Zoning Commission for their consideration at tonight's hearing.

Sincerely,

Justin Goodwin, AICP
Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614 410.4600
direct 614 410.4677

jgoodwin@dublin.oh.us
www.dublinohiousa.gov

www.twitter.com/dublinohio
www.facebook.com/dublinohio

>>> Jeremy Nutting <JNutting@oh.hra.com> 2/6/2013 7:54 PM >>>
Hello Justin,

We met several weeks ago at the Celtic Crossing hearing. I have lived at 7787 Mitchell Dewitt Road for almost 8 years and am located directly across from that proposed entrance.

At the last Planning and Zoning meeting a few weeks ago, I made some comments regarding the Mitchell Dewitt side of the subdivision plan. Since then, Kevin from Stavroff Associates has been nice enough to meet with me to answer some additional questions I had, and to show me the next proposal that I believe is up for comments at Thursday's hearing. Kevin explained their next proposal, and while it is an improvement, there still remains some of the same concerns that were voiced by myself and the board members at the original hearing.

I had planned to attend Thursday's meeting but unfortunately have an out of town business trip scheduled at the same time. My opinion is that maintaining the rural character of the Mitchell Dewitt side of the development is still critical, especially with the heavily used Glacier Ridge trail location adjacent to the subdivision. Kevin and I discussed the entrance road from Mitchell Dewitt, and I understand that it must be there for safety service access. While the access road is OK, the final house location still does not meet the minimum 100' zoning requirement to maintain the intended rural character of Mitchell Dewitt Road and of the bike path.

I was also disappointed to see that there was still no bike path connector along Mitchell Dewitt Road. The current proposed connector, while nice, is a long away from the houses at that end of the subdivision. With the relatively short frontage along Mitchell Dewitt road, it is guaranteed that the lack of a path is going to force residents onto the roadway to access that portion of the path that connects to the Honda Wetlands area. With the flat, open area that already exists along the road, it seems that it would be very easy to provide this connection.

My final concern is minor, but I am still curious. My mailbox is located exactly where the access road intersects Mitchell Dewitt. My hope is that the developer would take responsibility replacing in a safe location upon the start of the road construction.

When we bought our house in 2005, we knew that the land across the street would someday be developed, and are happy to see that a high quality proposal has been submitted. Kevin has been quick to respond to any questions have had and I appreciate being able to give input to the process.

Best Regards,

Jeremy Nutting
Principal Engineer, VP3 Suspension and Steering Research
Honda R&D Americas, Inc.
Phone: 937-309-9809

----- Forwarded by Jeremy Nutting/HRA/ASC/HONDA on 02/06/2013 07:19 PM -----

From: "Jeremy and Amy Nutting" <jnutting@columbus.rr.com>
To: <jnutting@oh.hra.com>
Date: 02/06/2013 04:19 PM
Subject: FW: Celtic Crossing Development

-----Original Message-----
From: Justin Goodwin [mailto:JGoodwin@dublin.oh.us]
Sent: Tuesday, January 08, 2013 9:19 AM
To: jnutting@columbus.rr.com
Subject: Celtic Crossing Development

Mr. Nutting,

You requested additional information regarding the proposed Celtic Crossing development following last week's Planning and Zoning Commission meeting. The full Planning Report and proposed plans can be found online at http://dublinohiousa.gov/pzc/12-082/. Please feel free to contact me via email or by phone if you have any questions about the proposal. My contact information is provided below.

Sincerely,

Justin Goodwin, AICP
Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614 410.4600
direct 614 410.4677

jgoodwin@dublin.oh.us
www.dublinohiousa.gov

www.twitter.com/dublinohio
www.facebook.com/dublinohio

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This footnote also confirms that this email message has been scanned by Proofpoint PPS and F-Secure for the presence of computer viruses.

Justin Goodwin - RE: Celtic Crossing Development

From: Justin Goodwin
To: Mount, Jeff
Date: 2/7/2013 10:43 AM
Subject: RE: Celtic Crossing Development
CC: Stanford, Aaron; kevin@stavroff.com

Mr. and Mrs. Mount,

I have attempted to address each of your questions below. Some of these responses were also prepared by Aaron Stanford on our Engineering staff, whom I've copied to this message. I have also copied the applicant, Kevin McCauley of Stavroff Interests, as he will be better able to provide some of the information you have requested.

I will also provide a copy of this correspondence to the Planning and Zoning Commission for their consideration at tonight's hearing. You of course are welcome to attend this evening and to provide comments or pose inquiries during the public comment period.

1. Price Points, Deed Restrictions, and Rear Yard Visibility

The city does not require rezoning applicants to provide price point information for proposed homes. I have copied the applicant, Kevin McCauley, to this response so that you may inquire with him directly. Similarly, the city is not involved in the administration of deed restrictions. However, the proposed development plan includes a 15-foot tree preservation zone along the rear of all lots bordering the metro park. All healthy trees must be preserved within this zone, although dead or noxious vegetation may be removed.

2. Lot 24 and Path Visibility

As part of this proposal, lot 24 has been shifted to the north as compared to its location in the previous concept plan. The applicant's engineering consultant, EMH&T, has evaluated the sight distance at the proposed site entrance at Mitchell-Dewitt Road, focusing on the bike path crossing of Mitchell-Dewitt. This analysis found that with the removal of a limited amount of trees and undergrowth at the southwest corner of the site, visibility to this crossing will be improved. Staff has recommended removal of this vegetation as a condition of approval. The sight distance analysis does not indicate that lot 24 will interfere with visibility to the metro park path crossing.

3. Mitchell-Dewitt Site Entrance

The traffic impact study, also performed by EMH&T, evaluated the operation of the proposed intersection with Mitchell-Dewitt Road. As this portion of Mitchell-Dewitt Road is under the jurisdiction of Union County, this study was reviewed and accepted by the Union County Engineer's office.

This entrance is essential to providing appropriate access for fire response; however, the access point is also necessary to provide appropriate vehicular connectivity and circulation for the residents of this subdivision. The traffic study indicates that a majority of the traffic generated within the proposed site will leave the site at the Mitchell-Dewitt entrance and travel east to Hyland-Croy Road. And conversely, the majority of the traffic entering the site will come from Hyland-Croy, rather than from the west. Because of these traffic patterns, the amount of traffic generated by the site that crosses the existing bike path crossing is projected to be minimal.

Note also that the intersection of Hyland-Croy and Brand Road (Mitchell-Dewitt) is programmed to be improved this year. The City of Dublin will be upgrading the intersection from a 4-way stop control, to a modern roundabout. This will greatly reduce the stacking of traffic at the intersection, especially during peak hours. Staff does not expect this development to become a feasible cut-through, especially with this improvement in place.

4. Stormwater Management

This applicant will be required to meet all applicable City of Dublin and Ohio EPA standards regarding sediment and erosion control. Stormwater requirements will have this site retain and release stormwater runoff at a controlled rate. Additional water volume or velocity will not be produced by this site as the stormwater controls are designed to release the water over a longer period of time. Additionally, the applicant is required to plat a Stream Corridor Protection Zone over the site. This zone is very restrictive and seeks to preserve the flood carrying capacity and the existing riparian habit of the existing channel.

I hope you find this information helpful. Please feel free to contact me either by email or phone prior to tonight's meeting if you have additional questions or concerns.

Sincerely,

Justin Goodwin, AICP
Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614 410.4600
direct 614 410.4677

jgoodwin@dublin.oh.us
www.dublinohiousa.gov

www.twitter.com/dublinohio
www.facebook.com/dublinohio
>>> Jeff Mount <gwmount@hotmail.com> 2/5/2013 10:44 PM >>>
Mr. Goodwin,

We have some questions and some comments on the revised site plan for the Celtic Crossing development. Our house is at 7841 Mitchell-Dewitt Road, on the south side of the road, immediately west of the bike path.

First, what is the projected price point and expected deed restrictions for the planned homes? The backs of the homes on the west boundary (lots 24 - 28) will sit directly in our front yard view and we are concerned about what deed conditions will be included for the new homes. Will homeowners be required to maintain a mix of mature trees at the boundary with the park?

Second, we are surprised that the eastern lot was the one eliminated on the Mitchell-Dewitt entrance. The western one (24) will provide significant obstruction to users of the bike path attempting to cross the street. We suggest that lot 24 at the M-D entrance also be removed; this suggestion was made by some board members at the last meeting.

Third, we have lived here for more than 20 years and the Mitchell-Dewitt curve was dangerous even before the bike path was added. We have seen many close calls since the path opened. We truly believe that it is only a matter of time until there is a fatality. Is there any way to replace the M-D street entrance with an emergency vehicle only access drive with suitable landscaping? Also, given the backup of traffic on Hyland-Croy at congested times at Dublin Jerome, the development's through street will become a shortcut to Mitchell-Dewitt, just as the Oak Park development already is from the south (and the traffic is much worse from the north at the conclusion of school events).

Finally, we ask that storm water controls during and after construction be strictly enforced to avoid further

damage to North Fork Indian Run. This stream was seriously damaged during the construction of the Oak Park development and it has not recovered (Ohio EPA recently cited the siltation at Hyland-Croy Road as a reason, among others, for the stream not attaining water quality standards). With the increased volume and velocity of flow associated with development, and the angle at which the development tributary enters the North Fork, significant erosion may result. Although this confluence is not on the parcel being considered, this potential problem should be investigated and mitigated as part of this development's approval.

Please feel free to call if you have questions (Trinka daytime phone 614-644-2146). Thank you for your consideration.

Jeff and Trinka Mount

Date: Thu, 10 Jan 2013 08:32:20 -0500
From: JGoodwin@dublin.oh.us
To: gwmount@hotmail.com
Subject: RE: Celtic Crossing Development

Trinka,

You are welcome to provide comment at any time. I recommend sending via email directly to me. All public comment will be forwarded to the Planning and Zoning Commission along with the rezoning application. Of course, you are also welcome to attend the Planning and Zoning Commission hearing and speak directly to the Commission as well. You will receive a notice when the case is scheduled for a Commission agenda.

At this time, it appears the applicant intends to provide materials for staff review in the near future, with the intent of proceeding for zoning review at the February 7 Planning and Zoning Commission meeting. If staff finds the materials sufficient and adds this case to the agenda, the notice will be sent out on January 25.

Please let me know if I can be of further assistance.

Justin Goodwin, AICP
Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614 410.4600
direct 614 410.4677

jgoodwin@dublin.oh.us
www.dublinohiousa.gov

www.twitter.com/dublinohio
www.facebook.com/dublinohio
>>> Jeff Mount <gwmount@hotmail.com> 1/9/2013 9:31 PM >>>
Mr. Goodwin,

Thank you for providing the info about Celtic Crossing. When is the best time to provide comments, or maybe it would be better to know the path and timeline for the project?

Trinka Mount

Date: Tue, 8 Jan 2013 09:18:33 -0500
From: JGoodwin@dublin.oh.us
To: gwmount@hotmail.com
Subject: Celtic Crossing Development

Ms. Mount,

You requested additional information regarding the proposed Celtic Crossing development following last week's Planning and Zoning Commission meeting. The full Planning Report and proposed plans can be found online at http://dublinohiousa.gov/pzc/12-082/. Please feel free to contact me via email or by phone if you have any questions about the proposal. My contact information is provided below.

Sincerely,

Justin Goodwin, AICP
Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614 410.4600
direct 614 410.4677

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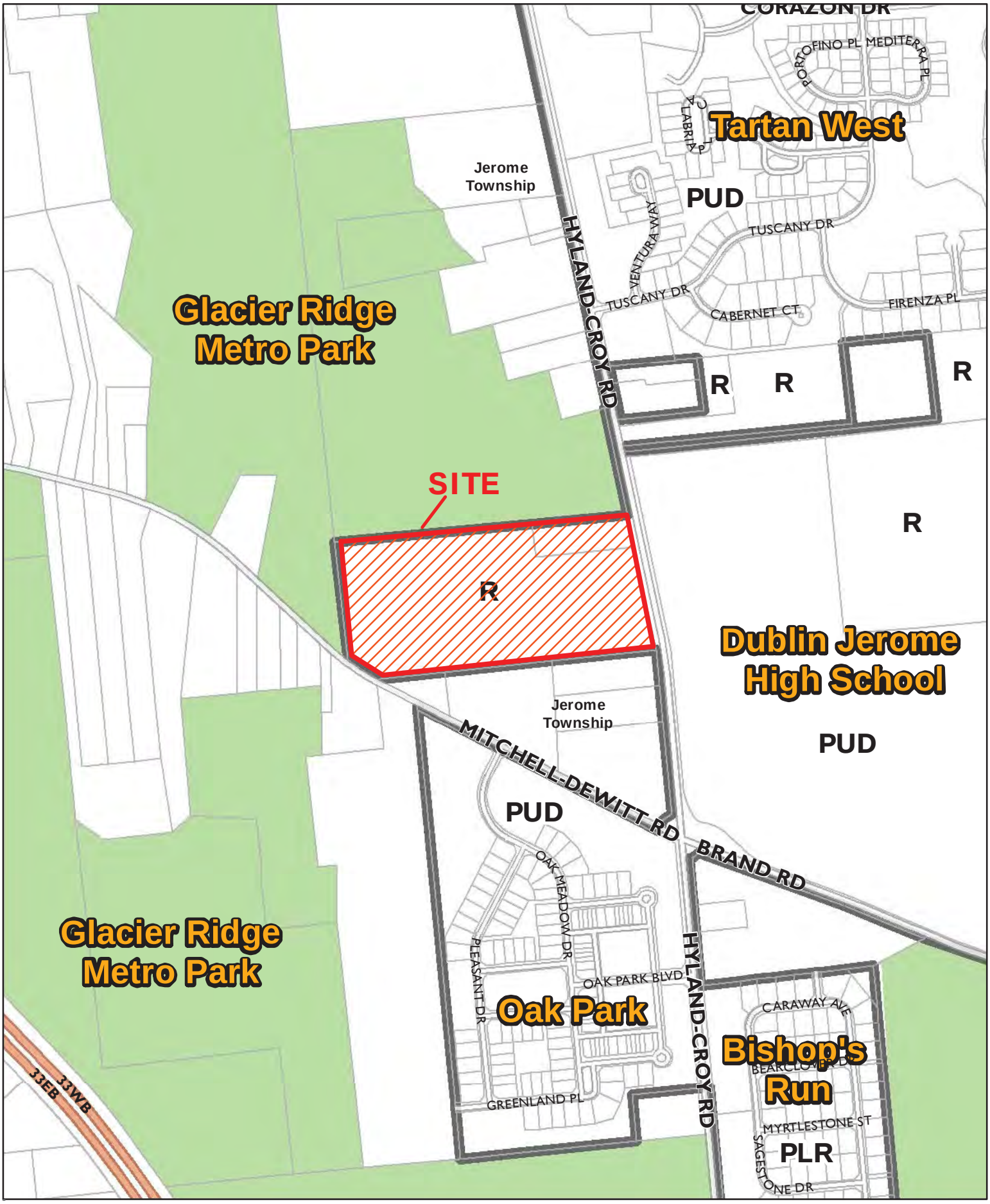

City of Dublin

12-082 Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Celtic Crossing
Hyland Croy Road

N

0 250 500 1,000 Feet

February 2009

CITY OF DUBLIN

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

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

PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

I. PLEASE CHECK THE TYPE OF APPLICATION:

- ☐ Informal Review
- ☑ Concept Plan (Section 153.056(A)(1))
- ☑ Preliminary Development Plan / Rezoning (Section 153.053)
- ☐ Final Development Plan (Section 153.053(E))
- ☐ Amended Final Development Plan (Section 153.053(E))
- ☐ Standard District Rezoning (Section 153.018)
- ☑ Preliminary Plat (Section 152.015)
- ☐ Final Plat (Section 152.085)
- ☐ Conditional Use (Section 153.236)
- ☐ Corridor Development District (CDD) (Section 153.115)
- ☐ Corridor Development District (CDD) Sign (Section 153.115)
- ☐ Minor Subdivision
- ☐ Right-of-Way Encroachment
- ☐ Other (Please Specify): _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es): 0 HYLAND-CROY ROAD

Tax ID/Parcel Number(s):	**Parcel Size(s) (Acres):**
Parcel # / Map # 390024021000 / 1360000105000 390024022000 / 1360000104000	+/-2.149 AC. +/-25.961 AC.

Existing Land Use/Development: Agricultural Vacant Land

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:

Proposed Land Use/Development: Residential - Single Family
Parks/Open Space

Total acres affected by application: +/-28.110 AC.

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): Celtic Capital, LLC

Mailing Address: (Street, City, State, Zip Code) 565 Metro Place South
Suite 480
Dublin, OH 43017

Daytime Telephone: 614-764-9981	**Fax:** 614-764-2207

Email or Alternate Contact Information:

RECEIVED
12-082CP/PDP/Z
NOV 01 2012
CITY OF DUBLIN
PLANNING

IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Kevin McCauley	Applicant is also property owner: yes ☑ no ☐
Organization (Owner, Developer, Contractor, etc.): Celtic Capital, LLC	
Mailing Address: (Street, City, State, Zip Code) 565 Metro Place South, Suite 480 Dublin, OH 43017	
Daytime Telephone: 614-764-9981	Fax: 614-764-2207
Email or Alternate Contact Information: kevin@stavroff.com	

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: Ben Hale, Jr.	
Organization (Owner, Developer, Contractor, etc.): Smith and Hale, LLC	
Mailing Address: (Street, City, State, Zip Code) 37 West Broad Street, Suite 725 Columbus, OH 43215	
Daytime Telephone: 614-221-4255	Fax: 614-221-4409
Email or Alternate Contact Information: bhale@smithandhale.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

I Kevin McCauley, member, Celtic Capital LLC, the owner, hereby authorize Ben Hale, Jr. to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.

Signature of Current Property Owner:	Date: 10/31/12

☐ Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this 31st day of October, 2012

State of Ohio

County of Franklin

Notary Public

CRISTINA E YATES
Notary Public State of Ohio
Delaware County
My Commission Expires
November 26, 2016

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

I Kevin McCauley, member, Celtic Capital LLC, the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.

Signature of applicant or authorized representative:	Date: 10/31/12

VIII. UTILITY DISCLAIMER: The Owner/Applicant acknowledges the approval of this request for review by the Dublin Planning and Zoning Commission and/or Dublin City Council does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

I Kevin McCauley, member, Celtic Capital LLC, the owner or authorized representative, acknowledge that approval of this request does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

Signature of applicant or authorized representative: [signature] Date: 10/31/12

IX. APPLICANT'S AFFIDAVIT: This section must be completed and notarized.

I Kevin McCauley, member, Celtic Capital LLC, the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct, to the best of my knowledge and belief.

Signature of applicant or authorized representative: [signature] Date: 10/31/12

Subscribed and sworn to before me this 31st day of October, 2012

State of Ohio

County of Franklin

Notary Public [signature]

NOTARIAL SEAL STATE OF OHIO

CRISTINA E YATES
Notary Public State of Ohio
Delaware County
My Commission Expires
November 26, 2016

FOR OFFICE USE ONLY

Amount Received: $3980.00	Application No: 12-082 CP/Z/PDP/PP	P&Z Date(s): 1/3/13, 2/7/13	P&Z Action: Approved
Receipt No: 20243	Map Zone: 5	Date Received: 11/1/12	Received By: JR
City Council (First Reading): 3/11/13		City Council (Second Reading): 4/8/13	
City Council Action:		Ordinance Number:	
Type of Request: Concept Plan / Rezoning / Preliminary Development Plan / Prelim. Plat			
N, S, E, (W) (Circle) Side of: Hyland-Croy Rd.			
(N) S, E, W (Circle) Side of Nearest Intersection: Brand Rd.			
Distance from Nearest Intersection: 1000'			
Existing Zoning District: R		Requested Zoning District: PUD	

25.961 ACRES

Situated in the State of Ohio, County of Union, Township of Jerome, Virginia Military Survey Number 2925, being all of the remainder of the original 26.19 acre tract conveyed as Tract II to Frieda I. Shirk, Trustee (1/2 interest) by deed of record in Official Record 143, Page 142 and Audrey S. Lawwell (1/2 interest) by deed of record in Deed Book 283, Page 552, (all references are to the records of the Recorder's Office, Union County, Ohio) and being more particularly described as follows:

Beginning, for reference, at a railroad spike found at the centerline intersection of Hyland–Croy Road (County Road 2–D) and Mitchell–Dewitt Road (County Road 9–D);

Thence North 05° 17' 24" West, a distance of 1023.30 feet, with the centerline of said Hyland–Croy Road, to a railroad spike found at the common corner of the 0.525 acre tract conveyed to City of Dublin by deed of record in Official Record 581, Page 237 and the 0.175 acre tract conveyed to City of Dublin by deed of record in Official Record 535, Page 568, being in a southerly line of said Virginia Military Survey Number 2925;

Thence South 84° 15' 30" West, a distance of 40.25 feet, with the line common to said 0.525 and 0.175 acre tracts, being a southerly line of said Virginia Military Survey Number 2925 to an iron pin set at a common corner of the remainder of said original 26.19 acre tract, said 0.525 and 0.175 acre tracts, and the remainder of the original 2.762 acre tract conveyed to Scott A. and Shellie A. Wheeler by deed of record in Official Record 196, Page 327, said iron pin set being the TRUE POINT OF BEGINNING;

Thence South 84° 15' 30" West, a distance of 591.78 feet, with the northerly line of the remainder of said original 2.762 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a 5/8" solid iron pipe found at a common corner of the remainder of said original 26.19 acre tract, the remainder of said original 2.762 acre tract, and the 5.609 acre tract conveyed to Janet E. Murray, Trustee under the Janet E. Murray, Trustee under the Janet E. Murray Living Trust by deed of record in Official Record 395, Page 486;

Thence South 84° 29' 10" West, a distance of 561.12 feet, with the northerly line of said 5.609 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a 3/4" iron pipe found at a common corner of the remainder of said original 26.19 acre tract, said 5.609 acre tract, and the 1.087 acre tract conveyed to Karen J. and James L. Kadar by deed of record in Official Record 523, Page 144;

Thence South 84° 11' 13" West, a distance of 380.07 feet, with the northerly line of said 1.087 acre tract, and a southerly line of said Virginia Military Survey Number 2925 to a railroad spike found at a common corner of the remainder of said original 26.19 acre tract and said 1.087 acre tract, being in a northerly line of the 2.885 acre tract conveyed as Parcel II to Markus Mueller by deed of record in Official Record 407, Page 105, and being in the centerline of said Mitchell–Dewitt Road;

Thence North 62° 31' 13" West, a distance of 151.11 feet, with a northerly line of said 2.885 acre tract and the centerline of said Mitchell–Dewitt Road, to a railroad spike set at an angle point in said centerline;

Thence North 47° 11' 21" West, a distance of 21.25 feet, continuing with the centerline of said Mitchell–Dewitt Road and a northerly line of said 2.885 acre tract, to a railroad spike set in an easterly line of the 0.609 acre tract conveyed as Parcel I to Markus Mueller by deed of record in Official Record 407, Page 105, at a common corner of the remainder of said original 26.19 acre tract, and the 70.976 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County, Metropolitan Park District by deed of record in Official Record 165, Page 114;

Thence North 06° 07' 40" West, a distance of 661.89 feet, with an easterly line of said 70.976 acre tract, to a 1 1/2" iron pipe found at a common corner of the remainder of said original 26.19 acre tract and the 48.103 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County, Metropolitan Park District by deed of record in Official Record 456, Page 959;

Thence North 84° 47' 55" East, a distance of 1078.67 feet, with a southerly line of said 48.103 acre tract, to an iron pin set at a common corner of the remainder of said original 26.19 acre tract and the remainder of the original 2.31 acre tract conveyed as Tract I to Floyd H. Shirk, Trustee by deed of record in Official Record 143, Page 135;

Thence South 06° 41' 05" East, a distance of 178.72 feet, with the west line of the remainder of said original 2.31 acre tract, to an iron pin set;

Thence North 84° 47' 55" East, a distance of 532.45 feet, (passing a 5/8" iron rebar found 1.93 feet North at 21.82 feet) with the south line of the remainder of said original 2.31 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 acre tract, the remainder of said original 26.19 acre tract, said 0.525 acre tract, and the 0.165 acre tract conveyed to City of Dublin by deed of record in Official Record 490, Page 198, being in the westerly right–of–way line of said Hyland–Croy Road;

Thence South 12° 09' 25" East, a distance of 572.05 feet, with the westerly right–of–way line of said Hyland–Croy Road and the westerly line of said 0.525 acre tract, to the TRUE POINT OF BEGINNING, containing 25.961 acres of land, more or less;

2.149 ACRES

Situated in the State of Ohio, County of Union, Township of Jerome, Virginia Military Survey Number 2925, being all of the remainder of the original 2.31 acre tract conveyed as Tract I to Floyd H. Shirk, Trustee by deed of record in Official Record 143, Page 135, (all references are to the records of the Recorder's Office, Union County, Ohio) and being more particularly described as follows:

Beginning, for reference, at a railroad spike found at the centerline intersection of Hyland–Croy Road (County Road 2–D) and Mitchell–Dewitt Road (County Road 9–D);

Thence North 05° 17' 24" West, a distance of 1023.30 feet, with the centerline of said Hyland–Croy Road, to a railroad spike found at the common corner of the 0.525 acre tract conveyed to City of Dublin by deed of record in Official Record 581, Page 237 and the 0.175 acre tract conveyed to City of Dublin by deed of record in Official Record 535, Page 568;

Thence North 12° 09' 25" West, a distance of 751.66 feet, continuing with said centerline, to a common corner of said 0.525 acre tract and the 0.165 acre tract conveyed to City of Dublin by deed of record in Official Record 490, Page 198;

Thence North 84° 47' 55" West, a distance of 40.30 feet, (passing a 3/4" iron pipe found 0.95 feet North at 24.37 feet) with the line common to said 0.525 and 0.165 acre tracts, to an iron pin set at the common corner of said 0.525, and 0.165, acre tracts, the remainder of said original 2.31 acre tract, and the remainder of the original 26.19 acre tract conveyed as Tract II to Frieda I. Shirk, Trustee (1/2 interest) by deed of record in Official Record 143, Page 142 and Audrey S. Lawwell (1/2 interest) by deed of record in Deed Book 283, Page 552, being in the westerly right–of–way line of said Hyland–Croy Road, said iron pin set being the TRUE POINT OF BEGINNING;

Thence South 84° 47' 55" West, a distance of 532.45 feet, (passing a 5/8" iron rebar found 1.93 feet North at 510.63 feet) with a northerly line of the remainder of said original 26.19 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 tract and the remainder of said original 26.19 acre tract;

Thence North 06° 41' 05" West, a distance of 178.72 feet, with an easterly line of the remainder of said original 26.19 acre tract, to an iron pin set at a common corner of the remainder of said original 2.31 tract and the remainder of said original 26.19 acre tract, being in a southerly line of the 48.103 acre tract conveyed to Board of Park Commissioners, Columbus and Franklin County Metropolitan Park District by deed of record in Official Record 456, Page 959;

Thence North 84° 47' 55" East, a distance of 515.28 feet, (passing a 5/8" iron rebar found 0.76 feet North at 44.49 feet) with the southerly line of said 48.103 acre tract, to a 3/4" iron pipe Capped "HOY 7813" found at the common corner of the remainder of said original 2.31 acre tract, and said 48.103 and 0.165 acre tracts, and the 0.295 acre tract conveyed to City of Dublin by deed of record in Official Record 495, Page 394, being in the westerly right–of–way line of said Hyland–Croy Road;

Thence South 12° 09' 25" East, a distance of 179.98 feet, with the westerly right–of–way line of said Hyland–Croy Road, to the TRUE POINT OF BEGINNING, containing 2.149 acres of land, more or less;

Date January 17, 2013

Job No. 12069

CITY OF DUBLIN, OHIO
PRELIMINARY DEVELOPMENT PLAN
FOR
CELTIC CROSSING

BOUNDARY MAP/ SURVEY

THE EDGE GROUP
PLANNING • LANDSCAPE ARCHITECTURE • GRAPHIC DESIGN
1400 Goodale Boulevard
Columbus, OH 43212
P 614-486-3343 F 614-486-3344

REVISIONS

MARK	DATE	DESCRIPTION

SHEET **PDP**

3

12-082CP/PDP/Z

- Celtic Capital, LLC
  565 Metro Place South, Ste. 480
  Dublin, OH 43017

- Smith and Hale
  c/o Ben Hale
  37 W. Broad Street, Ste. 725
  Columbus, OH 43215

Board of Park Commissioners
1069 West Main Street
Westerville, OH 43081

Jeremy A & Amy L Nutting
7787 Mitchell Dewitt Road
Plain City, OH 43064

Geoffrey W. & Trinka J. Mount
7841 Mitchell Dewitt Road
Plain City, OH 43064

Karen & James Kadar
7766 Mitchell Dewitt Road
Plain City, OH 43064

Janet Murray Trustee
7706 Mitchell Dewitt Road
Plain City, OH 43064

Scott A. & Shellie A Wheeler
8383 Hyland Croy Road
Plain City, OH 43064

Union County Board
Of Commissioners
233 West 6th Street
Marysville, OH 43040

Dublin City School District
Board of Education
7030 Coffman Road
Dublin, OH 43017

Blyth Family LLC
7765 Mitchell Dewitt Road
Plain City, OH 43064

City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 7, 2013

The Planning and Zoning Commission took the following action at this meeting:

3. Celtic Crossing — **Hyland-Croy Road**
12-082 Z/PDP/PP — **Rezoning with Preliminary Development Plan**
Preliminary Plat

Proposal:	A new residential subdivision with 44 single family lots on 28 acres on the west side of Hyland-Croy road, north of the intersection with Brand Road.
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 *Subdivision Regulations*.
Applicant:	Kevin McCauley, Stavroff Interests Ltd., represented by Ben Hale, Smith and Hale, LLC.
Planning Contact:	Justin Goodwin, AICP, Planner II.
Contact Information:	(614) 410-4677, jgoodwin@dublin.oh.us

MOTION#1: To recommend approval to City Council for this Rezoning with Preliminary Development Plan application because the proposal is consistent with the Community Plan recommendations for this site and the applicable review criteria for a Planned Development, with eight conditions:

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.

*Ben Hale Jr. agreed to the above conditions.

VOTE: 7 – 0.

RESULT: This Rezoning with Preliminary Development Plan application was approved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 7, 2013

The Planning and Zoning Commission took the following action at this meeting:

3. Celtic Crossing — **Hyland-Croy Road**
12-082 Z/PDP/PP — **Rezoning with Preliminary Development Plan**
Preliminary Plat

Proposal:	A new residential subdivision with 44 single family lots on 28 acres on the west side of Hyland-Croy road, north of the intersection with Brand Road.
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 *Subdivision Regulations*.
Applicant:	Kevin McCauley, Stavroff Interests Ltd., represented by Ben Hale, Smith and Hale, LLC.
Planning Contact:	Justin Goodwin, AICP, Planner II.
Contact Information:	(614) 410-4677, jgoodwin@dublin.oh.us

MOTION #2: To recommend approval to City Council for this Preliminary Plat application because it complies with the applicable review criteria and the existing and anticipated development standards, with one condition:

1) That the preliminary plat be revised to identify the Macha Court cul-de-sac island and the Celtic Crossing Drive 'eyebrow' loop island as platted reserves prior to submission for City Council review.

*Ben Hale Jr. agreed to the above condition.

VOTE: 7 – 0.

RESULT: This Preliminary Plat application was approved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

STAFF CERTIFICATION

Justin Goodwin, AICP
Planner II

3. Celtic Crossing **Hyland-Croy Road**
12-082 Z/PDP/PP **Rezoning with Preliminary Development Plan**
Preliminary Plat

Chair Chris Amorose Groomes introduced the following Rezoning with Preliminary Development Plan and Preliminary Plat application requesting a new residential subdivision with 44 single family lots on 28 acres on the west side of Hyland-Croy Road, north of the intersection with Brand Road. She explained that this application will require two motions and both application components will be forwarded to City Council for the final decision based on the Commission recommendations. She confirmed that Amy Kramb, who had pulled the consented case for questions, did not need to hear the staff presentation prepared by Justin Goodwin.

Amy Kramb noted that on the Preliminary Plat, Lot 20 there was a 20-foot utility easement shown, but no 25-foot rear yard setback was marked.

Justin Goodwin said for the corner lot, two side yards are proposed, rather than a rear yard due to the way it relates to adjacent properties. He explained that there was still a rear yard requirement measured per the development text, but it was not platted. Mr. Goodwin said the rear yard would be angled.

Ms. Kramb referred to the proposed scenic setback by Lot 24. She noted that it cuts across the back corner of the lot.

Mr. Goodwin demonstrated where the previously proposed 35-foot building setback line on the lots near Mitchell-DeWitt was located on the previous Concept Plan. He said one lot has been eliminated and shifted to the west, northward approximately 18 feet from the Mitchell-Dewitt Road right-of-way. He explained that the applicant is now proposing a variable width setback, of 200 feet on the easternmost portion and where it intersects the rear of Lot 24, about 50 feet from the right-of-way, extending across the rear corner of that lot. Mr. Goodwin said that Planning has asked that the applicant provide additional landscape buffering on that portion of that lot within that 50-foot zone. He said that piece of the setback also overlaps the tree preservation zone on the lot. He said the conceptual landscape plan showed a landscape buffer south of the lot in the open space reserve, but Planning has asked that they provide additional landscaping on the lot.

Ms. Kramb noted that the Preliminary Plat did not have the path shown on the Mitchell-Dewitt Road side, but said she knew that they were still working with the Metro Parks to develop it. She asked if a revised Plat would be necessary to show the path.

Mr. Goodwin said if they received approval from Metro Parks to make the path connection, they would continue to show it on the final development plan as shown on the preliminary development plan and it would be included on the final plat. He said explained that the path connection is not being required, but Planning is asking that the applicant make their best effort to seek Metro Parks' approval.

Ms. Kramb asked where the offsite swale mentioned in the Planning Report was shown on the plat.

Mr. Goodwin said the swale was identified on the plat as a 'proposed ditch'.

Ms. Kramb suggested that the sentence structure or Condition 2 was awkward due to the double negative used. She suggested instead the wording, 'That the development text be revised to allow the homeowners to maintain the lawn areas within the tree preservation zone'.

Mr. Goodwin agreed to reword Condition 2.

Ms. Kramb pointed out a typographical error in the preliminary plat condition written in the Planning Report.

Mr. Goodwin said that Planning would also like to modify the preliminary plat condition to include the proposed out loop as a platted reserve as well.

Ms. Kramb asked if there had been any discussion with the school about the students parking within the development during school hours. She pointed out that Scioto High School had posted No-Parking signs throughout the development during specific hours.

Mr. Goodwin said he would ask the applicant to address that situation with the schools.

Ms. Kramb said she thought the proposed 24-inch caliper trees were too large and the inch-per-inch should be a lower number. She said in the text it stated that trees measured 6 to 24 inches can be replaced tree-by-tree versus inch-per-inch, but that anything over 24 inches is per caliper.

Ms. Amorose Groomes said that she had requested that Claudia Husak to see how many caliper inches that represented.

Mr. Goodwin said that Planning has reviewed what the applicant has preliminarily identified for removal and primarily for the stream crossing at Celtic Crossing Drive and along Mitchell-Dewitt Road to improve the site distance to the Metro Parks' path crossing. He said if measured by Code or replacement required per Code that would be approximately 80 trees at 2.5-inches per tree minimum. Mr. Goodwin said with the amount of inches they have currently identified and the requirement as they are proposing, there is one tree they have identified that is greater than 24 inches. He said that tree is actually 25 inches and would require 10 replacement trees. He said the remainder of trees identified thus far would be tree-per-tree or 35 trees would be required as proposed. He said there is a difference of about 54 trees. Mr. Goodwin noted that the conceptual landscape plan seemed to indicate somewhere in the realm of 50 deciduous trees that are simply illustrated, but that would have to be resolved at the time of the final development plan.

John Hardt asked where the 24-inch tree was located.

Mr. Goodwin said unfortunately, it was located at the Celtic Crossing Drive stream crossing.

Ms. Kramb reiterated that she personally would go lower on the number.

Ms. Amorose Groomes said that he said there were approximately 54 trees that are not being replaced. She said that he was said that they were 54 trees short of being able to put those on here. She translated that they equaled about 125 – 130 caliper inches per tree, and that the net loss today is 130.

Mr. Goodwin said that it was 222 inches.

Ms. Amorose Groomes said she was looking for the net gain or loss. She asked if it was correct that the net loss on this property, counting per inch, is about 130.

Mr. Goodwin said that was correct, but that does not include the street trees that will be added as required by the Landscape Code. He said he did not know how many street trees would be required.

Ms. Amorose Groomes said on this site, she thought there would be at least 30 or 40 street trees would be required.

Ms. Kramb referred to page DS-1 in the development text, 4A-2 – Lot Setbacks, C – Side yard. She said the word 'setback' was missing after 'side yard'.

Ms. Kramb said if decisions were made about the tree replacement, obviously the inches would need adjusted.

Ms. Kramb referred to the development text, DS-3 – Architectural Elements, E, and said she felt it was too specific to say 'similar to carriage-style doors'.

Ms. Kramb recalled that at the previous meeting, a fence was proposed between what is now to be wet ponds. She asked if there would still be a fence.

Mr. Goodwin said there was an option in the development text to continue to have a split rail fence in that area, however where lots border the Stream Corridor Protection Zone, it would not be permitted for those portions of the lot that are still within a small portion of the Zone. He said in those areas, the applicant has discussed having a small wooden post that would indicate where the edge of property line is located, but it was not clear if it would be a fence in those other areas.

Victoria Newell and Joe Budde said they had no comments or questions.

Warren Fishman said he counted about 161 street trees on the picture. He asked if the picture was accurate. He said there would be at least two trees on each of the 90-foot lots, and in some cases there would be three trees.

Ms. Amorose Groomes said it appeared that the trees were 30 or 35-foot on center. She said the drawing was not to scale. She asked the applicant if that was truly representative of what the final landscape drawing might look like.

Greg Chillog, The Edge Group, 1400 Goodale Boulevard, Columbus, said that the illustrative plan was close, and that was where they would start. He explained that the numbers always vary based on the individual lot layout, where the driveways are, and where the utilities fall. He said it pretty much follows a 35 to 40-foot run of trees around the perimeter of the site.

Mr. Fishman asked what was the distance on Lot 23 between the side yard and the landscaping.

Mr. Goodwin said the landscape buffer is drawn on the illustrative landscape plan bordering up to the lot line of Lot 23, but the plants would not be right on the lot line. He said he believed they were intended to vary within the zone.

Mr. Fishman asked what the distance there was from the lot line to the water.

Mr. Chillog said it was 25 to 30 feet from the lot line to the water.

Mr. Fishman asked if the side yards were normal.

Mr. Chillog said the side yards were a six-foot minimum totaling fourteen feet.

Mr. Fishman asked if that was on both sides of the lot.

Mr. Goodwin clarified that the side yards were six feet on one side and eight feet on the other.

John Hardt said he was most concerned at the last meeting about the southwest corner, and he appreciated the last lot being moved farther away from Mitchell-DeWitt Road which was an improvement.

He said he was also concerned that the landscape plan shows a landscape buffer treatment there which potentially will block the sightlines again. He said he would like to defer to Ms. Amorose Groomes for advice on what kind of plant material could be used in a landscape buffer treatment that is relatively low and appropriate for a place where there is a sightline problem.

Ms. Amorose Groomes suggested the landscape material not be low, but instead, high with deciduous trees so that you could look underneath them. She said that today, with urban tree growing so prevalent, a clear trunk height of seven feet can be requested. She said that the Commission could specify when there is a final landscape drawing that the trunk height on the trees to be located in that area have a clear trunk height of seven feet which would still give protection and not block the view sheds as much.

Mr. Hardt asked if the Commission would see the detailed landscape planting drawing.

Mr. Goodwin said that the Commission would see the detailed landscape plan with the final development plan, and it could be handled at that time. He pointed out that the intersection sight distance analysis performed by EMH&T suggests that the landscape buffer area would not be within that sight triangle along the new street or the intersection of the Metro Parks trail. Mr. Goodwin said the sight distance triangle was included in the Planning Report.

Mr. Hardt reiterated that he was cautious about the plantings in the landscape buffer.

Mr. Hardt noted that the school had public paths and a highly used site, and there was the Park a highly used site, and there was a connection. He said between the two sites, were two residents' front yards. He asked why the path and crosswalk could not go through the Reserve space to get into the Park without going through the front yards.

Mr. Goodwin said he believed the primary design reason was to couple it with the Celtic Crossing Drive stream crossing and minimize other crossings.

Kevin McCauley, Stavroff Interests, 565 Metro Place South, Dublin, Ohio said if they took it to the other side with the second stream crossing, there would be more trees removed for two culverts. He said it was the best way to save the most trees and did not require two culvert crossings. He said the location chosen was more economical and it saved trees.

Mr. Goodwin said he was not sure that if there was separate pedestrian-only crossing that it would require a culvert, but it would have possibly affected the trees.

Mr. Hardt suspected that it really was due for economic reasons. He said he did not buy the tree argument because this configuration is bringing the path through the stream corridor which would have some tree affect.

Mr. Chillog said that the trees belong to the Metro Parks. He said they could handle access to the park from their end by working around trees and removing trees on their property, but in order to get one access point through the Park, they would have to go very wide with the footprint and work around where the Parks want it to be routed. He said it was not just economics. He said the path is sited as such by working closely with Metro Parks who do not want to remove trees. He pointed out that on the west, the path curves north to avoid trees and to go through an existing break in the woods.

Mr. Hardt referred to the Regional Context Map and said it still showed the previously submitted layout of the development with Lots 24 and 25.

Richard Taylor referred to the development text, DS-2 – Permitted Exterior Materials, 2) Trim Materials B) Shutters shall be considered as trim for purpose of meeting the Residential Appearance Code

requirements, but the Code actually states, 'Trim shall be used when shutters are not used'. He said it seemed redundant and therefore should be stricken from the development text.

Mr. Goodwin agreed it should be stricken from the text.

Ms. Amorose Groomes said she wanted to keep a close eye on the net loss of trees. She said she was not so concerned about counting caliper, as she was the net. She said in her mind, street trees count for the net, so she was hopeful that they get as many of those back as possible. She said it looked like it would be close, so she was okay with that.

Ms. Amorose Groomes invited public comments with respect to this application. [There was none.]

Ms. Amorose Groomes confirmed that all the Commissioners' questions had been addressed.

Motion #1 and Vote – Rezoning with Preliminary Development Plan
Mr. Taylor moved to recommend approval to City Council for this Rezoning with Preliminary Development Plan application because the proposal meets the Community Plan designation for this site and the applicable review criteria for a Planned Development, with eight conditions:

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 to allow 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 Sign 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.

Ben W. Hale, Jr., Smith and Hale, representing the applicant agreed to the above conditions.

Ms. Newell seconded the motion.

The vote was as follows: Mr. Budde, yes; Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Fishman, yes; Mr. Hardt, yes; Ms. Newell, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

Motion #2 and Vote – Preliminary Plat
Mr. Taylor moved to approve this Preliminary Plat application because it complies with the applicable review criteria and the existing and anticipated development standards, with one condition:

City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiousa.gov

City of Dublin Planning and Zoning Commission

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 *Subdivision Regulations*.
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	***Approval of the rezoning with preliminary development plan with 8 conditions;*** ***and Approval of the preliminary plat with 1 condition.*** 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.

City of Dublin

12-082 Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Celtic Crossing
Hyland-Croy Rd

0 250 500
Feet

N

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. Surrounding uses and zoning include: East: Dublin Jerome High School, zoned PUD, Planned Unit Development District within the City of Dublin. North/ West: Glacier Ridge Metro Park within Jerome Township; a multi-use path runs through the Metro Park immediately to the west of the site. 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.
Site Features	• 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	January 3, 2013 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. 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. June 15, 2009 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.

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	The applicant has revised the proposal to attempt to address the comments made by the Commission at the concept plan review. These changes include: • 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	The rezoning with preliminary development plan includes: • 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	_____ _____ _____

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
	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. 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. 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.
Sidewalks and Multi-Use Paths	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. 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. 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. *Concept Plan Update* 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.

Details	Rezoning with Preliminary Development Plan
	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. 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.
Parking	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.
Architecture	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. <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. <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. <u>Architectural Details</u> The text requires similar architectural design elements and details to be consistent on all elevations of a structure (*i.e.* “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 (*e.g.* 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.

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
Stormwater and Utilities	Utilities 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. Stormwater Management 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: • 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. 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. 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.
Stream Corridor Protection Zone	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. Stream Crossing 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. Pedestrian Path Connection 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.

Details	Rezoning with Preliminary Development Plan
	Relationship to Proposed Lots 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. 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. *Concept Plan Update* 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.

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 *Condition 1*	**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 *Condition 2*	**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 steam 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 *Conditions 3 & 4*	**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 *Condition 5*	**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 *Condition 6*	**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 *Condition 7*	**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 *Condition 8*	**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	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
	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.

Details	Preliminary Plat
Plat Overview	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. 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.
Open Space	The Zoning Code requires the dedication of 1.88 acres of open space; 8.75 acres are provided. • 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 *Condition 1*	**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.

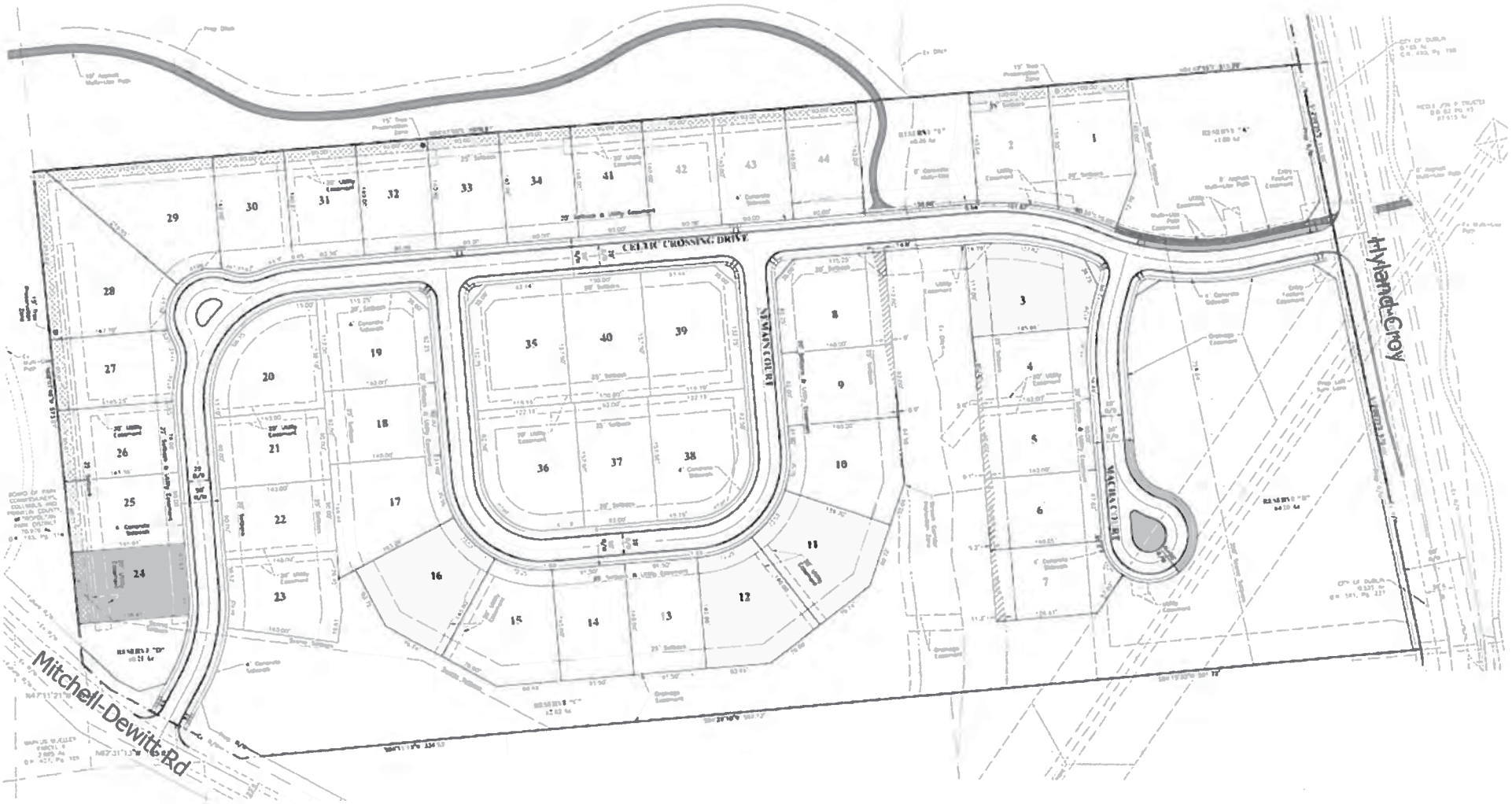
Review Criteria:
In accordance with Chapter 152, the Code sets out the following requirements as part of the platting requirements for the subdivision of land:
1) The proposed plat provides the minimum plat contents required by Sections 152.018(B) and 152.018(C);
2) The proposed plat will comply with 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.

Proposed Preliminary Development Plan

LANDSCAPE KEY

- A STREET TREES
- B EXISTING TREE ROW
- C POTENTIAL METRO PARK TRAIL CONNECTION
- D POND WITH AERATOR
- E NATURALIZED AREA / LOW-MOW GRASS
- F LAWN AREA
- G BUFFER PLANTING
- H ENTRY FEATURE
- I PROPERTY DELINEATION ELEMENT
- J OFF SITE SWALE

Proposed Preliminary Plat



City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiousa.gov

DRAFT

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

JANUARY 3, 2013

The Planning and Zoning Commission took the following action at this meeting:

2. Celtic Crossing — **Hyland-Croy Road**
12-082CP — **Concept Plan**

Proposal:	A new residential subdivision with 45 single family lots on 28 acres on the west side of Hyland-Croy road, north of the intersection with Brand Road.
Request:	Review and non-binding feedback on a concept plan for a potential new Planned Unit Development District under the provisions of Zoning Code Section 153.050.
Applicant:	Kevin McCauley, Stavroff Interests, Ltd., represented by Ben Hale, Smith and Hale LLC.
Planning Contact:	Justin Goodwin, AICP, Planner II
Contact Information:	(614) 410-4677, jgoodwin@dublin.oh.us

RESULT: The Commission reviewed and commented on this proposal for a new Planned Unit Development. 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 while 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 so that home sites would not have to encroach. 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.

COMMISSIONERS PRESENT:
Chris Amorose Groomes
Richard Taylor
Warren Fishman
Amy Kramb
John Hardt
Joseph Budde
Victoria Newell

STAFF CERTIFICATION

Justin Goodwin, AICP
Planner II

Amy Kramb said knowing that the text does not limit the amount of verbiage or things they can put on these signs was a concern. She said there were five eight-foot tall signs on Hospital Drive within approximately one-quarter of a mile. She said she hoped there would not be lots of text placed on the signs. She said in general, she was fine with the application and the three conditions.

Warren Fishman said that he appreciated the number of signs that were needed at a hospital. He said he hoped that the signs would be kept simple and streamlined with a font as simple as possible. He said the Hospital building is impressive, and he hated for it to be cluttered with a lot of signs. He said the proposed signs seemed necessary for the Hospital and he had no problem with them.

Joe Budde referred to the proposed Physicians Office sign at the round portico entrance, and asked why the street address was not in the blue panel where there is a little arrow with no note to it. He said people will have a difficult time finding it if they do not know which street number it is.

Jim Lytle said that the same street number was used for entire building. He said that if they added the number on the sign, it would be redundant because it is included on the main identity sign in front and on the primary canopy as the main entrance for the building. He explained the entrance down farther is for sports medicine and their physicians only, and that there was an additional access through the main building that could be used.

Victoria Newell said overall, she was in support of this application. She said she thought the additional wayfinding signs were good. She agreed that when looking at the overall sign plan, that it was a large plethora of signs, but when driving through the site, it did not seem like she was bombarded with the signs everywhere. Ms. Newell complimented the applicant for removing the proposal for address signage along Avery-Muirfield Drive and removing the sign there.

Motion and Vote
Mr. Fishman moved to approve this Amended Final Development Plan because it meets the applicable review criteria and existing development standards with three conditions:

1) That the height of Sign 05 remain at six feet and that the applicant be permitted to relocate the sign to the north side of the entry drive off Hospital Drive;
2) That the applicant include information regarding necessary easement encroachments with the sign permit application; and
3) That the applicant provides a landscape plan for each ground sign with the sign permit to demonstrate that each sign base is to be landscaped in accordance with the Zoning Code.

Mr. Taylor seconded the motion.

The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Budde, yes; Ms. Newell, yes; Mr. Taylor, yes; and Mr. Fishman, yes. (Approved 6 - 0.)

2. Celtic Crossing **Hyland-Croy Road**
12-082CP **Concept Plan**

Chair Chris Amorose Groomes introduced this Concept Plan application for review of a new residential subdivision with 45 single family lots on 28 acres on the west side of Hyland-Croy Road, north of the intersection with Brand Road. She explained that Concept Plan applications offer the Commission the opportunity to provide non-binding feedback to the applicant and staff on proposals for a new Planned Unit Development.

Justin Goodwin presented this Concept Plan for a potential rezoning to a Planned Unit Development located on the western periphery of the City, west of Hyland-Croy Road, north of Mitchell-Dewitt Road, directly to the west of the Dublin Jerome High School practice fields. He said the site is surrounded by Jerome Township, and to the north and west is the Glacier Ridge Metro Park which includes a multi-use pathway system near the site. He said in the 2007 Community Plan, Future Land Use Map the site is cited as Rural Mixed Residential which recommends a maximum density of 1.5 dwelling units per acre, therefore this 28-acre site could yield 42 residential lots. He said the site is located within the Community Plan's Northwest Glacier Ridge Area Plan, updated in 2011 as part of the Hyland-Croy Corridor Character Study. He said the Hyland-Croy/Brand Road roundabout that is scheduled for construction this year will not impact this site.

Mr. Goodwin said this proposal is consistent with the recommendations of the Area Plan. He pointed out on the Area Plan graphic that there were intended Rural Character treatments shown along Hyland-Croy Road and that a portion of this site was visible in the image showing potential realignment of Hyland-Croy Road in the future. He said there were no immediate plans to do that, but the open space setback shown there is a more naturalized low-mow grass type of treatment, consistent with the Glacier Ridge Metro Park and some of the other treatments on open space frontages along Hyland-Croy Road. Mr. Goodwin said this area is also included on the Community Plan Roadway Character Map where Hyland-Croy Road and Mitchell-Dewitt Road are designated as Rural Character Roadways and there are a variety of design recommendations included in the Plan, including generous setbacks ranging from 100 to 200 feet, maintaining open views and vistas within and through development, informal and naturalized landscaping treatments, fencerow preservation, meandering bike paths, and naturalized ponds.

Mr. Goodwin described this site as generally flat, draining from north to south, surrounded on most of its perimeter by existing tree rows, particularly to the north and west along and adjacent to the Metro Park. He said there is also a stream running through the site with a designated Stream Corridor Protection Zone (SCPZ). He said the boundaries of this corridor are determined by Engineering through preliminary analysis. Mr. Goodwin said the applicant is working with Engineering to complete a more refined analysis and the result of it could yield adjustments to the stream corridor boundaries. He said a 150-foot high-tension power line easement runs through the corner of the site.

Mr. Goodwin explained that 7 of the 45 single-family lots will be located in the eastern portion of the site, east of the stream. He presented the concept plan showing the Stream Corridor Protection Zone where portions of some of the rear yards of the lots may encroach into portions of the SCPZ. He said the refined analysis being performed by the applicant will provide more information so that it can be understood how much encroachment will occur and whether or not adjustments will be necessary. Mr. Goodwin said the two access points will be at Hyland-Croy Road and Mitchell-DeWitt Road, connected by a street running through and across the stream. He said a cul-de-sac will provide access to the south in the eastern portion of the site, and a central loop street will be located to the west of the stream.

Mr. Goodwin said the applicant has proposed a minimum 200-foot wide open space setback along Hyland-Croy Road consistent with the Rural Roadway Character Guidelines, the recommendations of the Corridor Character Study, and the Northwest Area Plan. He said within that open space setback, a naturalized low-mow grass treatment is shown on the plan, consistent with recommendations of the Community Plan. He said portions of that area would abut the proposed stormwater retention wet pond in the open space setback. Mr. Goodwin said that the naturalized treatment would transition into more formal mown areas along the entry drive and the front cul-de-sac.

Mr. Goodwin said to the west, the proposed building setback is shown from the future right-of-way of Mitchell-Dewitt Road. He said the applicant has proposed a 35-foot setback that would include entry reserves on both sides of the access point and for a portion of the southwestern-most lot, the setback would be platted onto the rear corner of the lot. He said that Planning recommends the Commission discuss whether this approach is consistent with the recommendations of the Community Plan. He said

Mitchell-Dewitt Road also has a Rural Roadway Character designation. He said the applicant is proposing vegetative buffering in these open space reserves, along Lots 24 and 25, to screen those homes from the right-of-way. Mr. Goodwin said the applicant has noted that there are shorter setbacks from existing rural homes within Jerome Township along Mitchell-Dewitt Road as well. He said the rear corner of Lot 25 is proposed to intersect the future right-of-way of Mitchell-Dewitt Road as well. He demonstrated on the Concept Plan approximately where the 100-foot setback from the Mitchell-Dewitt Road right-of-way would be located and suggested that the Commission discuss this issue.

Mr. Goodwin said to the west of the stream corridor is another open space reserve area between the existing rural lots to the south and the proposed lots along the central loop street. He said this would also include a naturalized no-mow grass treatment, and would include stormwater treatment for the western portion of the site. He said that stormwater treatment would be provided through two wetland basins with a naturalized vegetative treatment connected together by a shallow swale. Mr. Goodwin said that at the narrowest portion of this reserve, it is about 60 feet from the existing site boundary to the nearest proposed lot line. He said that Planning and Engineering both support approaches such as this to implement sustainable stormwater treatment and more naturalized or low-maintenance landscape treatments; however, staff has concerns about the functionality and long-term maintenance issues that could arise with this treatment in this location. He said more information is needed to understand how this area would be accessed and maintained over the long run. He said it was very close to the residential lots, and there are concerns about potential conflicts between the homeowners and the more naturalized treatment in close proximity to their lots.

Mr. Goodwin said the applicant has proposed to install a two-rail, split rail fence within the open space reserve along the rear of all adjacent lots, to delineate where the lots end and where the reserve begins. He said that the applicant also proposes to extend the split rail fence treatment through the SCPZ to the rear of the lots that encroach partially within that zone. He said that will require additional analyses by Planning and Engineering.

Mr. Goodwin said existing multi-use paths are located to the east of Hyland-Croy Road along the Dublin Jerome High School practice fields, and to the west of the site within the Glacier Ridge Metro Park. He said is the path within the Glacier Ridge Metro Park crosses Mitchell-Dewitt Road to the west of the site and connects to the southern portion of park. Mr. Goodwin said the applicant proposes a multi-use path connection extending from the Hyland-Croy Road access point along the entry drive and across the stream, then connecting to another multi-use path running through the stream corridor protection zone and into the Glacier Ridge Metro Park. He said that the applicant is working with the Metro Parks to arrive at an agreement to construct a path extension along the north boundary of the site, feeding into the existing path system within the park. He said that the applicant also is proposing a formal pedestrian crossing at Hyland-Croy Road, providing connection to the existing path system to the east. He said they are proposing a pedestrian activated signal similar to the one at Tullymore Drive and Hyland-Croy Road. He said the applicant is working with the Engineering regarding that potential improvement.

Mr. Goodwin said that Planning and Engineering support these efforts to provide this continuous path connection, but there are additional path connections that should also be considered with this development. He pointed out that there was no path connection proposed along Hyland-Croy Road to the south property line. He said if there were a path connection, it would stub at the property line of an existing residential lot in Jerome Township. Mr. Goodwin said as mentioned earlier, the Brand Road roundabout will be constructed this year which will include a path connection around the roundabout itself, but not a path connection along Hyland-Croy Road. He said the expectation is that with future roadway improvements yet to be programmed, that path connection would be provided, so they would like to see a stubbed path that could be connected in the future to provide additional access for residents of this development to the south of Mitchell-Dewitt Road. Mr. Goodwin said this proposal also does not include a path to the west of the Mitchell-Dewitt Road access point. He said this location is very close to the existing Glacier Ridge Metro Park path crossing at Mitchell-Dewitt Road. He said staff recommends

considering another path connection which would provide a continuous loop system for residents of this development and another alternative access point to the Mitchell-Dewitt Crossing.

Mr. Goodwin said as described in the Planning Report, Planning recommends the Commission provide feedback on the following design issues warranting additional consideration:

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?

Ben W. Hale, Jr., Smith and Hale, representing the applicant, Kevin McCauley, Stavroff Interests, Ltd., said that they had worked closely with the Metro Parks and they are very excited about the proposed path because it provides an access to the park across from the school. He said they had further studied the stream, and based on the more defined studies, the width of the area needing to be protected is actually smaller than shown on their map, and the lots will no longer be in the Stream Corridor Protection Zone, subject to Engineering's approval. He said they will be required, as part of this development, to construct a left turn lane at the Hyland-Croy Road intersection, so that there will be improvement to Hyland-Croy Road to help people get in and out. Mr. Hale said all the lots in this proposed subdivision are 90 feet and can take side-loaded garages. He said they have committed that lots that front Hyland-Croy Road will have no stucco and all will have side-loaded garages. He said they had no problem with staff's suggestion that along Mitchell-Dewitt Road, they make another path there so that people can access the Metro Parks path system. He said Lot 25, because the SCPZ is smaller, can be moved back. He said the setbacks are consistent with the setbacks of the residences across the street and to the west.

Greg Chillog, The Edge Group, spoke regarding Lots 24 and 25 and the appropriate setback and/or treatment to maintain a rural character along that section of Mitchell-Dewitt Road. He defended the setback form the road for these lots by citing examples of the setbacks for surrounding rural homes. Mr. Chillog said as drawn on the current plan, the structure on Lot 24 is approximately 95 feet away from the edge of pavement and Lot 25 has a distance of about 70 feet from the edge of pavement. He pointed out that they were not the 35 or 40 feet that exists along portions of Mitchell-Dewitt Road, but were closer to the 75 to 90-foot range that is consistent along the north side of Mitchell-Dewitt Road. He also expected that the further study of the SCPZ would allow them to rework some lots and allow an even greater setback from Mitchell-Dewitt Road for Lots 24 and 25. He said they are planning on a planting buffer so that while driving along Mitchell-Dewitt Road, views will be focused into the wide-open area of the Metro Park. He said they believed the request for an additional stub of the path along that edge would fit into that area. He said within the buffer, they are proposing a strong evergreen screen from the front setback line to the rear of the lots, and in front of that, more deciduous ornamental-type trees to create a more rural and natural approach. He said they would also incorporate the same type of natural treatment that they anticipate on the east side, which is similar to what exists on Mitchell-Dewitt Road, including low-mow grass, wide open areas, and a few trees, but it would be a little more manicured around the areas that people are going to be in contact with such as around the sidewalk edges, lots, ponds, and entry features.

Mr. Chillog said the two ponds referred to in the Planning Report were wetland areas where they thought the best solution, given the proximity of the wetland research area and the other Metro Park wetland features, was to implement those types of stormwater management facilities. He said the stormwater areas would not be any larger or smaller than if they were wet ponds. He said however, changing to a dry facility would drastically increase the size that they would need to be, so they thought this was a good alternative.

Ms. Amorose Groomes asked if their preference was for wet or dry facilities.

Mr. Chillog said that they were proposing a wetland treatment which would be dry during portions of the year, and wet during the other portions of the year with very specific wetland-type plantings which would be monitored through an establishment period and maintained. He said there will be different areas within the facility. He said some of the areas will be wet most of the time and others will be inundated under a stormwater event. He said it was a solution not seen much in this area. He said they designed wetland shelves at Tartan West, behind the condominiums on the southwest side of the site. He said the wetland facilities will be located within a more naturalized environment that will not require much mowing or vehicular access to maintain them. Mr. Chillog said the short; two-rail split rail fence is proposed to help delineate the public open space area from the rear yards of the residential lots.

Ms. Amorose Groomes invited public comments with respect to this Concept Plan application.

Jeremy Nutting, 7787 Mitchell-Dewitt Road, Plain City, Ohio, who lives across from the proposed entrance, said he had concerns with the Mitchell-Dewitt Road setback. He said that part of Mitchell-Dewitt Road should have as much of the rural character as Hyland-Croy Road with the Metro Park nearby. He said the path crosses Mitchell-Dewitt Road and opens into the field. He said the current layout shows Lots 24 and 25 very near the path in addition to being very near the road. He said it was not in keeping with many of the other great designs of other Dublin subdivisions. He said he also had concerns with the access on Mitchell-Dewitt Road, especially in the summer and spring when there is the most use of the bike path. He asked if a turn lane was proposed.

Mr. Goodwin confirmed that the preliminary analysis conducted by the applicant did not suggest that a turn lane on Mitchell-Dewitt Road was warranted.

Mr. Nutting was concerned it was not a safe area with the bike path, the 45 mph speed limit, the curve in Mitchell-Dewitt Road and traffic coming in and out of this proposed subdivision. He said even as it exists, he has seen some very close calls with bicyclists and pedestrians trying to cross Mitchell-Dewitt Road. He suggested it would be ideal not to have the access there or to have turn lanes with a safe access and sight lines. He said if the only access was at Hyland-Croy Road, that would provide additional setbacks and there could be a bike path access on that end for residents to use. He said preserving the character of the park was important because once it is gone, you cannot get it back.

Ms. Amorose Groomes, after checking for additional public comments, invited the Commissioners to ask questions or comment on issues that needed to be addressed, guided by the discussion points suggested in the Planning Report.

Warren Fishman said he appreciated that this was a difficult site to layout. He noted that the proposed density was under two units per acre which could not be said was too dense. He said the obstacles were the high-tension wires, the stream that has to be preserved, and the Mitchell-Dewitt Road access. He said he felt this had to have a 200-foot setback, not 100-foot. He said to maintain a natural setting, pine trees and a landscape buffer will not prevent the subdivision from being seen. He said although the existing houses, some of which were built 50 years ago, are closer to the road, this is a clean slate to work with now. He said the existing houses are on an acre to five acre or larger lots. Mr. Fishman said regarding Lots 24 and 25, he thought they should be located somewhere else in the subdivision. He said a much better treatment was needed at that corner of the site. He said they needed to make this a grand entrance like on Hyland-Croy Road to keep the natural appearance. Mr. Fishman said he also wanted to keep the houses as far as possible away from the stream.

Mr. Fishman asked if there would be a homeowners association to maintain the proposed split rail fence. He pointed out that throughout Dublin, even in established developments where they have associations; those kinds of fences are always in poor condition. He said he was concerned that there will be a good,

forced and funded association to maintain the fence. He said the wet/dry ponds will need an expert to maintain them rather than a typical lawn service hired by the association to mow the grass. Mr. Fishman reiterated that he thought the Mitchell-Dewitt setback needed to be 200 feet instead, and that it could easily be done by changing the location of Lots 24 and 25.

Joe Budde said he agreed that the number of lots was appropriate, but that the setback needs to be greater. He said he was concerned about Mr. Nutting's comments. He said he wondered if there was a way to eliminate the Mitchell-Dewitt Road access, have a 200-foot setback, and still maintain the proposed number of lots.

Ms. Amorose Groomes asked if two separate accesses would be required by the Fire Department.

Mr. Goodwin said the Fire Department expressed a preference to have two separate access points. He said the Fire Department would have to analyze if an access into a cul-de-sac would be adequate for emergencies from Hyland Croy Road. He said that staff supports having two separate access points.

Mr. Budde said he thought the proposed multi-use path connections made sense.

Victoria Newell said she was not overly concerned with the density in terms of housing, but she was concerned about Lots 24 and 25. She said she thought the setbacks for Lot 25 need to be preserved along the street frontage in particular, taking into account the No-Build Zones, the 35-foot setback, and Reserve 'E.' She explained that it was very common for the Board of Zoning Appeals to review setback variance applications when homeowners are pinned in so many directions and want amenities such as decks, play structures, or swimming pools.

Ms. Newell said she had a minor concern on Lot 7 in terms of the utility easement since it almost paralleled the property line of the site, and was overlapping the lot. She suggested that the property line and easement should line up with each other because they are so close as a courtesy for the homeowner since they really cannot do much in that area.

Ms. Newell said she liked the bikepath connection and extending it into the Metro Park. She said she saw merit in providing the connection along Mitchell-DeWitt Road and she was less concerned about the connection on Hyland-Croy Road because of how far into the future the City is planning. She said it has always bothered her when a path was created when there was a no bike or multi-use path that it would connect to in the near future.

Ms. Newell said she liked the idea of having the wetland area between a wet retention and dry detention area, but she was equally concerned how it was really going to maintained and how the water is going to be truly filtered. She said EPA regulations had to be complied with, but the issue of how it will be landscaped and maintained in the future is different.

Amy Kramb said she was okay with the density. She agreed that Lots 24 and 25 should be eliminated to provide a larger setback and larger entrance. She said that also would provide room for the bike connection from the development to the Metro Park so that it would not feel squeezed in to give an open feel to the park. She said that the two proposed entrances would provide a better traffic flow than one entrance. Ms. Kramb said giving more room and open space at the Mitchell-Dewitt Road entrance would help visibility.

Ms. Kramb said she assumed that the northern path through the Metro Park, once built, would be owned by the Metro Parks who will maintain it. She said the new path added by the developer would probably be their responsibility coming out of the neighborhood on the south side. She said the paths should be constructed and maintained the same. Ms. Kramb said she was not in favor of locating the suggested

path along Hyland-Croy Road, because it is not known what the City will do with the road in the future and how it would fit.

Ms. Kramb said she liked the idea of the split-rail fence, but there definitely needed to be a buffer between the rear yards and the wetlands. She said that an access for maintenance would need to be considered if the there was a split rail fence there.

John Hardt pointed out that the Community Plan recommends a density of 1.5 dwelling units per acre. He said if this density was lowered by removing a couple of lots, it would solve many of the problems mentioned. He encouraged the applicant to consider that change. He said the wetlands approach to stormwater management is okay with him. He said this idea of a grassy meadow with a split rail fence exists already in some areas of the Metro Park. He said that east of Hyland-Croy Road on Tullymore Drive there is an orphaned piece of land owned by Metro Parks that has exactly that situation, and he was not aware of any complaints from those neighbors.

Mr. Hardt said he agreed with the Planning recommendations about the connectivity on the paths with a couple of edits. He referred to the discussion about a signalized crosswalk similar to that at Hyland-Croy Road and Tullymore Drive. He said that as Mr. Nutting previously mentioned, there were many people using Mitchell-Dewitt Road as a path to get to the Metro Park. He said he has seen rollerbladers, bicyclists, and dog walkers in the road. He suggested that the path being proposed to the north of the site be brought directly out to Hyland-Croy Road rather than through the development, with a pedestrian crossing to the north to connect to the high school. He said he wondered if that might do a better job of providing a path to the Metro Park other than the roadway, and asked if Engineering thinks that the crossing needs to be at the intersection. He said he thought that option would give people a route to the Metro Park without them feeling like they have to go through the neighborhood. Mr. Hardt said he did not know if that was 'the' answer, but he was interested in having something like that explored. He said he also wondered why, realizing it would not connect very far today, there are not pathways along the steam corridor, as has been done in many other areas of the City. He said ultimately, paths end up being connected and the best bike paths follow the streams throughout the City.

Mr. Hardt said the southwest corner of the development was his biggest concern. He said the applicant did not create this problem, but the Metro Park path crossing is a nightmare. He said he had instances, particularly in the summer, when the trees are leafed out, where he has had to wait there when trying to cross the road and rely on his ears to tell him if a car was coming. He said he was concerned about the houses crowding the intersection, and particularly concerned about heavy landscaping in that location. He said he did not have a strong preference as far as what the setback ought to be dimensionally or precisely what the landscaping ought to be there. He said what he is more concerned about is that when it is done, there is an improved sightline on Mitchell-Dewitt Road either immediately at this development's entrance or at the Metro Park. He said as it exists, it was a disaster waiting to happen.

Richard Taylor said he had a concern about the density, but not because of the numbers. He said because of the way the applicant had to deal with the obstacles that exist on the site, that it is nice, open, and relaxed on the east side and then everything is crammed into the bottom at the west side. He said something needs to be rearranged so that the two lots are not as close to the road as shown, and eliminating the two lots would be the easiest solution. He suggested there might be a way to shuffle the lots around. He said the 200-foot setback on the eastern side of this property is wonderful, but it is across the street from the marshland near the Dublin Jerome High School stadium, and a large part of the high-tension line easement. He said if there were an arrangement of houses that encroached on that a little and eliminated the difficultly of the southwestern corner of the development, he would be willing to give up a little space in the 200-foot setback on Hyland-Croy Road because there will never be any additional development facing it across the road. He suggested rather than having the three north/south roads, there might be a way to have the bottom portion of the loop street extend further to the west, making one big loop, rearranging those lots, and having a stub road coming from that connection down

to Mitchell-Dewitt, without any lots on it. He said it seemed that way they could have almost, if not the same number of lots. Mr. Taylor said there would be a similar circulation on the site and the Mitchell-DeWitt intersection could be moved away from the corner the two lots would no longer be in that location. He said that it was not really the location of the property line that was the issue on these lots, but the location of the house. He said if lots along Mitchell-Dewitt were facing north, rather than east and west, they would be as if they had a large rear yard that would be counted in the setback area, which might solve some of that problem. He suggested that be considered.

Mr. Taylor said because there were so many obstacles on the site, he did not know if there was a way to deal with it, but it always seemed like a lost opportunity to him that these landscaped retention ponds with the fountains and other amenities are in front. He suggested instead locating this somewhere in the middle of the site where it can be an amenity for the residents of this development.

Mr. Taylor asked if the applicant's intention was to sell the lots to builders or was one developer going to build the homes. He also asked if it had been decided if there would be design guidelines for the houses.

Kevin McCauley, Stavroff Interests, 565 Metro Place South, Dublin, Ohio, said design guidelines have not been decided. He said they have been working with Planning to create a text that will have satisfactory standards. He said they are only developing the site and will not be building individual homes.

Ms. Amorose Groomes said she thought all the comments made have been very valuable and she agreed with almost all of them. She said she thought it was important to keep the Mitchell-Dewitt Road intersection clear. She said if they could get to a density of 1.5 dwelling units per acre that would be preferable to her rather than pushing the limit which will become a standard practice. She said the Commission would like to be consistent and try to hold to that.

Ms. Amorose Groomes said she had a great deal of concern about the wet and dry ponds. She said she was involved with the development at Dublin Jerome High School, where two of the worst wet/dry basins in the City are located. She said she thought when the Army Corps of Engineers selects a wetland mitigation site, and it is next door, that should tell a lot about the character of the soils in that area. Ms. Amorose Groomes said that they really need to get it right. She said she was not at all willing to even flex to something that may or may not be a great solution. She said the front area of the high school is a mess because they can never get into it to clean it out. Ms. Amorose Groomes said it was not really wet or dry. She said it had cattails, was unsightly, and probably unsafe, given the mosquito populations because it does not function as a living system. She said it is going to be very important to make whatever is done on this site function as living systems that cleanse and filter themselves rather than just stagnate and become problematic. Ms. Amorose Groomes said she would be interested in seeing what details the applicant brings forward. She said she did not think they could get them dry to make truly dry basins with the water table in the area. She said she doubted, given the site's proximity to the wetland mitigations in the Metro Park, that it would be feasible. Ms. Amorose Groomes said that they will have to figure out good ways to manage the wetland basins, which probably will involve working with someone on the State level to get that kind of information. She reiterated that she did not think they can be dry and they will have to be wet. She said that designing them to be made 'alive' is going to be very important.

Ms. Amorose Groomes said she would not be averse to having a fee-in-lieu paid for some of the path construction that might serve the City's and community's long term needs. She said it would be nice to get some connectivity to the Metro Park from the high school and she would like to take advantage of those ideas, but in terms of north and south along Hyland-Croy Road, she thought a fee-in-lieu would be appropriate and the money can be put in the coffers so when that roadway gets addressed there are funds to put the pathways on this site.

Mr. Fishman asked if Ms. Amorose Groomes felt a homeowners association would be capable of maintaining the area if it was not a straight wet pond. He said he preferred a wet pond because they seemed to be easier to maintain.

Ms. Amorose Groomes said it was hard to say without seeing the design details.

Mr. Fishman said he would be opposed if the density was not below 1.5 dwelling units per acre. He said that the Commission did not want to set a dangerous precedent for future developments. He said he thought the entrance problem could be easily resolved if the proposed density was reduced.

Ms. Amorose Groomes said it was a nice development. She said she really appreciated the design and the difficulties that the site gives and the 90-foot lots. She said there are a few hurdles left to make it right, but she was supportive of a project like this on this piece of property.

Ms. Amorose Groomes invited additional questions or comments.

Mr. McCauley asked if Ms. Amorose Groomes preferred a wet pond rather than wetlands. He said that there is room and engineering said it will work just as every other wet pond in Dublin works. He said that their engineers said that this is a better environmental solution, but he wanted to do whatever is easiest and what the Commission wants.

Ms. Amorose Groomes noted that the wetland mitigation and the habitat were adjacent. She asked why a micro-habitat would develop there when there is a macro-habitat nearby. She said they are hard to design and manage. She said that the smaller they get, the harder they are, and these were really small. She said that is why when the Army Corps of Engineers picked out the Metro Park for wetland mitigation, it was designed to be large. She said she would not hesitate to see them just be a wet basin because there is a lot of habitat already in the vicinity, but that was just her thought.

Ms. Amorose Groomes thanked everyone and said after they worked with staff she looked forward to their return. She explained to the residents attending the meeting briefly about the next processes. She said if the applicant decides to pursue this development, they will continue to work with staff on many of the details they discussed tonight and will submit a formal application. She said those who received a notification of this hearing will be notified when the application is placed on the Commission Agenda. She said that the application will be reviewed by the Commission possibly two times, and then it would likely go to City Council another two times for a final action. She summarized that there would likely be four more public meetings held with regards to this proposed development before it would come to fruition.

Claudia Husak explained that notifications of this informal review were sent to property owners within a 300-foot radius of the site. She invited those who did not receive a notification to provide addresses to ensure that they will receive notice regarding any future hearings. Ms. Husak said case information is posted on the City's website.

Ms. Amorose Groomes said the Commission looked forward to seeing something soon from the applicant.

Commission Roundtable
Steve Langworthy announced that the State of the City will be held on March 14th, the same date as a scheduled Commission meeting. He said that alternate meeting dates will be sent to the Commission to consider and vote on a new date at the February meeting.

Ms. Amorose Groomes asked if there were any other comments. [There were none.] She adjourned the meeting at 8:01 p.m.

Wallace Maurer, 7451 Dublin Road asked for clarification in the memo, page one, under "Adjustments" – line one - which indicates "from 2012 to 2010." On page two, under "Parks – Major" – it indicates "from 2012 to 2010."
Mayor Chinnici-Zuercher responded that this reflects Council's direction to accelerate the projects from 2012 to the 2010 CIP.

Vice Mayor Boring emphasized that there was lengthy discussion about the philosophy that parkland acquisition would remain an important priority for the City in the budget going forward. No one has lost sight of that.
Ms. Grigsby added that Council requested a review of the parkland acquisition priorities no later than the first quarter of 2010.

Vote on the Ordinance: Mr. Gerber, yes; Mr. Reiner, yes, Ms. Salay, yes; Vice Mayor Boring, yes; Mr. Lecklider, yes; Mayor Chinnici-Zuercher, yes; Mr. Keenan, yes.

Ordinance 46-09
Petitioning the Board of County Commissioners of Union County, Ohio to Adjust the Boundary Lines of Jerome Township so as to Exclude That Territory Which, as a Result of Annexation, Now Lies within the Corporate Boundaries of the City of Dublin, and Declaring an Emergency. (Celtic Capital LLC Annexation of 39.8+/- Acres – Ordinance 08-09)
Mr. Smith stated that this relates to the Stavroff annexation, and the ordinance allows the City to file a petition for the boundary adjustment from Jerome to Washington Township. Staff is requesting emergency action so that the reparations schedule for Jerome Township will be effective as soon as possible.

Mr. Reiner moved for emergency passage.
Mr. Gerber seconded the motion.
Vote on the motion: Mayor Chinnici-Zuercher, yes; Vice Mayor Boring, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Mr. Keenan, yes; Ms. Salay, yes; Mr. Gerber, yes.
Vote on the Ordinance: Mr. Lecklider, yes; Ms. Salay, yes; Mr. Keenan, yes; Mr. Gerber, yes; Mayor Chinnic-Zuercher, yes; Vice Mayor Boring, yes; Mr. Reiner, yes.

Ordinance 47-09
Rezoning Approximately 4.18 Acres, Located on the Northeast Corner of the Intersection of Shier Rings Road and Eiterman Road, from R, Rural District to HDP, High Density PUD District within the Future Central Ohio Innovation Center. (Case 08-107Z)
Mayor Chinnici-Zuercher stated that the applicant's representative, Mr. Underhill has requested that Council postpone the ordinance for 30 days.
Mr. Gerber moved to postpone the ordinance to the October 19 Council meeting.
Mr. Reiner seconded the motion.
Vote on the motion: Mr. Gerber, yes; Mr. Lecklider, yes, Mr. Keenan, yes, Mayor Chinnici-Zuercher, yes, Vice Mayor Boring, yes; Mr. Reiner, yes; Ms. Salay, yes

Ordinance 48-09
Authorizing the Provision of Certain Incentives for Purposes of Attracting an Office of the Ohio Fuel Cell Coalition (OFCC) Within the City of Dublin's Entrepreneurial Center, and Authorizing the Execution of an Economic Development Agreement.
Mr. McDaniel noted that the Executive Director of the Ohio Fuel Cell Coalition could not be present tonight due to travel. He expressed his appreciation of Council's consideration of this legislation.

Wallace Maurer, 7451 Dublin Road asked where the headquarters of this company are located and their center of production.
Mr. McDaniel responded that they are headquartered in Cleveland. This will serve as a Central Ohio office for the company. This is a trade organization representing a number of fuel cell companies, and there is no production involved.

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accordance with the Community Plan and try to maximize compatibility with the surrounding areas.

There was no further discussion.

Mr. Reiner moved to treat the ordinance as emergency legislation.
Ms. Salay seconded the motion.
Vote on the motion: Vice Mayor Boring, yes; Mr. Keenan, yes; Mr. Reiner, yes, Mr. Gerber, yes; Mr. Lecklider, yes, Mayor Chinnici-Zuercher, yes; Ms. Salay, yes.
Vote on the Ordinance: Mr. Reiner, yes, Mr. Lecklider, yes; Mayor Chinnici-Zuercher yes; Vice Mayor Boring, yes, Mr. Keenan, yes; Ms. Salay, yes, Mr. Gerber, yes.

Ordinance 44-09
Authorizing the City Manager to Enter into a Modification of Water and Sewer Contracts with the City of Columbus, Ohio in Order to Include Approximately 277 Acres Located North of State Route 161/Post Road and West of Hyland-Croy Road in the Exclusive Dublin Expansion Area, and Declaring an Emergency.
Mr. Foegler noted this is the companion piece of legislation to Ordinance 43-09. Ordinance 43-09 provides for revenue sharing arrangements; this piece authorizes an amendment to the current water and sewer agreements so that the 277 acres becomes part of the exclusive Dublin service area. The land is identified in the current agreement as negotiated area and not exclusive Dublin expansion area. Staff recommends approval of this legislation.

Ms. Salay moved for emergency passage.
Vice Mayor Boring seconded the motion.
Vote on the motion: Mr. Lecklider, yes; Vice Mayor Boring, yes; Ms. Salay, yes; Mr. Reiner, yes; Mr. Gerber, yes; Mayor Chinnici-Zuercher, yes; Mr. Keenan, yes.
Vote on the Ordinance: Mr. Gerber, yes; Mr. Lecklider, yes; Mr. Keenan, yes; Vice Mayor Boring, yes; Ms. Salay, yes, Mr. Reiner, yes, Mayor Chinnici-Zuercher, yes

Ordinance 45-09
Amending the City of Dublin Residential Building Code to Comply with State Law.
Mr. Tyler reported that there are no updates regarding this ordinance.
There were no further questions or comments.
Vote on the Ordinance: Mr. Gerber, yes; Mr. Reiner, yes; Ms. Salay, yes; Vice Mayor Boring, yes; Mr. Lecklider, yes; Mayor Chinnici-Zuercher, yes, Mr. Keenan, yes.

INTRODUCTION/FIRST READING – ORDINANCES
Ordinance 46-09
Petitioning the Board of County Commissioners of Union County, Ohio to Adjust the Boundary Lines of Jerome Township so as to Exclude That Territory Which, as a Result of Annexation, Now Lies within the Corporate Boundaries of the City of Dublin, and Declaring an Emergency. (Celtic Capital LLC Annexation of 39.8+/- Acres – Ordinance 08-09)
Ms. Salay introduced the ordinance.

Mr. Smith stated that this legislation relates to the boundary adjustment for the Stavroff piece, and was part of the pre-annexation agreement approved by Council. The applicant will pay all of the reparations due the township. He recommended that Council approve this on September 8th. There is no necessity for emergency passage tonight.

There will be a second reading/public hearing at the Tuesday, September 8 Council meeting.

Ordinance 47-09
Rezoning Approximately 4.18 Acres, Located on the Northeast Corner of the Intersection of Shier Rings Road and Eiterman Road, from R, Rural District to HDP, High Density POD District within the future Central Ohio Innovation Center. (Case 12-107Z)
Mr. Lecklider introduced the ordinance.

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POSTPONED ITEM

Ordinance 08-09

Accepting an Annexation of 39.8 Acres, More or Less, in Jerome Township, Union County, to the City of Dublin. (Petitioner: Celtic Capital LLC)

Mr. Foegler stated that the proposed annexation has been reviewed at a previous meeting. The item was postponed pending resolution of the pre-annexation agreement, which Council has now approved. Staff recommends acceptance of the annexation.

Mayor Chinnici-Zuercher asked who has been handling the negotiations with Jerome Township.
Mr. Foegler responded that previous discussions have occurred with Jerome Township, but the township has not been party to the most recent discussions.

Mayor Chinnici-Zuercher noted that the staff report states that, "The negotiations between the Township and the petitioner on the reparations issue were ultimately unsuccessful."
Mr. Foegler responded that is correct. The initial approach was to attempt to have the petitioner provide a cash payment upfront to prepay the reparations. That effort was not successful. What was successful were the terms of the pre-annexation agreement Council has now approved, which passes those reparations costs on to the developer. Those costs will be reimbursed as lots are recorded and will be based upon the City's assessment of what the tax obligations would be at that time.
Vice Mayor Boring stated that she is confused. Jerome Township has stated that they do not have the ability to service people in the incorporated area, so if the developer proceeds, what happens to those residential units?
Mr. Foegler responded that the agreement will provide for Washington Township to provide the fire and life safety services. In regard to what reparations will be due to Jerome Township, the reimbursement agreement has been set up to cover the worst case scenario, should full-level reimbursement be required for not only the Township's base tax obligation, but also for the fire and life that is built into it. The City should be covered under both scenarios. The developer will bear the cost of reparations, whatever they are ultimately determined to be.

Wallace Maurer, 7451 Dublin Road noted that on page 2 of the memo, paragraph 2, sentence 1, it indicates that the obligation of Dublin to pay reparations to the Township is incurred if Dublin changes the Township boundary after the annexation is complete. How would that occur? Does the boundary change in some way? Is it the right-of-way that is causing the inability to measure the impact on the boundaries?
Ms. Grigsby responded that in the past, when the City annexed property into the City that was not in Washington Township, the City petitioned to extend the Washington Township boundaries to be coterminous with the new land that is annexed. That process is what is referred to in the memo.
Mr. Smith stated that to change the township boundaries, the City would file a petition with the Union County Commissioners, which they would have to approve under the Supreme Court ruling on this topic.
Mr. Maurer stated that the implication is that if the boundaries do not change, then no reparations are paid. Is that correct?
Mr. Smith confirmed that is correct.
Mr. Maurer noted that on page 2, paragraph 3, sentence 1 of the staff memo, it states that "the goal in negotiating a pre-annexation agreement is to ensure that the petitioner is responsible for any reparations that are due to the Township over a 12-year reparations period." Is the 12-year reparations period defined by State Code?
Mr. Smith confirmed that is correct.
Mr. Maurer inquired if there are reparations to be paid, would they be paid over a 12-year period?
Mr. Smith responded affirmatively.

Vote on the Ordinance: Ms. Salay, yes; Mr. Reiner, yes; Mayor Chinnici-Zuercher, yes; Vice Mayor Boring; Mr. Lecklider, yes.

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RECORD OF PROCEEDINGS

Minutes of Dublin City Council Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10148

June 15, 2009

Held 20

Mayor Chinnici-Zuercher called the Monday, June 15, 2009 Regular Meeting of Dublin City Council to order at 7:00 p.m. at the Dublin Municipal Building.
Present were Mayor Chinnici-Zuercher, Vice Mayor Boring, Ms. Salay, Mr. Reiner and Mr. Lecklider. Mr. Keenan and Mr. Gerber were absent (excused).
Staff members present were: Mr. Foegler, Mr. Smith, Ms. Grigsby, Mr. McDaniel, Chief Epperson, Ms. Crandall, Mr. Hahn, Mr. Hammersmith, Mr. Harding, Ms. Puskarcik, Ms. Hoyle, Mr. Thurman, Mr. Gunderman, Ms. Adkins, Ms. Ott, Ms. Worstall, and Ms. Vroom.

PLEDGE OF ALLEGIANCE
Mr. Reiner led the Pledge of Allegiance.

APPROVAL OF MINUTES
Regular Meeting of June 1, 2009
Mr. Lecklider moved approval of the minutes of the June 1, 2009 Regular Council meeting.
Ms. Salay seconded the motion.
Vote on the minutes: Ms. Salay, yes; Mr. Lecklider, yes; Mr. Reiner, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes.

CITIZEN COMMENTS
Wallace Maurer, 7451 Dublin Road stated that he was recently made aware of something, which has caused him to think that the Kindra firm was a case of massive misunderstanding. He learned from Mr. Kindra that in the Council meeting of May 20, 2002, in regard to the Bishop's Crossing final plat scheduled on that agenda, Mr. Kindra was not aware this item had been scheduled. Mr. Kindra asked Mr. Ciarochi if the item could be removed from the agenda, because there were some remaining issues not resolved related to maintenance and vehicle speeds. Mr. Kindra indicated to Mr. Ciarochi that he could not in good conscience sign off on the plat for these reasons. Mr. Ciarochi refused to request that Council reschedule the item. During the discussion with Council about this item, Mr. Kindra unfortunately appeared insubordinate. He was actually very concerned that the issues were not fully addressed. Mr. Maurer noted that these facts were not known. Mr. Kindra's motivations for his statements in 2002 were profound. He suggested that Council consider Mr. Kindra's position in this and offer some gesture of magnanimity to Mr. Kindra.

AGENDA MODIFICATION
Mayor Chinnici-Zuercher requested a motion to modify the agenda to consider Ordinance 27-09 prior to Ordinance 00-09.
Vice Mayor Boring moved to modify the agenda accordingly.
Ms. Salay seconded the motion.
Vote on the motion: Ms. Salay, yes; Mr. Lecklider, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Reiner, yes.

LEGISLATION
SECOND READING/PUBLIC HEARING – ORDINANCES
Ordinance 27-09
Authorizing the City Manager to Enter into a Pre-Annexation Agreement Describing the Intentions of the Parties to Annex Certain Real Property Owned by Celtic Capital LLC, Located in Jerome Township, Union County.
Mr. Foegler stated that a report was provided at the previous Council meeting. Staff is available to answer Council's questions.
Vice Mayor Boring inquired if this area is developed as residential, is the ultimate goal to have these residents enjoy the same level of services as other City residents?
Mr. Foegler stated that is correct.
Vote on the Ordinance: Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Ms. Salay, yes; Mr. Lecklider, yes; Mr. Reiner, yes.

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Mr. Foegler noted that staff concurs on those issues, but it is not possible to address the issues by imposing conditions on this rezoning. It would be possible, however, to state that the issues need to be studied as part of the conditional use process moving forward.

Mr. Lecklider noted that it is possible that language may need to be added to the conditional use portion of the straight zoning districts that addresses the desire to have high quality architecture coordinated with existing buildings and compatible with the area. He would support proceeding with staff's recommendation, keeping that particular statement in mind. He too, would prefer to have this amendment drafted and considered by P&Z as quickly as possible.

Mr. Reiner referred to the two parking spaces the applicant is willing to relocate. Is it staff's belief that approximately 400 square feet of parking could be moved elsewhere on the site, in view of the floodplain issues involved?
Ms. Adkins responded that it is possible. It would be necessary to consider creative solutions to shift those parking spaces.

Vice Mayor Boring moved approval of Ordinance 24-09.
Mr. Gerber seconded the motion.
Vote on the Ordinance: Ms. Salay, yes; Mr. Reiner, yes; Mayor Chinnici-Zuercher, yes; Vice Mayor Boring, yes; Mr. Keenan, yes; Mr. Gerber, yes; Mr. Lecklider, yes.

Mr. Gerber moved to direct staff to draft a Code amendment establishing a conditional use review process for institutional uses.
Mr. Lecklider seconded the motion.
Vote on the motion: Mr. Keenan, yes; Mr. Lecklider, yes; Mr. Gerber, yes; Ms. Salay, yes; Mr. Reiner, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes.

INTRODUCTION/FIRST READING – ORDINANCES

Ordinance 27-09
Authorizing the City Manager to Enter Into a Pre-Annexation Agreement Describing the Intentions of the Parties to Annex Certain Real Property Owned by Celtic Capital LLC, Located in Jerome Township, Union County.
Mr. Keenan introduced the ordinance.
Mr. Foegler stated that the annexation petition has been before Council for some period of time. There is a four-year history associated with the petition. It has been subject to many special circumstances and issues throughout the process, including some concerns related to uniform coverage on the right-of-way associated with Hyland-Croy Road. A second issue is a recent interpretation in regard to fire and life safety levies in Jerome Township for the property, which significantly complicate the reparations discussion. Staff has considered a variety of mechanisms to ensure that reparations are provided and collected in a reasonably straightforward manner, and to minimize the risk for double taxation on future residents of this area. At the same time, there is a need to maintain some level of flexibility, given the uncertainty of some of the pending interpretations by Union County related to the recently discovered levy language issues. Based on staff's review, the Administration and the applicant believe the ordinance provides mechanisms for either of the scenarios which could result.

Jack Reynolds, Smith & Hale, representative for the applicant stated that what is before Council tonight is the result of a long process of working with the landowners. The applicant has been working with Jerome Township as well as with the City. A reasonable compromise has been reached that will provide flexibility as the process moves forward. This was, unfortunately, uncharted area in terms of the new annexation law, how regular versus expedited annexations are handled, and how the reparations are handled.
There were no questions.

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There will be a second reading/public hearing of Ordinance 27-09 at the June 15 Council meeting.

Ordinance 28-09
Amending Section 153.078 -153.083 of the Dublin Codified Ordinances (Zoning Code) regarding Nonconforming Fences (Case No. 09-031ADM).
Mr. Gerber introduced the ordinance.
Mr. Gunderman stated that this Code amendment is presented in response to direction given by Council at their May 18th meeting. This legislation will amend Sections 153.078 – 083. The proposed text changes are noted in the redlined version of the ordinance provided in Council packets. The basic intent of the amendment is defined on page 5, item C, which is to permit fences that were erected prior to the effective date of Ordinance 75-98 (4/19/00) to be replaced in the same location and at the same or lesser height as existed on the effective date of Ordinance 75-98. In addition, the replacement fence shall be of the same materials as the existing fence or other materials permitted in §153.079, except as provided in §153.080(C). A Certificate of Zoning Plan Approval shall be required. This is a first reading of the legislation, and the Code requires referral of the proposed amendment to the Planning and Zoning Commission for consideration and recommendation to Council.

Mr. Gerber requested that the proposed Code amendment be scheduled for a Commission hearing as soon as possible and that a recommendation be forwarded for Council's June 15th Council meeting.
Mr. Foegler stated that Mr. Langworthy has indicated that, based on Council's discussion regarding the urgency of this matter, this item could be scheduled for the June 11 Planning Commission agenda.

In regard to the last paragraph's reference to fence materials, Vice Boring indicated that she believes Council had specified that the revised language should not permit all previous materials, but should read, "as specified by Code." This would avoid the possibility of permitting the continued use of chain link fencing material.
Mr. Gunderman stated that maintenance of an existing chain link fence has always been permitted, and maintenance of an existing fence would continue to be permitted with this Code amendment. However, if a property owner changes out the fencing material for an existing fence, it must be comply with current Code requirements. The City's Code does not permit chain link fencing in a residential area.

Mr. Keenan asked if wrought iron is a permitted fence material.
Mr. Gunderman responded that the permitted materials are listed in Section 153.079, which begins on page one. Section 153.080 covers the use regulations, which provide additional restrictions to Section 153.079.

Mayor Chimici-Zuercher requested clarification of the word "or" used in the proposed amendments, which state: "In addition, the replacement fence shall be of the same material as the existing fence or other materials permitted in §153.079." This indicates that there is an option of replacing a chain link fence with a chain link fence. However, the intent is that if the entire fence is being replaced it cannot be replaced with the previous material if it is no longer permitted by current Code. Only for a repair can the same materials be used.
Ms. Readler agreed that the language does indicate that an existing chain link fence could be replaced with another fence of the same material or with different materials. To ensure that a full replacement fence is constructed only of materials permitted by current Code, the language will need to be revised.

Ms. Salay stated that, typically, when a certain percentage of a structure is being remodeled, compliance with current Code is required. Shouldn't this language contain a percentage requirement? Otherwise, it would be possible to replace an entire fence in a piecemeal fashion and continue to use the existing materials.
Mr. Foegler responded that is the method that has typically been used to replace non-conforming fences with the same non-conforming materials – by replacing a section at

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"The Sky's the Limit." Those words above the shamrock in the cloud have not been used to create the economic development brand.

There were no further questions.

Vote on the Ordinance: Ms. Salay, yes; Mr. Lecklider, yes; Mr. Gerber, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Keenan, yes.

Mayor Chinnici-Zuercher wished Mr. Slane the best of luck with the project. City Council looks forward to working with him.

Mr. Slane stated that he appreciates the confidence that City Council has placed in him. In 30 years of developing real estate, he has never worked with a finer group of people, particularly Mr. McDaniel, Ms. Grigsby and Mr. Smith. He expressed his thanks to all.

INTRODUCTION/FIRST READING - ORDINANCES

Ordinance 08-09

Accepting the Annexation of 39.8 Acres, More or Less, in the Township of Jerome, Union County to the City of Dublin. (Petitioner: Celtic Capital, LLC)

Mr. Lecklider introduced the ordinance.

Mr. Smith stated the applicant requests the second reading/public hearing of this legislation be postponed to the April 20 Council meeting. The property owner requires additional time to resolve an issue regarding reparations to Jerome Township.

Mr. Gunderman stated that a substantial portion of this land consists of the right-of-way along Hyland-Croy Road. This characteristic makes it different than previous annexations. The vacant land of 30 acres is on the west side of the road. The remainder is the full right-of-way of Hyland-Croy Road from just north of the Glacier Ridge roundabout to an area just south of Brand Road. This Regular annexation has required a substantial number of signatures to be obtained on the petition. Upon acceptance, the City will request an adjustment of the township boundaries to place this land in Washington Township. The annexation petition has been approved by Union County Commissioners and by the City of Columbus, pursuant to Dublin's utility agreements with Columbus. The area west of Hyland-Croy Road lies within the negotiated expansion area in the water and sewer agreements with Columbus.

Mr. Keenan inquired if the pre-annexation agreement contemplates that this area will receive fire and emergency services from Washington Township.

Mr. Smith confirmed that it does. At the Union County annexation hearing, Jerome Township testified that they would not object to Washington Township serving this property.

Mr. Keenan inquired how the reparations would impact the single-family homeowners along this roadway.

Mr. Gunderman stated that the single-family homeowners signed the petition, but they will not be impacted by the reparations. The reparations will involve only the 30-acre undeveloped site.

Mr. Keenan inquired if the standard reparation payment would be based on the use of the land.

Mr. Gunderman responded that it would be determined by the valuation of the property at that time.

Mr. Keenan inquired what the benefits are to Dublin of annexing the right-of-way along Hyland-Croy.

Mr. Hammersmith responded that the discussions were initiated with the previous Union County engineer, Steve Stolte. The City of Dublin has been responsible for all the improvements along the roadway, such as the construction of the Hyland-Croy roundabout at Glacier Ridge Metro Park and Glacier Ridge Boulevard. Dublin is best suited to maintain that piece of roadway, which predominantly serves Dublin residents over and above residents of Union County. The City will also then have jurisdiction over access to the roadway and will be better able to regulate it through future development.

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Mr. Reiner inquired if Dublin has been maintaining it.
Mr. Hammersmith responded that the City has been maintaining the roundabout under a verbal agreement with Union County. Dublin does the mowing and snow plowing. It is an overlap area between Union County and the City of Dublin.
Mr. Reiner summarized that the Dublin residents will then have a better quality of service with Dublin's maintenance of this area.

Mr. Gerber moved to postpone the second reading/public hearing until the April 20th Council meeting.
Mr. Keenan seconded the motion.
Vote on the motion: Mr. Reiner, yes; Mr. Keenan, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Lecklider, yes; Mr. Gerber, yes; Ms. Salay, yes.

Ordinance 09-09
Authorizing the City Manager to Enter into a Pre-Annexation Agreement Describing the Intentions of the Parties to Annex Certain Real Property Located in Jerome Township Owned by Kevin and Jocelyn Mullins.
Mr. Smith stated that pursuant to City Council policy to annex remaining islands of township, this is the last of three such islands within Jerome Township to be annexed. The land is owned by a single-family homeowner. Consistent with the previous two township island areas annexed to the City, an annexation fee waiver is requested.
There were no questions.
There will be a second reading/public hearing of the ordinance at the March 16 Council meeting.

Ordinance 10-09
Adopting and Enacting a Supplement (S-25) to the Code of Ordinances for the City of Dublin.
Ms. Salay introduced the ordinance.
Mr. Smith stated that is housekeeping legislation, which occurs twice a year, to incorporate recently approved legislation into the City's codified ordinances.
Mr. Gerber moved to dispense with the second reading/public hearing.
Mr. Keenan seconded the motion.
Vote on the motion: Vice Mayor Boring, yes; Mr. Keenan, yes; Mr. Reiner, yes; Ms. Salay, yes; Mr. Gerber, yes; Mr. Lecklider, yes; Mayor Chinnici-Zuercher, yes.
Vote on the Ordinance: Mr. Lecklider, yes; Mr. Keenan, yes; Vice Mayor Boring, yes; Ms. Salay, yes; Mr. Reiner, yes; Mayor Chinnici-Zuercher, yes; Mr. Gerber, yes.

INTRODUCTION/PUBLIC HEARING - RESOLUTIONS
Resolution 05-09
Authorizing the City Manager to Enter into Memorandums of Understanding with the Franklin County Board of Elections for Use of Municipal Property in the Administration of Public Elections.
Ms. Salay introduced the legislation.
Ms. Chi stated that this legislation will formalize an ongoing arrangement with the Franklin County Board of Elections to provide space in City facilities to serve as polling locations.
Vote on the Resolution: Mayor Chinnici-Zuercher, yes; Mr. Keenan, yes; Mr. Reiner, yes; Vice Mayor Boring, yes; Mr. Lecklider, yes; Mr. Gerber, yes; Ms. Salay, yes.

Resolution 06-09
Appointing a City Representative to the Board of Trustees of the Central Ohio Transit Authority.
Mr. Keenan introduced the resolution.
Mr. McDaniel stated that beginning in April, the City of Dublin will have a seat on the COTA Board of Trustees. At Council's February 2nd meeting, Council requested that staff work with the Dublin Chamber to seek someone in the community to represent the City in this capacity. The Dublin Chamber and staff recommend that City Council appoint Scott White, President and CEO of Interstate Gas Supply (IGS). Founded in 1989, IGS has now grown to a company with sales of over $1 billion, serving over

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CORRESPONDENCE

Holland, Brad

From: Harris, Steven
Sent: Tuesday, January 08, 2013 2:19 PM
To: Holland, Brad
Subject: FW: EMH&T Celtic Crossing

-----Original Message-----
From: jrheppner@aep.com [mailto:jrheppner@aep.com]
Sent: Wednesday, December 19, 2012 9:56 AM
To: Harris, Steven
Cc: tlhairston@aep.com
Subject: EMH&T Celtic Crossing

We have reviewed EMH&T's preliminary development plan for the Celtic Crossing project (utility and grading plan) that we recently submitted to us. We have no concerns with the proposed retention basin, Macha Court roadway or the 8" sanitary sewer line that encroach in AEP's 150' wide easement. For safety reasons, we ask that no tall growing tree species be panted within this easement area.

This easement is for the existing Hayden - Hyatt 345 kV transmission line.

If your plans change, please let us know.

John Heppner
American Electric Power
Transmission Line Projects Engineering
700 Morrison Road
Gahanna, Ohio 43230
614-552-1128
audinet 910-1128
fax 614-552-1818

CORRESPONDENCE

Metro Parks

1069 West Main St
Westerville OH 43081

Tel: 614.891.0700
TTY: 614.895.6240
Fax: 614.895.6208

www.metroparks.net

Park Commissioners:
Frances Beasley
Greg S. Lashutka
J. Jeffrey McNealey

Director:
John R. O'Meara

Your Metro Parks:
Battelle Darby Creek
Blacklick Woods and Golf Courses
Blendon Woods
Chestnut Ridge
Clear Creek
Glacier Ridge
Heritage Park and Trail
Highbanks
Inniswood Metro Gardens
Pickerington Ponds
Prairie Oaks
Scioto Audubon
Sharon Woods
Slate Run Farm and Park
Three Creeks
Walnut Woods

December 12, 2012

Gregory Chillog
The Edge Group
1400 Goodale Blvd, Suite 100
Columbus, Ohio 43212

Re: Celtic Crossing Conceptual Plan

Mr. Chillog:

Thank you for the Conceptual Landscape Plan dated October 31, 2012 for the Celtic Crossing Development in the City of Dublin. As I mentioned to you, we are willing to consider the proposed trail connection as outlined in the plan. The proposed alignment would be built on park property and connect to the Ironweed Trail in Glacier Ridge Metro Park.

Sincerely,

Steven P. Studenmund
Strategic Planning &
Land Acquisition Manager

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CORRESPONDENCE

DUBLIN CITY SCHOOLS
Committed to Excellence and Equity

OFFICE OF THE DIRECTOR OF BUSINESS AFFAIRS

7030 Coffman Road
Dublin, Ohio 43017-1068
(614) 764-5913
(614) 761-5856 (Fax)

December 12, 2012

Celtic Capital, LLC
Attn: Kevin McCauley
565 Metro Place South, Suite 480
Dublin, OH 43107

Dear Kevin,

Thank you for sending me the plans for your Hyland Croy Road Site. The school district is in agreement with a connection to our path along Hyland Croy Road. We understand that you will connect to our site at the northern corner of our property; Stavroff Interests will pay for the installation cost of the path; and will coordinate the time of installation with the school district. This path will be maintained in the same manner as other multi-use paths in Dublin.

Thank you for working with us on this path.

Sincerely,

Annette Morud
Director of Business Affairs

AM/slp

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