

Planning Report

Thursday, September 5, 2013

Celtic Crossing

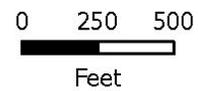
Case Summary

Agenda Item	1
Case Number	13-063FDP/FP
Site Location	West side of Hyland-Croy Road, approximately 1,030 feet north of the intersection with Brand Road and Mitchell-Dewitt Road.
Proposal	A development plan and subdivision plat for 44 single-family lots and approximately 8.8 acres of open space.
Applicant	Matt Callahan, Dominion Homes; represented by Ben Hale, Jr., Smith and Hale, LLC.
Case Manager	Justin Goodwin, AICP, Planner II (614) 410-4677 jgoodwin@dublin.oh.us
Requests	Review and approval of a final development plan under the provisions of Zoning Code Section 153.050 and review and recommendation of approval to City Council for a final plat under the provisions of the Chapter 152, Subdivision Regulations.
Planning Recommendation	In Planning's opinion, this proposal, with conditions as described in this report, complies with all applicable review criteria and the existing development standards. Approval is recommended with 7 conditions.
Conditions	<p><u>Final Development Plan</u></p> <ol style="list-style-type: none">1) That an easement for the path connection on school property be documented with Engineering prior to Council approval of the final plat;2) That minor technical errors on the landscape plans be corrected prior to site development;3) That an additional open space/lot line demarcation post be provided at the southeast corner of lot 23;4) That the applicant work with Planning to incorporate an additional 49 replacement trees into the landscape plan and/or provide a replacement fee for any trees that cannot be appropriately incorporated; and5) That an irrigation system be incorporated into the landscape plans, subject to Planning approval. <p><u>Final Plat</u></p> <ol style="list-style-type: none">1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal; and2) That landscape easements for subdivision entry features are added and stormwater maintenance responsibilities are clarified prior to City Council submittal.



City of Dublin

13-063FDP-FP
Final Development Plan/Final Plat
Celtic Crossing
Hyland-Croy Rd



Facts	
Site Area	28.1 acres, in two parcels.
Zoning	PUD, Planned Unit Development District (approved as Ordinance 22-13 on April 8, 2013)
Surrounding Zoning and Uses	<p>The site is located in Union County and is surrounded on three sides by land within Jerome Township. Surrounding uses and zoning include:</p> <p>East: Dublin Jerome High School, PUD, Planned Unit Development District.</p> <p>North/West: Glacier Ridge Metro Park within Jerome Township.</p> <p>South: Single-family residences (five rural lots) within Jerome Township.</p>
Site Features	<p>General: Undeveloped site in two parcels, rectangular in shape.</p> <p>Frontage: Hyland-Croy Road – 740 feet; Mitchell-Dewitt Road – 225 feet.</p> <p>Topography: Tree rows located along the site perimeter and stream corridor.</p> <p>Features: Topography: Generally flat, draining from north to south. 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.</p> <p>Utilities: A high tension power line runs southwest to northeast through the southeast portion of the site within a 150-foot electric easement.</p>
Case Background	<p>January 3, 2013 The Planning and Zoning Commission reviewed a concept plan for this proposal and recommended minor adjustments to the site layout and the number of lots.</p> <p>February 7, 2013 The Planning and Zoning Commission recommended approval to City Council for a rezoning 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 approximately 8.75 acres of open space.</p> <p>April 8, 2013 City Council approved Ordinance 22-13 on April 8, 2013 based on the recommendation from the Commission. Council required the development text to be revised to remove a modified tree replacement requirement.</p>
Developer Update	At the time of rezoning, this site was owned by Stavroff Interests, LLC and was anticipated to be developed by that company. The property has since been acquired by Dominion Homes, which will develop the site and build all homes.

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Process	<p>The final development plan conforms with and provides a detailed refinement of the approved preliminary development plan. The final development plan includes all of the final details of the proposed development and is the final stage of the PUD process.</p>
Proposal	<p>The final development plan includes:</p> <ul style="list-style-type: none"> • 44 single family lots as provided in the approved development text • Open space development detail for several reserves within the proposed development • Tree Preservation Zones along the north and west site boundary • Tree Preservation and replacement details • Entry feature and sign details at both entrances • Stormwater management facilities along Hyland-Croy Road and in the southwest portion of the site
Site Layout	<p>The proposed plan has 44 single-family lots with 8.8 acres of open space in six reserves throughout the site. The site will have two access points, both via Celtic Crossing Drive and connecting Hyland-Croy Road to Mitchell-Dewitt Road. A loop street in the center of the site provides access to 17 lots. A cul-de-sac street provides access to five lots in the east portion of the site, facing Hyland-Croy Road. Stormwater retention ponds are located along both sides of Celtic Crossing Drive at the Hyland-Croy entry and along the southwest edge of the site, east of the Mitchell-Dewitt entry.</p> <p>The proposal includes open space concentrated in three general areas: the Hyland-Croy Road frontage, a stream corridor, and a stormwater retention area along the southwest edge of the site. The reserves have been relabeled from the preliminary development plan. Reserve 'B' includes portions of the three main open space areas. The Hyland-Croy Road open space is divided between Reserve 'A' and a portion of Reserve 'B', totaling approximately 4.5 acres. The stream corridor includes Reserve 'D' and a portion of Reserve 'B', totaling approximately 1.7 acres. The Mitchell-Dewitt entry includes Reserve 'C' and a portion of Reserve 'B', totaling approximately one-half acre and including a portion of the southwestern-most stormwater pond. The remainder of Reserve 'B' accommodates the majority of the southwestern-most stormwater pond and another pond to the east.</p>
Development Standards	<p>The approved PUD development text includes specific requirements that address the zoning and development details. The text is attached to this report.</p>
Use/Density/Lot Sizes	<p>The development text permits 44 single-family detached homes, open spaces and related park features. The 44 lots on 28.1 acres is a density of 1.5 units to the acre. Minimum lot size is 12,600 square feet. Lots must be a minimum of 90 feet wide at the building line and have a minimum depth of 140 feet.</p>
Lot Setbacks	<p>Front yard setbacks are a minimum of 20 feet from the right-of-way. The front yard setback typically coincides with a sanitary sewer easement on the final plat. Required side yards are a minimum of six feet with a total of 14</p>

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	<p>feet. Minimum rear yard setbacks are a minimum of 25 feet from the rear property line. In some cases, the rear yard setback overlaps with storm sewer easements, tree preservation zones or portions of the stream corridor protection zone on the final plat.</p>
Traffic and Access	<p>The existing Hyland-Croy Road right-of-way was annexed into the City of Dublin along with this site. 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.</p> <p>The final development plan indicates two access points, one from Hyland-Croy Road to the east and one from Mitchell-Dewitt Road to the south. The Traffic Impact Study submitted with the preliminary development plan indicated that a left turn lane is warranted from Hyland-Croy Road into the proposed development. The developer will be responsible for constructing the roadway widening project to install this new left turn lane with a pedestrian crossing on Hyland-Croy Road along with the other subdivision infrastructure, as conditioned by the Planning and Zoning Commission as part of the preliminary development plan.</p> <p>During the preliminary development plan review, owners of the property at 7787 Mitchell-Dewitt Road raised concerns about the impact to their existing mailbox located at the planned Mitchell-Dewitt/Celtic Crossing Drive intersection. The previous applicant had agreed to take responsibility for relocating the mailbox to an appropriate location. The new applicant should honor this agreement.</p>
Sidewalks and Multi-Use Paths	<p>The proposed plan includes four-foot concrete sidewalks on both sides of all internal streets, with the exception of an eight-foot multi-use path along a portion of Celtic Crossing Drive extending from Hyland-Croy Road to the stream crossing. This path will be asphalt where it fronts the entry reserve and concrete with saw cut joints where it fronts Lots 1 and 2 and continues across the stream. The path will transition to a standard sidewalk section west of the stream and connect to another asphalt path within the Stream Corridor Protection Zone (near Lot 44) to provide access to the Metro Park north of the site. From this location, a continuous 10-foot wide multi-use path within the Metro Park will meander to the west and connect to the existing Metro Park path system.</p> <p>During the rezoning process, the Metro Parks District had indicated that it would only approve a single path connection from this development. A path connection along Mitchell-Dewitt Road from Celtic Crossing Drive was not required in the preliminary development plan for this reason. However, the Planning and Zoning Commission conditioned the applicant continue working</p>

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	<p>with the Metro Parks to seek approval of this connection; this was achieved prior to City Council approval. The path connection is included in the final development plan and the applicant has provided documentation of Metro Parks approval, as conditioned with the preliminary development plan.</p> <p>The applicant will also 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, located on Jerome High School property. The applicant has provided a letter of support from the Dublin City School District and has indicated that it is preparing an easement for the path connection that will be located on school property. This easement should be documented with Engineering prior to Council approval of the final plat.</p>
<p>Utilities and Stormwater Management</p>	<p>The site will connect to the public water and sanitary sewer systems by constructing new water and sewer mains extending to the existing utility lines along the east side of Hyland-Croy Road. Adequate capacity exists in these systems to serve this development.</p> <p>Three stormwater retention ponds are proposed. Two ponds are located in the Hyland-Croy Road open space setback, and two along the south edge of the site. One of the ponds along Hyland-Croy, to the north of Celtic Crossing Drive, was not contemplated in the preliminary development plan, but is permitted by the approved development text. The development text requires aerators for all ponds; the applicant should provide aerators per City of Dublin specifications when pond installation is complete. 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.</p>
<p>Stream Corridor Protection Zone</p>	<p>A Stream Corridor Protection Zone (SCPZ) bisects the site along a tributary to the North Fork of the Indian Run. This 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 width of the zone (50 feet on each side of the high water mark of the existing channel) was determined as part of the floodplain analysis conducted by the applicant during the preliminary development plan.</p> <p><u>Stream Crossing</u> Celtic Crossing Drive crosses the SCPZ in the north portion of the site with a stream culvert and a co-located utility easement, which will require tree removal. Stormwater facilities will be outside of the protection zone but will require easements through the zone allowing for drainage outfalls on either side of the stream.</p> <p><u>Pedestrian Path Connection</u> The proposed plans include a multi-use path connection to the metro park</p>

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	<p>running through the SCPZ east of lot 44. The path avoids a number of existing trees in this area; however, two trees will be removed to accommodate the path. A landscape buffer of evergreen trees and viburnum shrubs is provided between the path and the lot.</p> <p><u>Relationship to Proposed Lots</u> Small portions of the SCPZ overlap the rear yards of seven lots and the side yard of one lot, as originally depicted in the preliminary development plan. The proposed final plat identifies these areas as an “On-lot Stream Corridor Protection Zone” and notes specific requirements and limitations. All of the overlapping areas are within platted setbacks or easements. The final 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. No existing vegetation is located in these areas, which will be maintained as lawn. Unvegetated portions of the SCPZ platted as part of Reserve ‘B’ will be seeded with a naturalized grass treatment, as described later in this report.</p>
Architecture	<p>Architectural requirements are outlined in the approved development text, including permitted building materials, garage requirements and driveway configurations. The 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 the cul-de-sac bulb. The diversity matrix was updated to resolve technical inconsistencies and omissions prior to Council approval of the preliminary development plan, as conditioned by the Planning and Zoning Commission.</p>
Open Space and Landscaping	<p>The development text describes the overall landscape character of the development as a balance of naturalized and formally maintained elements, providing a low maintenance design that contributes to the rural character of the corridor, consistent with the recommendations of the Community Plan.</p> <p>The proposed landscape plan includes mass plantings of low-mow perennial grasses that transition to formally maintained areas at the entries to the development. The applicant proposes to use a fine fescue links blend for the low-mow treatment and has provided product specifications for installation and maintenance. The applicant has also provided photographs depicting the growth habit and aesthetic character intended for this planting. These materials are attached to this report. A seeding plan illustrates areas throughout the site where the low-mow treatment will be used, including a large portion of the Hyland-Croy and Mitchell-Dewitt open space setbacks, unvegetated portions of the Stream Corridor Protection Zone, and areas surrounding the stormwater ponds in the south portion of the site. The naturalized</p>

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grass treatment will transition to a fine turf seed mix along the Celtic Crossing Drive entry from Hyland-Croy Road and along the edge of Macha Court.

Where naturalized landscape areas border residential lots, the development text requires the installation of an open space/lot line demarcation to prevent encroachment of homeowner maintenance onto public open space areas. To fulfill this requirement, the applicant proposes to use a 6-inch by 6-inch treated wood post, 18 inches in height and stained black. The posts will be located at the rear lot corners for lots 3-7 and 8-23. Posts are also shown at the sides of lots 2 and 44 along the Stream Corridor Protection Zone. An additional post should be located at the southeast corner of lot 23.

The development text requires landscape buffer treatments along the edges of lots 1, 23, and 24, facing Hyland-Croy and Mitchell-Dewitt Roads. The landscape plan includes these buffers with a mixture of evergreen and deciduous trees.

As part of the preliminary development plan approval, the Planning and Zoning Commission conditioned 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 and that additional landscape buffering be provided on the portion of lot 24 within the Mitchell-Dewitt scenic setback. The proposed landscape plan provides a mixture of ornamental and shade trees along the rear of lots 1 and 2. In addition to the required buffer along the edge of lot 24 (within Reserve 'C'), an evergreen tree is provided within the setback on lot 24, and five additional evergreens are provided along the rear edge of the lot to fill a gap in the existing tree row.

The landscape plans do not indicate an irrigation system within the open space areas. While the product specifications for the low-mow grass treatment indicate drought tolerance, it is also noted that irrigation is necessary for optimal germination. Planning recommends irrigation be provided to ensure the success of the landscape treatment.

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Fence and Entry Feature Details

The landscape plan includes a cross-buck style wood fence treatment within the Hyland-Croy open space setback, parallel to Lot 1 and along the edge of Macha Court. Earlier versions of the landscape plan included this fence in the Mitchell-Dewitt setback as well; however, Planning advised the applicant to minimize the amount of fence out of concern for the long-term maintenance costs for the Homeowners Association. The current plan does not include a fence in the Mitchell-Dewitt Setback. The fence will be stained or painted black.

Entry features and planting beds are proposed at the intersections of Celtic Crossing Drive with Hyland-Croy Road and Mitchell-Dewitt Road. The Hyland-Croy entry includes eight-foot tall tapered columns with a rough-hewn limestone veneer on both sides of the street. The front face of each column is inset with a smooth limestone sign plaque. A dry-laid limestone wing wall extends from each column, running parallel to Hyland-Croy Road. Each wall will measure 30 inches high and 18 feet long. A six-foot tall version of the stone column is proposed at the Mitchell-Dewitt entry, also including a sign plaque. A hedge of knockout rose shrubs will extend from either side of the Mitchell-Dewitt columns. No entry feature lighting is proposed.

The entry features will be placed within planting beds of perennial flowers, grasses and ornamental trees. Additional planting beds are shown at: the intersection of Celtic Crossing Drive and Macha Court; the front corner of Lot 1 along Celtic Crossing Drive; in various locations along the edges of the Hyland-Croy stormwater ponds; and at the front corners of lots 23 and 24 along Celtic Crossing Drive. Planting treatments are also shown along the edges of the Celtic Crossing Drive stream crossing, which will include a steel-backed timber guardrail designed to City standards. The applicant has worked with Parks and Open Space to incorporate recommended native plant materials into the landscape plan and to eliminate invasive species. Technical errors on the landscape plans should be corrected, including: an inconsistent symbol used for heavy metal switch grass on the master plant list; and inclusion of compact burning bush on the entry feature plant keys.

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Tree Preservation and Replacement

A 15-foot tree preservation zone is proposed at the rear of the 17 lots bordering the Metro Park, consistent with the preliminary development plan. 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. No trees have been proposed for removal from the tree preservation zone as part of this proposal.

The final plat includes stormwater drainage easements in the rear yards of 14 lots. Some of these easements are adjacent to, but do not overlap, the tree preservation zone. Required tree protection fencing is illustrated on the plans. 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. As conditioned by the Planning and Zoning Commission, the development text was revised prior to Council approval to clarify that unvegetated portions of the tree preservation zone may be maintained as lawn.

The final development plan identifies a total of 236 inches of protected trees for removal, which are required to be replaced per Code. Trees will be removed to accommodate the Celtic Crossing Drive stream crossing and the multi-use path connection to the Metro Park. Trees and other vegetation will also be removed at the southwest corner of the site within the intersection site distance area for Celtic Crossing Drive/Mitchell-Dewitt Road, as conditioned by the Planning and Zoning Commission with the preliminary development plan. The proposed landscape plan identifies 237.5 replacement inches distributed among 95 trees at 2½-inch caliper each, in a mixture of shade trees and ornamental trees.

The City's policy is that replacement trees should not be used to meet other landscaping requirements, meaning that replacement trees are to be provided in addition to those trees that would otherwise be required. Planning is concerned the proposed plan relies too heavily on the use of replacement trees to meet the landscape requirements of the preliminary development plan. While the conceptual landscape plans included with a rezoning typically do not represent exact quantities of proposed landscape materials, the purpose is to provide a baseline expectation to be refined with the final development plan.

The conceptual landscape plan submitted as part of the preliminary development plan depicted 48 shade trees and approximately 40 ornamental trees and did not differentiate between replacement trees, typical landscape trees, and street trees designated for the Mitchell-Dewitt and Hyland-Croy setbacks. This concept was developed under the assumption that a modified tree replacement requirement would be approved as part of the development text. Based on this tree waiver

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(subsequently removed from the development text), Planning believes that approximately 35 of the depicted trees were intended to fulfill the tree replacement requirement.

The proposed final development plan includes 47 shade trees (not including street trees) and 56 ornamental trees. All but eight of the ornamental trees are proposed as replacement trees. Twenty-two replacement trees are incorporated into landscape buffers that are required in the development text or as a condition of approval with the preliminary development plan. Thirty evergreen trees are provided within these landscape buffers; none of these are proposed as replacement trees.

Of the 103 non-street deciduous trees currently proposed, Planning believes that 35 should be considered as the minimum number of typical landscape trees that were represented in the preliminary development plan. It is also Planning's opinion that the 22 trees provided within the required buffer treatments should not be counted as replacement trees. Planning recommends that the remaining 46 deciduous trees (115 inches) continue to be counted toward the total replacement requirement, and that an additional 49 replacement trees be added to the landscape plan. Recommended options for locating additional trees include:

- Extending the tree rows on the north and south edges of the site toward Hyland-Croy Road and Mitchell-Dewitt Road;
- Filling gaps in the existing tree rows around the site perimeter;
- Planting additional trees in unvegetated portions of the Stream Corridor Protection Zone; and
- Planting additional trees along the rear edges of lots and at lot corners.

Alternatively, the applicant could provide a replacement fee as permitted by Code for all or some of the additional 49 trees if it is determined that the trees cannot be appropriately integrated into the landscape plan.

Details		Final Development Plan
Street Trees	<p>The landscape plan also identifies 144 street trees, including 18 trees integrated into the Hyland-Croy Road and Mitchell-Dewitt Road open space areas to meet the minimum street tree quantity requirements along these roadways. Code permits the Planning and Zoning Commission to approve alternative spacing and location of street trees; the proposed approach is consistent with the naturalized landscape design depicted in the preliminary development plan and with other open space setbacks in the Hyland-Croy corridor. The plans include an ornamental street tree variety along the Macha Court cul-de-sac bulb within the 150-foot overhead electric easement, as recommended by the City Forester. All street trees are provided in addition to replacement trees.</p>	

Analysis		Final Development Plan
Process	<p>Section 153.050 of the Zoning Code identifies criteria for the review and approval for a final development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.</p>	
1) <i>Consistency with the approved preliminary development plan.</i>	<p>Criterion met: This proposal is consistent with the requirements of the proposed preliminary development plan, including conditions required by the Planning and Zoning Commission.</p>	
2) <i>Traffic and pedestrian safety</i> Condition 1	<p>Criterion met with condition: The proposal provides safe vehicular and pedestrian circulation, including two connections to the Metro Park path system and a designated pedestrian crossing on Hyland-Croy Road. An easement for the path connection that will be located on school property should be documented with Engineering prior to Council approval of the final plat.</p>	
3) <i>Adequate public services and open space</i>	<p>Criterion met: The proposal has all necessary public services.</p>	
4) <i>Protection of natural features and resources</i>	<p>Criterion met: The applicant has included Tree Preservation Zones on the final plat. There are over 8 acres of open space proposed as part of this development, including a Stream Corridor Protection Zone.</p>	
5) <i>Adequacy of lighting</i>	<p>Criterion met: No lighting is proposed for the entry feature signs.</p>	
6) <i>Signs consistent with preliminary</i>	<p>Criterion met: This proposal is consistent with the requirements of the proposed preliminary development plan.</p>	

Analysis	Final Development Plan
<i>development plan</i>	
<p>7) <i>Appropriate landscaping to enhance, buffer, & soften the building and site</i></p> <p>Conditions 2-5</p>	<p>Criterion met with conditions: The proposed landscape plan is consistent with the design intent of the preliminary development plan, and includes required buffer treatments. Street trees are provided as approved by the City Forester, with street trees along existing roadways integrated into the open space setbacks.</p> <p>Minor technical errors on the landscape plans should be corrected, as noted in the report. An additional open space/lot line demarcation post should be provided at the southeast corner of lot 23. The applicant should work with Planning to incorporate an additional 49 replacement trees into the landscape plan and/or provide a replacement fee for any trees that cannot be appropriately incorporated. An irrigation system should also be incorporated into the revised plans.</p>
<p>8) <i>Compliant Stormwater management</i></p>	<p>Criterion met: Stormwater management for the 44 lots will comply with Code.</p>
<p>9) <i>All phases comply with the previous criteria.</i></p>	<p>Not applicable.</p>
<p>10) <i>Compliance with other laws & regulations.</i></p>	<p>Criterion met: The proposal appears to comply with all other known applicable local, state, and federal laws and regulations.</p>

Recommendation	Final Development Plan
<p>Approval</p>	<p>In Planning's analysis, this proposal will comply with the proposed development text and the final development plan criteria, subject to modifications to the proposed landscape plan. Planning recommends approval of this request with 5 conditions:</p> <ol style="list-style-type: none"> 1) That an easement for the path connection on school property be documented with Engineering prior to Council approval of the final plat; 2) That minor technical errors on the landscape plans be corrected prior to site development; 3) That an additional open space/lot line demarcation post be provided at the southwest corner of lot 23; 4) That the applicant work with Planning to incorporate an additional 49 replacement trees into the landscape plan and/or provide a replacement fee for any trees that cannot be appropriately incorporated; and 5) That an irrigation system be incorporated into the landscape plans, subject to Planning approval.

Details	Final Plat
Process	<p>The purpose of the final plat is to assure conformance with the requirements set forth in Sections 152.085 through 152.095 of the Code, exclusive of other standards in the Code.</p>
Plat Overview	<p>The final plat includes Lots 1 through 44 of the Celtic Crossing development, 8.8 acres of open space, a Stream Corridor Protection Zone and a 15-foot wide Tree Preservation Zone for Lots 1, 2 and 24 through 44. The plat includes the rights-of-way for Celtic Crossing Drive, Macha Court and Nemain Loop. Additional right-of-way for Hyland-Croy Road and Mitchell-Dewitt Road is provided as required by the Thoroughfare Plan. Easements for drainage, utilities and sidewalks are shown, consistent with the civil engineering plans submitted with the final development plan. Engineering has noted minor technical adjustments that should be corrected prior to Council approval.</p>
Open Space	<p>The Subdivision Regulations require the dedication of 1.8 acres of open space and the proposal contains 8.8 acres of open space, consistent with the approved preliminary development plan:</p> <ul style="list-style-type: none"> • Reserve 'A' – 1.06-acres north of Celtic Crossing Drive at Hyland-Croy Road, providing a portion of the 200-foot Hyland-Croy Road scenic setback. This reserve also serves as a drainage easement and will include a stormwater retention pond. A landscape easement is provided for the subdivision entry feature to be located at the Hyland-Croy Road/Celtic Crossing Drive intersection. • Reserve 'B'– 7.029 acres including the remainder of the Hyland-Croy Road scenic setback, the majority of the Stream Corridor Protection Zone, a portion of the entry feature and landscape buffer at Mitchell-Dewitt Road, and a stormwater management area at the south edge of the site. A drainage easement is also located within the Hyland-Croy setback south of Celtic Crossing Drive and will include a stormwater retention pond. Two stormwater retention ponds will be located to the west of the Stream Corridor Protection Zone in a separate drainage easement. An existing 150-foot electric easement runs through a portion of this reserve. A landscape easement is provided for the subdivision entry feature to be located at the Hyland-Croy Road/Celtic Crossing Drive intersection; a similar easement should be provided for the entry feature and development sign to be located at the Mitchell-Dewitt/Celtic Crossing Drive intersection. • Reserve 'C' – 0.029-acre at the southwest corner of the site including a portion of the Mitchell-Dewitt entry feature and landscape buffer. A landscape easement should be provided for the subdivision entry feature

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	<p>to be located at the Mitchell-Dewitt/Celtic Crossing Drive intersection.</p> <ul style="list-style-type: none"> • Reserve 'D' – 0.457-acre comprising the remainder of the Stream Corridor Protection Zone to the north of Celtic Crossing Drive. • Reserve 'E' – 0.014-acre landscape island within the Celtic Crossing Drive right-of-way at the northwest corner of the site. • Reserve "F" – 0.038-acre landscape island within the Macha Court cul-de-sac bulb. <p>The applicant has worked with the City to identify the appropriate ownership and maintenance responsibilities of the open spaces. All reserves will be owned by the City of Dublin and general landscape maintenance will be the responsibility of the Homeowners Association, with the exception of the stormwater retention ponds and associated infrastructure. Note "K" on the final plat should be revised to clarify City of Dublin stormwater maintenance responsibility.</p>

Analysis	Final Plat
<p>Process</p>	<p>Following a recommendation by the Commission, the final plat will be forwarded to City Council for final action. The plat can be recorded after City Council approval. After approval the applicant can proceed with the site development and building permit process.</p>
<p>1) <i>Plat Information and Construction Requirements</i></p> <p>Condition 1</p>	<p>Criterion met with condition: This proposal is consistent with the requirements of the Zoning Code and Subdivision Regulations and all required information is included on the plat. Minor technical adjustments as identified by Engineering should be made prior to Council review.</p> <p>A Construction Bond will be required for the public infrastructure that will be installed with this project. The value of this bond is based on the approved cost of construction. Once conditional acceptance is granted by the City, the developer is required to submit a one-year warranty bond.</p>
<p>2) <i>Street, Sidewalk, and Bikepath Standards</i></p>	<p>Criterion met: Street widths, grades, curvatures, intersections, and signs comply with the appropriate Code sections. Sidewalks or multi-use paths are required on both sides of all new public streets in compliance with City construction standards. The preliminary development plan requires a multi-use path along a portion of the Mitchell-Dewitt frontage; no path is required along the Hyland-Croy frontage. Path details are included in the final development plan.</p>

Analysis		Final Plat
<i>3) Utilities</i>	Criterion met: This plat establishes necessary easements for the construction and maintenance of public water mains, storm and sanitary sewers, storm drainage and other private utilities in accordance with all applicable standards.	
<i>4) Open Space Requirements</i>	Criterion met with condition: Open space dedication, ownership, and maintenance are all indicated and noted on the plat. Entry feature landscape easements and stormwater maintenance responsibilities as described in this report should be corrected prior to Council review.	
Condition 2		

Recommendation	
Summary	This proposal complies with Subdivision Regulations, the requirements of the approved development text, and meets the review criteria, subject to technical revisions. Approval of this request is recommended with 2 conditions.
Condition	<ol style="list-style-type: none"> 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal; and 2) That landscape easements for subdivision entry features are added and stormwater maintenance responsibilities are clarified prior to City Council submittal.

FINAL DEVELOPMENT PLAN CRITERIA

Review Criteria

In accordance with Section 153.055(B) *Plan Approval Criteria*, the Code sets out the following criteria of approval for a final development plan:

- 1) The plan conforms in all pertinent respects to the approved preliminary development plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4);
- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;
- 3) The development has adequate public services and open spaces;
- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code;
- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;
- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;
- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;
- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters;
- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage; and
- 10) The Commission believes the project to be in compliance with all other local, state, and federal laws and regulations.

FINAL PLAT CRITERIA

Review Criteria

The Zoning Code does not contain specific criteria to guide the review of plats. Planning bases the evaluation on the conformance of the plat with the requirements set forth in Chapter 152: *Subdivision Regulations* of the Code, which are summarized below:

- The proposed final plat document includes all the required technical information.
- Construction will be bonded and completed in an appropriate time frame, inspections will be conducted by the City in accordance with Engineering standards for improvements, and maintenance will be completed as necessary.
- The proposed lots, street widths, grades, curvatures, intersections, and signs comply with the standards set forth in these Code sections.
- The proposal includes provisions for water, storm drainage, sanitary sewer, electric, telephone, and cable supplies in accordance with approved standards.
- The proposed development complies with the open space and recreation facility requirements or payment into the Parkland Acquisition Fund is made in lieu of dedication.

In addition, the Planning and Zoning Commission is to determine that the final layout and details of the final plat comply with the approved preliminary plat. The Commission is to consider several factors in making its recommendation:

- 1) The final plat conforms with the approved preliminary plat;
- 2) The plat conforms to the adopted Thoroughfare Plan and meets all applicable parkland dedication and open space requirements; and
- 3) The final plat conforms to the subdivision and zoning regulations, municipal stormwater regulations, and other applicable requirements.