

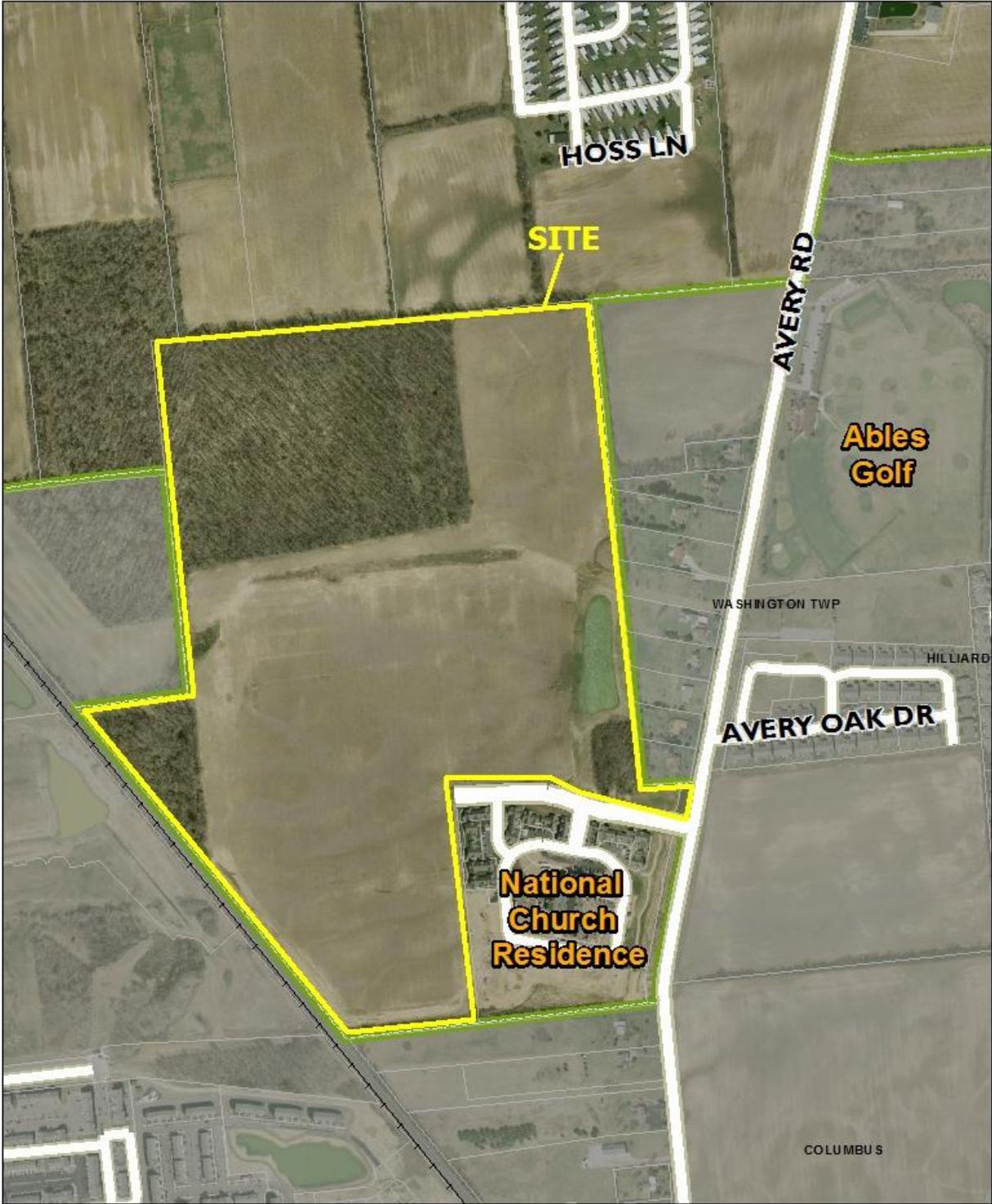
Planning Report

Thursday, January 9, 2014

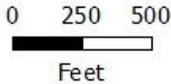
Avondale Woods

Case Summary

Agenda Item	2
Case Number	12-084Z/PDP/PP
Site Location	West side of Avery Road, south of the intersection with Rings Road at the southern city limit.
Proposal:	A new residential subdivision with a maximum of 360 single and multiple family units on 120 acres
Requests	Review and recommendation to City Council of a <u>rezoning with preliminary development plan</u> under the Planned District provisions of Zoning Code Section 153.050 and a <u>preliminary plat</u> under the provisions of the Subdivision Regulations.
Applicant:	Jim Lipnos, Homewood Corporation, LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II (614) 410-4675, chusak@dublin.oh.us
Planning Recommendation:	<i>Disapproval of the rezoning with preliminary development plan; and Disapproval of the preliminary plat.</i> In Planning's analysis, the rezoning with preliminary development plan proposal does not comply with the rezoning/preliminary development plan criteria and the existing development standards within the area. The proposal for the preliminary plat also does not comply with the preliminary plat criteria and a recommendation to City Council for disapproval of both requests is recommended.



12-084Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Avondale Woods
Avery Road



Facts	
Site Area	<ul style="list-style-type: none"> • Total site: 120 acres • Part of an existing irregularly-shaped 140-acre parcel that includes the 19.62-acre National Church Residences senior housing site to be accessed by the future Avondale Boulevard at the southeast corner of the parcel. The National Church Residences site was split from the 140-acre parcel through a final development plan/final plat application.
Zoning	<p>Existing: R, Rural District Proposed: PUD, Planned Unit Development District (Avondale Woods plan)</p>
Surrounding Zoning and Uses	<p>North: R, Rural District; Large-lot single-family residences in Dublin and Washington Township; Ponderosa Estates manufactured home park; undeveloped agricultural land designated as Mixed Residential in the Community Plan.</p> <p>South: The Dublin City limit runs along south property line; single-family residence in Washington Township. These parcels are included in the City of Columbus' Draft Hayden Run Corridor Plan which designates this land as Transit-Oriented Development due to proximity to the CSX railroad tracks.</p> <p>East: Undeveloped land in the City of Columbus across Avery Road, designated as Neighborhood Center or Office in the Hayden Run Corridor Plan.</p> <p>West: Undeveloped land in the City of Columbus immediately adjacent to the site, including a woodlot contiguous to the subject site; undeveloped land and single-family and multiple family residential neighborhoods in the City of Columbus across the CSX railroad tracks.</p>
Site Features	<ul style="list-style-type: none"> • Frontage: Avery Road - 130 feet; Avondale Boulevard (future) 1,000 feet. • The site is primarily flat, with sloping toward the east (north of the National Church Residences development). • Several large stands of mature trees on the site, including the Avondale Woods (approximately 29 acres) in the northwest corner (part of a larger woods divided among three adjacent parcels), Triangle Woods (approximately 4.8 acres) in the west, and a smaller stand in the southeast. • 70-foot wide storm and sanitary sewer easement that crosses the site east-west approximately 100 feet south of Avondale Woods. • 30-foot wide communications easement that crosses the site north-south along the west boundary of the future NCR site. • 40-foot wide water easement that runs along the south property line. • The proposed Hayden Run Boulevard extension overpass over the railroad lines will be located immediately to the south. • CSX railroad tracks run along the west site boundary.

Facts

Site Background

On February 2, 2012, the Commission informally reviewed this proposal as a concept plan for the second time focusing on architecture and materials and whether the proposal was of sufficient quality to warrant a maximum density of 3 units per acre.

The Planning and Zoning Commission approved a Final Development Plan for the National Church Residences on February 17, 2011. The project is currently under construction and partially occupied.

The Commission reviewed a concept plan for this proposal on September 2, 2010 for up to 360 single- and multiple-family dwelling units. The Commissioners determined that the proposal was generally consistent with the recommendations of the Community Plan. The Commissioners noted that the site was surrounded on three sides by the City of Columbus and the planned traffic improvements and the land use plans for this area may have significant effects on this site. The Commission also commented on the land use arrangements and road network, and recommended that the applicant provide for internal pedestrian and bicycle routes with connections to other external routes. The Commission also asked about this development's relationship to the National Church Residences senior housing community (on the 20 acres at the southeast corner of the parcel). The Commission suggested the applicant be prepared to discuss architectural themes, building materials, and additional development details at the next review.

A PUD permitting a 200-unit senior housing development and community center was approved by City Council on April 6, 2009 for the 19.62 acres in the southeast corner of the parcel for National Church Residences. The property owner (Homewood) raised concerns with City Council that the National Church Residences development would reduce the development potential for the remaining 120 acres of the overall 140-acre tract. Homewood requested that the Community Plan's recommended maximum density of three dwelling units per acre be maintained for the balance of the site, including the National Church Residences acreage but excluding the allowed dwelling units from the total permitted number of units.

Previous Homewood Corporation applications were for informal review (Cases 02-139INF and 03-139INF) and rezoning/preliminary development plan (Case 03-139Z) for a residential development on the total 140-acre parcel. Several plans with mixes of single-family and multiple-family residences were reviewed, averaging approximately two dwelling units per acre, the maximum density noted in the 1997 Community Plan. The Commission discussed tree preservation, open space, density, buffering along the railroad tracks and the future Hayden Run Boulevard Connector, and whether Conservation Design resolution should apply. The applicant ultimately withdrew the applications.

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. A preliminary development plan is also required. The proposed development text establishes a new Planned Unit Development District (Avondale Woods). The text creates seven subareas and includes development regulations that apply to the 120 acres.

Plan Overview

This is a proposal for a residential development consisting of a maximum of 360 dwelling units on a 120-acre site with a mixture of single family and multiple-family housing. The applicant has indicated that their intent is to provide a single, unified neighborhood connected by consistent architectural themes, walkable streets, bikepaths, and an open space network. The site is planned to provide a mix of housing types arranged in varying densities and lot sizes throughout the site. According to the applicant, the proposal is intended to provide a development that is conducive to multi-generational living, including the National Church Residences project.



The proposal includes approximately 37 acres of park space including preserved tree stands and a recreation center intended for use by the entire development.

The proposal includes a mix of multiple family and single-family subareas and open spaces. Main access is from Avery Road on Avondale Woods Boulevard, which has partially been constructed for the National Church Residences. The boulevard terminates at a 2-acre central open space around

which single-family lots and multiple-family apartment units front. Single-family residences (78 lots) also are proposed adjacent to the large Avondale Woods tree stand in the north of the site and the smaller Triangle Woods tree stand to the west.

A large section of multiple family units (144 units in 3- to 4-unit buildings) is proposed in the southwest portion of the site, west of National Church Residences, the Hayden Run Boulevard extension (planned) to the south and the CSX railroad line to the west. Additional

Details	Rezoning with Preliminary Development Plan
	<p>40 multiple family units (two-unit buildings) are shown north of Avondale Woods Boulevard in the center of the site as well as in the northeast portion of the site (102 units in four-unit buildings). All multiple family units are served by private interior streets.</p> <p>The layout and product for northeast portion if the site has not yet been determined. The plan indicates “alternative residential product” for the 10.5-acre portion of the site. According to the site plan, this area may be developed with a maximum of 102 units, which will allow the development reach its maximum permitted density. The applicant would like to move forward without committing to a product at this time and further develop the product, layout and design concept in the future taking market conditions at that time into account. These details would be part of a final development plan application.</p>
<p>Community Plan <i>Future Land Use</i></p>	<p>The Community Plan Future Land Use map designates this site as <i>Mixed Residential Low Density (2-5 du/ac)</i>, which is typified by residential neighborhoods that incorporate a variety of single- and multiple-family dwellings, generally in larger projects. The integration of a broad range of housing within neighborhoods is intended to allow for greater housing choices particularly for younger and older age groups. This classification is intended to provide market flexibility to allow for a wider range of housing choices, consistent with Dublin’s Land Use Principles.</p> <p>Larger sites are expected to incorporate a mix of housing types and to be designed to look, feel and function as a cohesive neighborhood. Mixed Residential – Low Density areas are intended to provide a mix of housing options and transition from existing single-family neighborhoods at a typical density of 3.0 du/ac.</p> <p>The Future Land Use classification for the 120-acre site would yield a maximum of 360 dwelling units.</p> <p>When the rezoning/preliminary development plan for the 200-unit National Church Residences development was approved for the southeast corner of the parcel in April 2009, City Council members agreed to consider the density of the 19.62-acre NCR site apart from any future development proposals on the balance of the overall parcel. This decision was largely based on the applicant’s understanding that the quality of the development would warrant this consideration. The applicant is proposing 360 dwelling units at a density of three dwelling units per acre over the remaining 120 acres, the maximum density permitted by the Community Plan. The Commission, following Council’s direction, previously informed the applicant that the maximum density would need to be earned through a higher level of quality through appropriate design characteristics.</p>
<p>Community Plan <i>Southwest Area Plan</i></p>	<p>The Southwest Area comprises nearly 1,500 acres of mostly undeveloped land stretching from Emerald Parkway to Houchard Road and bordering</p>

Details

Rezoning with Preliminary Development Plan

the City of Columbus to the south. The future extension of Tuttle Crossing Boulevard to the west will open much of this area to development, although some development may occur in advance of the Tuttle Crossing Boulevard extension where access from existing roadways and utilities is already available. This site is included in the area plan as part of the Avery Road to Railroad Focus Area.

Existing uses along Rings Road include a small number of remaining single-family homes, a church and a manufactured home park. Most of the area remains as agriculture, awaiting the future extension of Tuttle Crossing Boulevard.

Construction of the National Church Residences – Avondale development began in 2011 at the southernmost gateway to Dublin along Avery Road. This new senior living community will provide a range of residential options and services, including independent living, assisted living and continuing care, and will expand housing choices for retirees in Dublin. The Plan states new housing in this area should be designed to blend sensitively with the scale and architecture of the National Church Residences and to create an integrated neighborhood with residents in various stages of life.

According to the area plan, transportation and development pressure define this portion of the Southwest Area. To the south lies rapidly developing land within the City of Columbus annexation corridor that will result in higher densities and significant impacts to the road network. Future modeling indicates substantial traffic levels at I-270 and on Tuttle Crossing Boulevard to Avery Road. Proposed office and retail development along Avery Road in the City of Columbus will create additional traffic issues and access challenges. The City of Dublin is continuing to cooperate with Columbus, Hilliard, and Franklin County to ensure the impacts of new development on the regional transportation network are effectively managed.

This portion of the Southwest Area includes significant challenges to blend future land uses. The extension of Tuttle Crossing Boulevard through this area will connect to Cosgray Road, which will provide direct I-270 access for significant portions of residential development along the Hayden Run Corridor. Alignment options for the extension could have widely varied effects on the vacant land and development must be planned to provide adequate transitions between uses.

Ultimately, the planned extension/alignment of Tuttle Crossing Boulevard will provide regional roadway, greenway, and pedestrian connections, all within the context of a broader range of housing options. Combined with access management needs along Tuttle Crossing Boulevard and Avery Road and a desire to properly transition uses with existing residential areas, substantial care must be taken to properly manage area

Details Rezoning with Preliminary Development Plan	
	<p>development and minimize traffic impacts to residential areas. Another development constraint is created by the planned Hayden Run Boulevard railroad overpass in the City of Columbus, and the presence of the CSX railroad, further complicating potential land use options, particularly for this site.</p>
<p>Community Plan <i>Land Use Principles</i></p>	<p>The Land Use Principles were included in the Community Plan to serve as a basis for evaluation of future development proposals and to set common design objectives and directions for land use policy in Dublin. The ten Principles are grouped and summarized below.</p> <p><u>Quality and Character (Principles 1, 6, 7, and 9)</u> <i>High quality design for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place; preserving the rural character of certain area of the community, including the appearance of roads, as well as the landscape; developing streets that create an attractive public realm and make exceptional places for people; and creating streets that contribute to the character of the community and move a more reasonable level of traffic.</i></p> <p>The proposal preserves many of the substantial natural features on this site, and portions of the proposed layout create attractive public spaces.</p> <p>The applicant has addressed previous concerns by including traffic calming measures for the north-south roadway to slow traffic and improve pedestrian safety. Apart from the southwest multiple family area, they have also proposed consistent architectural themes, which can encourage walking and biking through these neighborhoods.</p> <p>As outlined further in this report, portions of the proposed private streets inhibit walkability and fail to create a distinct high quality character, particularly in the proposed multiple family area to the southwest. This portion of the development proposes a street design, driveway spacing, and a lack of pedestrian safety that does not meet the intent of the Land Use Principles.</p> <p><u>Connectivity (Principles 2, 8 and 10)</u> <i>Creating places to live that have a stronger pedestrian environment, connections to convenient services, and are conducive to multi-generational living and social interaction; creating better connected places, in part, to improve the function of the street network and also to better serve neighborhoods; and providing opportunities to walk and bike throughout the community.</i></p> <p>The applicant is proposing several connections through the site that are consistent with the Community Plan and will assist with providing connectivity through the site. A secondary access point will likely be</p>

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	<p>needed to permit public safety access. An additional bike path along the CSX rail line and along the southern property line has been included to encourage pedestrian and bicycle connections throughout the site and the surrounding area.</p> <p><u>Integration (Principles 3, 4 and 5)</u> <i>Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality; providing some retail services in closer proximity to residential area as an important amenity to residents; and creating a wider range of housing choices in the community, as well as in new neighborhoods.</i></p> <p>The applicant is proposing to develop an inter-connected, multi-generational neighborhood that will assist with achieving the Community Plan's recommendation of providing a greater range of housing options. Using consistent architectural themes and pedestrian-oriented architectural and street design techniques will reinforce the creation of a unified neighborhood with a mix of housing types. An improved site design in the southwest area could contribute to meeting these Principles.</p>
<p>Community Plan <i>Thoroughfare Plan</i></p>	<p>The Thoroughfare Plan includes an extension of Tuttle Crossing Boulevard from Avery Road to Cosgray Road but construction is not in the current five-year Capital Improvements Program. The extension is programmed for design and acquisition but the roadway west of Avery Road is not programmed for funding.</p> <p>The segment of Tuttle Crossing Boulevard west of Avery Road, north of this site is planned as a four-lane divided roadway with a 100-foot right-of-way. The precise alignment of this roadway has not been determined. The conceptual alignment in the Community Plan shows the potential for placing open space between the roadway and this development, however as this only a conceptual alignment, buffering will be needed along the northern boundary of the development to provide an adequate transition for the proposed homes.</p>
<p>Adjacent Jurisdiction <i>City of Columbus</i></p>	<p>This site is surrounded on three sides by the City of Columbus. According to Columbus' Draft Hayden Run Corridor Plan, surrounding land could experience intensive commercial development with high volumes of traffic on the adjacent road network.</p> <p>The Draft Hayden Run Corridor Plan (2004) recommends office and neighborhood commercial development on the parcels to the east of the site. The plan also recommends intensive development served by transit on the land to the south of the site and the future Hayden Run Boulevard Connector road near the intersection of Avery Road and the CSX rail line.</p> <p>A multiple family development has been approved in the City of</p>

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	<p>Columbus with a density of 10 units to the acre northeast of this proposal adjacent to Subarea D. This proposal includes an emergency access point for Fire and EMS for the Avondale Woods development.</p> <p>The Thoroughfare Plan for the City of Columbus shows Avery Road adjacent to the site as a six-lane roadway, based on projected development. Right-of-way along Avery Road which was dedicated to the City of Columbus with the National Church Residences development. Columbus has no timeline for the improvement of Avery Road.</p> <p>This site is surrounded on three sides by the City of Columbus. According to Columbus' Draft Hayden Run Corridor Plan, surrounding land could experience intensive commercial development with high volumes of traffic on the adjacent road network.</p> <p>The Thoroughfare Plan for the City of Columbus Proposed shows Avery Road adjacent to the site as a future six-lane roadway, based on the area's projected development. Right-of-way along Avery Road was dedicated to the City of Columbus with the National Church Residences development. Columbus has no timeline for the improvement of Avery Road.</p> <p>The City of Columbus Thoroughfare Plan also proposes a four-lane arterial roadway along the south side of the National Church Residences and Avondale Woods site, connecting Britton Parkway to the east with Cosgray Road to the west. This road will include an overpass to cross the CSX rail line. Timing for this construction has not been determined.</p> <p>The plans for this overpass will create up to a 35-foot grade change between the finished floor elevation of the proposed units and the pavement of the road. The City of Columbus will construct a 20-foot tall Mechanically Stabilized Earth (MSE) wall approximately 10 feet from the southern property line and the road will be 15 feet above that wall.</p>
<p>Adjacent Jurisdiction <i>Franklin County</i></p>	<p>Franklin County has expressed its concern with their intersection of Avery Road and Hayden Run Road, and has requested development density limitations until further roadway network connections are provided. This limitation would permit 185 of the Avondale Woods units until a connection to this site is available to the Tuttle Crossing Boulevard extension at the north end of the site.</p>
<p>Traffic and Access</p>	<p>This proposal includes one main access point from Avery Road. Avondale Woods Boulevard provides access to Subareas A, B and C and surrounds the central green and extends north near the western boundary of the site. A planned access to the future extension of Tuttle Crossing Boulevard west of Avery Road is proposed in the north portion of the site. A street stub (Scarlett Lane) is provided in the western portion of the site to allow future connection to Rings Road in accordance with the concept depicted in the Southwest Area Plan.</p>

Details

Rezoning with Preliminary Development Plan

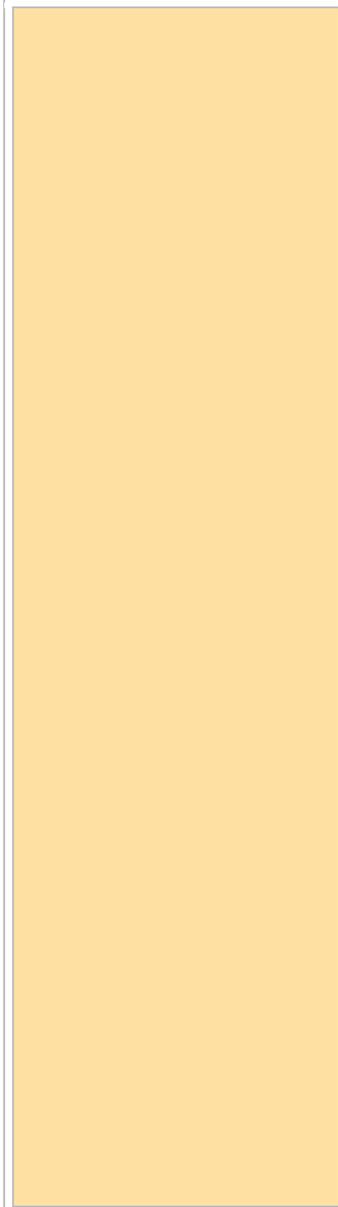
As determined by the submitted traffic study, the applicant is responsible for installing a traffic signal at the intersection of Avery Road and Avondale Woods Boulevard, which is within the City of Columbus right-of-way. However, Columbus may not allow a traffic signal installation until signal warrants are met, which could take several years. The City Engineer will work with Columbus regarding the timing of traffic signal installation. During this period left turns from Avondale Woods Boulevard onto Avery Road will be difficult, particularly during peak hours. If accommodations cannot be made, the second access point must be established from the north end of the site to the extension of Tuttle Crossing Boulevard. This connection would be required with the construction of Phase 3 (the second portion of single family homes) or after 185 units have been constructed.

Although the Washington Township Fire Marshal will permit a single access point for at least a portion of the development, only 126 dwelling units can be served before a second access point will be required. To allow project phasing, the applicant will need to explore the potential for a secondary access point. One possible emergency access location would be through a larger site east of the northern-most neighborhood, located within the City of Columbus. The preferred second access is to the extension of Tuttle Crossing Boulevard. This option provides better overall distribution to the transportation network.

The intent of the internal road network is to be walkable and pedestrian-oriented and the applicant has worked with Planning and Engineering to address previous concerns regarding traffic calming for the north-south road in the east portion of the site. The long, straight road design encourages higher traffic speeds and the applicant has included a note on the preliminary plat that requires traffic calming devices be included as part of the final development plan.

Bikepaths throughout the site connect each subarea neighborhood with the open space and park system. The applicant has revised the site plan to include a north-south street section that connects the central green space with a bikepath connecting to the Avondale Woods. Bikepath connections have been made along the south property line connecting to a path on the National Church Residences site, the railroad line, and Triangle Woods (at the rear of single-family lots) to provide regional bicycle and pedestrian connections and access to future development in the City of Columbus to the south. Planning previously suggested that the applicant provide a similar path for the single-family lots on the south side of the Avondale Woods tree stand, as this area would benefit greatly from increased pedestrian and bicycle access to these wooded open space to counter the perception that these lots are private spaces against the wooded area and the application still does not include this path.

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Private streets are proposed for Subareas A, B and D. Subareas A and D appear to create a streetscape that creates a safe and inviting environment for pedestrians. Amenities include walks from the front doors to paths or on-street sidewalks, on-street parking areas in Subarea D, and an alley-like arrangement in Subarea A with driveways and garages that do not interfere with pedestrians.

However, as noted earlier, the design of the streetscape for Subarea B does not meet Land Use Principles 2, 7, and 10, particularly with respect to emphasizing the importance of designing streets for pedestrians as well as automobiles. The proposed streets are designed with an inverted crown and a 2-foot, 6-inch tree lawn that is too small at for a tree or ground cover to thrive. The design omits curbs and gutters with the pavement right up to the tree lawn. Sidewalk segments in between the driveways are proposed on only the interior side of the loop street. Since each unit has a garage loading onto the street, repeated driveway interruptions create frequent pedestrian and vehicular conflicts. This does not even offer a token consideration for the pedestrian environment and does little to encourage safe pedestrian movement.

Since each unit has either a garage loading onto the street, repeated driveway interruptions create frequent pedestrian and vehicular conflicts. Sidewalk segments in between the driveways are proposed on only the interior side of the loop street. Rather than creating a livable, attractive environment, the view is dominated by garage doors, the most prominent architectural feature at street level.

Rather than creating a livable, attractive environment, the most prominent architectural feature at street level is garage doors. Although this style of streetscape design is common for typical suburban multi-family developments, the Community Plan envisions Dublin as a more pedestrian-oriented community. To create a high-quality neighborhood the lack of streetscape quality and need to improve pedestrian safety must be addressed.

Subarea A
(Multiple Family)

General Information

Subarea A will include approximately 8 acres north of Avondale Woods Boulevard and permits a total of 48 units, which may either be attached or detached. The proposal shows 24 buildings with two units each serviced by a private street off Avondale Woods Boulevard. Each unit is described in the proposed development text as double-fronted, which makes the proposed private street essentially function like a service road. A one-acre open space is included within this Subarea, which is to be maintained by an Association of residents of this Subarea.

Setbacks

- 25 feet for buildings and pavement from the southern boundary
- 20 feet for buildings and pavement along the west and north

Details	Rezoning with Preliminary Development Plan
	<p>boundaries</p> <ul style="list-style-type: none">• 5 feet for buildings and 0 feet for pavement along the east boundary <p>The development text does not address unit separation and a minimum distance between units of at least 12 feet should be required, which coincides with the side yard setback requirements for the single-family units.</p> <p><i>Landscaping</i></p> <p>The proposed development text requires a buffer along the west boundary where the rear of adjacent single-family lots back up to the proposed units. This buffer is a 3- to 5-foot high mound with plantings of 5 deciduous and 3 evergreen trees every 100 feet. This area complements the National Church Residences development to the south and benefits from proximity to the large open space to the east. However, a buffer of this extent along the western boundary inhibits the creation of the unified development that is desired in this area. Planning strongly suggests opening up the service road to allow access for the three single-family units that back up to this area. While the applicant notes complications with the condominium aspect of these units and the single-family homes, this is simply a legal paperwork issue. This access arrangement can easily be accommodated in the beginning of the project with full notification and adequate maintenance provisions in the both homeowner associations' documents.</p> <p><i>Architecture</i></p> <p>The development text requires a Craftsman influence and includes examples of the appropriate design elements. Each unit is required to have a porch and sidewalk extending from the front door to the sidewalk or a private walk. The text permits privacy fencing between patios but no height limitations or material choices are proposed, which will require them to meet current Zoning Code requirements. Units are required to have similar architectural features along the front and rear elevations whenever a unit fronts a public street or green and backs up to a unit on an internal street.</p> <p>Two-car garages with decorative elements and carriage doors are required for each unit and the driveways must be 19 feet in length. Gable vents are required to be addressed with architectural detail and rakes and frieze boards are required to be used on roofs. (Please also refer to the discussion on architecture and materials for the development.)</p>
Subarea B (Multiple Family)	<p><i>General Information</i></p> <p>Subarea B will include approximately 19 acres in the southwest portion of the site and permits a total of 132 units, which may either be attached or detached. The proposal shows 40 buildings with 129 units as follows:</p> <ul style="list-style-type: none">• 14 buildings with 4 units

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Rezoning with Preliminary Development Plan

- 21 buildings with 3 units
- 5 buildings with 2 units

Layout

The applicant has worked with Planning on the layout of Subarea B, particularly in terms of providing an appropriate mix of two-, three-, and four-unit buildings. Sidewalks are indicated along one side of the streets serving this portion of the site. The majority of this area is served by private open spaces at the back of the units. Planning has encouraged the applicant to explore whether open areas between units can be designed as bioswales or rain gardens. However, these features were not included but could be provided with the final development plan.

Setbacks

- 100 feet for buildings and pavement along the west and south boundaries
- 50 feet for buildings and pavement along the east boundary
- 13 feet minimum for buildings along Avondale Woods Boulevard
- 20 feet along the north boundary along Avondale Woods Boulevard and Central Green Road (which does not exist in the plans)

The applicant has increased the setbacks along the CSX line from previous submittals from 50 to 100 feet. There have also been changes incorporated to pull as many units as possible away from this boundary. The plans show and the text requires a minimum 6-foot tall mound with a 6-foot fence along the railroad setback. The mound will be planted with evergreen and deciduous trees and shrubs. A bikepath is also proposed within this setback. The text also requires that existing healthy trees remain in this area if feasible.

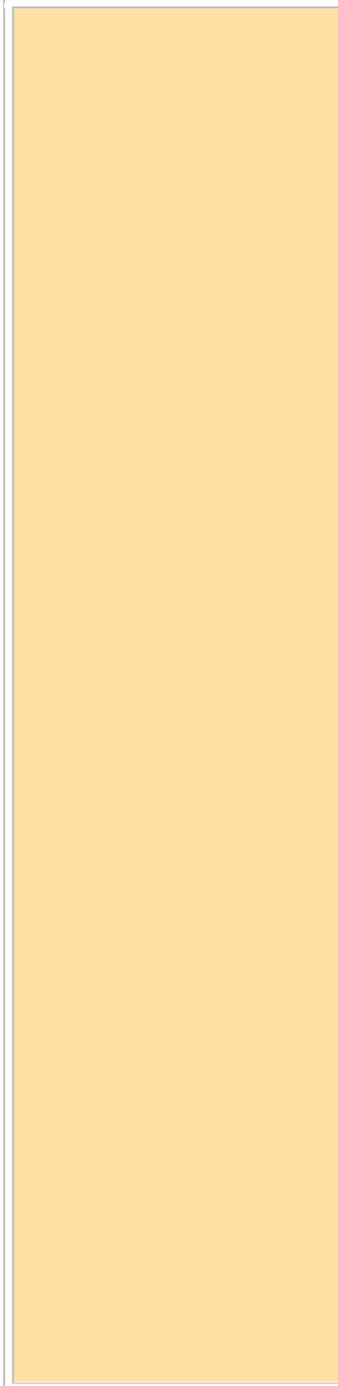
As part of previous concept plan review of this application, CSX has contacted Planning and requested a 200-foot setback. The line is quite active with a minimum of 16 trains in a 24-hour period. Five of which run during the evening. Planning continues to be concerned about this area of the proposal and prefers that no units directly front or back up to the railroad line. Planning had suggested to the applicant that a single-loaded street or alley along this site boundary would further increase the setback of the units.

The proposed setback along the southern property line is also insufficient. Due to the planned improvements, the Hayden Run Boulevard connector will be located above the proposed buildings and the views from the apartments will be of a concrete wall.

Parking

The proposal meets required parking using driveways and garage spaces. Planning encouraged the applicant to identify areas for additional visitor parking; the applicant has deferred this issue until the final development

Details **Rezoning with Preliminary Development Plan**



plan. Some units include shared driveways, however these are designed to simply have a shared driveway apron rather than a narrower drive at the street. An improved street design could include on-street parallel parking that could contribute to a more pedestrian character by forming a clear boundary between the street and the sidewalk.

Architecture

The architectural requirements are the same or similar to what is required for Subarea A. Craftsman influences, dark accent colors for doors and garages are required. The text requires only a few units fronting onto the central green to provide a sidewalk extending from the front door to the sidewalk or a private walk, which further eliminates the chance for community interaction and walkable environment. The text permits privacy fencing between patios but no height limitations or material choices are proposed, which would require them to default to the Zoning Code. Units are required to have similar architectural features along the front and rear elevations whenever a unit fronts a public street or green and backs up to a unit on an internal street. The text requires units backing up to the railroad to have additional sound insulation.

Only three bedroom units are required to have two-car garages. All garages must have decorative elements and carriage doors are required for each unit and the driveways must be 19 feet in length. Gable vents are required to be addressed with architectural detail and rakes and frieze boards are required to be used on roofs. (Please also refer to the overall discussion on architecture and materials for the overall development.)

Landscaping

As described above, the text requires buffering along the railroad with a minimum 6-foot tall mound planted with evergreen and deciduous trees and shrubs and a 6-foot tall, solid fence.

The text also requires a buffer along the east boundary with National Church Residences of deciduous and evergreen trees at a ratio of 5 trees per 100 feet.

The text does not require buffering or screening along the south property boundary against the Hayden Run Boulevard overpass.

Subarea C
(Single-Family)

General Information

Subarea C is approximately 31 acres and borders the Avondale Woods tree stand to the north, Triangle Woods to the west, the apartment units to the south along Avondale Woods Boulevard, and the multiple family units in Subarea A to the east. The text permits, and the plan shows, a maximum of 78 lots.

Layout

Details

Rezoning with Preliminary Development Plan

Units are laid out in a grid-like pattern north of Avondale Woods Boulevard with the largest lots fronting onto the central green, a two-acre oval open space in the center of the site. Lot sizes vary greatly within this Subarea and the text has no minimum or maximum lot size. Lot width must be 55 feet at the building line and while the plan shows varying lot widths, the text prohibits the mixing of different lots widths. The site plan shows 78 single-family lots in the center of the site with lot sizes that vary from 90 feet around to the central open space, 65 to 70 feet toward the northern woods to 55 feet adjacent to Triangle Woods.

The lots are served by public streets: Langley Drive and Scarlett Lane, which stubs to the west. Langley Drive extends north off the central open space and terminates into an easement between Lots 32 and 33 to provide pedestrian access to the woods to the north.

Setbacks

Front yard building setbacks are required to be a minimum of 13 feet minimum and a maximum of 20 feet, which creates a build zone that has been used lately in newer subdivisions. However, it is not clear in the development text, whether a 'zone' in which the building must be located is the intent behind this requirement. The applicant should clarify whether a building located at the 20-foot line meets the setback requirement.

Certain lots will have setback requirements that differ due to the utility easement which runs through the front yard of Lots 24 through 42 and Lot 58. In these areas, the front setback will be 5 feet off the easement. Staggering is not required. Lot 58 creates an awkward home site as it is so constrained by easements that the buildable area is disconnected from the remaining homes.

Side yard setbacks are required to be 6 feet for buildings and 3 feet for driveways. This is waived where shared driveways are used. Rear yard setbacks are required to be 20 feet for lots backing up to the Avondale Woods tree stand, which will be a tree preservation zone.

The development text should be updated to include a definition for a tree preservation zone. Utilities are permitted within this zone, potentially making tree preservation impossible in these areas. The development text should also be updated to require rear yard setbacks for all other single-family lots. Additionally, the preliminary plat does not accurately reflect or label the required building setbacks and many of the lots do not meet the text in terms of setbacks as drawn. In areas where utility easements coincide with the required building line, the home may not be able to meet the text requirement, due to conflicting requirements.

Architecture

Details	Rezoning with Preliminary Development Plan
	<p>The architectural requirements are similar for the single-family lots as for the multiple family areas in requiring a Craftsman architectural theme. Homes along the central green require side-loaded garages. The text requires that <u>all</u> homes have a porch. However, this sets up a conflict with another part of the text that states that homes without court-yard style garages are not required to have a porch. (Please also refer to the overall discussion on architecture and materials for the overall development.)</p> <p><i>Open Space</i> Avondale Boulevard leads to a central green space that is intended to be a focal point for the entire development. Accordingly, the design of, and access to, this “central park” will be an important site feature and will play a significant role in establishing the character of this development.</p> <p>One element of this space will be the architectural character and street presence of the units around the green. A roadway surrounds the central green, with facing dwelling units, single-family on the north and multiple-family on the south. To emphasize the walkable, pedestrian-oriented neighborhood character, reduced front and side yard setbacks and sidewalks that connect the front doors to the public sidewalks will be important connecting elements. These elements have been successfully incorporated into the multiple-family unit along the southern portion of the central green. The single-family units are required to have side-loaded garages in this area.</p>
Subarea D (Multiple Family)	<p><i>General Information</i> Subarea C is approximately 15 acres in the northeast portion of the site. The applicant has been reluctant to provide a layout for this portion of the development due to constantly changing market conditions. However, given the density allowances per the Community Plan, the applicant was able to provide a layout with the maximum number of units possible to keep the overall site density to 3 units per acre. The text would permit a maximum of 102 units in this subarea. The plans show 18 buildings with 4 units each for a total of 72 units.</p> <p><i>Layout</i> This Subarea includes two large open spaces, of approximately one acre each. A central open space is intended to serve as an amenity for the residents of this Subarea and the other open space to the south may be required for stormwater management. Two access points are proposed off Scarlett Lane, the main north-south connector road. The access points are connected through an interior private road, which incorporates on-street parallel parking. The buildings front onto this street and each unit has a walk that extends to the sidewalk which is provided on both sides of the street. The units have garages that are access through an alley like system in the rear.</p> <p>The applicant has indicated that the layout of this Subarea may change</p>

Details **Rezoning with Preliminary Development Plan**

significantly at the final development plan stage depending on market conditions and final product section.

Setbacks

- 50 feet for buildings and pavement from the northern boundary
- 30 feet for buildings and pavement along the southern boundary
- 40 feet for buildings and 20 feet for pavement from the Scarlett Lane right-of-way

A correction is necessary to the text where the western setback requirement is listed as "eastern."

Traffic Considerations

The development text includes commitments for a safe crossing mid-block along the frontage of Subarea D across Scarlett Lane to Avondale Woods as well as traffic calming along Scarlett Lane, which is an attempt to address Planning and Engineering's concerns with the long, straight layout of this road. These elements are to be deferred to the final development plan, however there needs to be a clear understanding of what the applicant is intending to install.

An emergency access point is included in Subarea D subject to approval by Washington Township. The access point is along the eastern boundary and would provide access to the multiple family development in the City of Columbus. This access point is dependent on the timing of construction of the planned development in Columbus. It would be temporary until the connection to the Tuttle Crossing Boulevard is made, and will require additional information before it can be accepted.

Landscaping

The text includes tree preservation requirements in Subarea D along the eastern property line. The tree row will be augmented to provide additional buffering. The text also permits a 6-foot tall fence as perimeter screening along the north and east property lines, which particularly along the east may interfere with tree preservation. Mounding and landscaping are required along these boundaries, however all details are deferred to the final development plan.

Subarea E
 (Clubhouse & Open Space)

As previously suggested by the Commission, the applicant relocated the clubhouse to the east open space north of Avondale Woods Boulevard. There is a parking lot to the north of the clubhouse and a sizable stormwater management pond. Access to the clubhouse is through a path system connecting the residential areas and the open space.

The clubhouse is limited to a maximum of 15,000 square feet and may include a pool. The architectural requirements are similar to the residential subareas and the Commission will review and approve the clubhouse at the final development plan.

Details	Rezoning with Preliminary Development Plan
Subareas F & G (Parkland)	<p>The site includes approximately 37 acres of open space, including small park spaces, and preserved wooded areas. As Subareas F and G, the development text addressed Avondale Woods (F) and Triangle Woods (G) tree stands which are intended to be dedicated to the City as parkland, with the potential for future paths and parking areas. The intent for these areas is to leave them as natural as possible. There is a path access easement included for Subarea F between two residential lots and the plans show a fence or other type of demarcation along the rear of lots backing up to these woods.</p> <p>Planning is not in favor of a fence as a demarcation as it artificially would extend rear yards and interfere with existing trees.</p>
Open Space	Other open spaces within this proposal are included in the respective Subareas.
Architecture	<p>At the September 2, 2010 review of the initial concept plan application, the Commission agreed that the applicant needs to carefully consider the unifying elements for the architectural concepts for these neighborhoods. The Commission was particularly concerned that the applicant provide a material palette that would have the necessary degree of quality to earn the maximum density requested.</p> <p>The applicant has provided architectural detailing and character examples for the multiple family units. Each final elevation will need to be reviewed and approved at the final development plan for the multiple family units. According to the text, each of the buildings has the option of being front- or rear-accessed, depending on its location.</p> <p>The primary material is siding (vinyl) with a secondary use of stone on portions of the front elevations. Some of the roof gables are clad in shake and roof brackets provide additional architectural interest. Shutters are shown on some of the windows. A majority of the units include a porch (except as previously indicated for the text conflict) and each unit includes a patio.</p> <p>Shutters sized to cover the entire windows with functioning hardware have been a standard architectural requirement for developments in Dublin and are included in this development, but shutters are not a requirement.</p> <p>No architectural concepts have been provided for the single-family portion of the development. However, quality is essential for this portion of the development as much as for the multiple-family areas and the applicant has included quality requirements in the development text. The text also requires the single-family units meet the Residential Appearance Code. The Code requires two- and three-units buildings also meet the Appearance Code and the proposed text does not eliminate this requirement.</p>

Details	Rezoning with Preliminary Development Plan
Building Materials	<p>Permitted materials include brick, stone, stucco, wood and cementitious siding. The text also permits vinyl or other PVC products as exterior building materials but requires their approval with the final development plan with examples of successful, high quality installations used with appropriate architectural detailing. High-quality materials are critical to the creation of distinctive, enduring neighborhoods.</p> <p>Significant applications of vinyl siding if used as a primary building material will result in monotonous building façades with little texture or depth, making larger structures appear more massive and less scaled to pedestrians. Planning has determined that vinyl does not achieve this and requests it be eliminated as a permitted primary building material. For these reasons, Planning cannot support vinyl as a permitted primary building material; limited application as trim materials may be appropriate, but in no case should be used as a primary building material.</p> <p>The Commission has consistently been critical of the use of vinyl siding in multiple-family developments as a primary material; a concern that has been emphasized to the applicant. The Commission has stated that vinyl is not a building material that exemplifies Dublin as a high quality community and has also maintained that the use of this material does not contribute to creating a high quality neighborhood to earn the maximum number of units per the Community Plan and Council’s agreement.</p> <p>Permitted trim materials include gypsum reinforce fiber cement, vinyl, and decorative synthetic millwork exterior applications.</p> <p>Permitted roofing material include 30-year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles, standing seam, slate and ceramic tiles. The text also permits engineered wood or slate roofing materials if approved as part of the final development plan.</p>
Stormwater and Utilities	<p>Utilities serving the proposed development are adequate.</p> <p><i>Sanitary Sewer</i></p> <p>This site proposes that public sanitary sewer main be installed with this development to serve the residential units. This network of sewer will ultimately connect into an existing 36-inch sanitary sewer main that flows west to east along the northern portion of this site.</p> <p><i>Water</i></p> <p>New public water main and fire hydrants are proposed to be installed to serve a majority of this development. This public water system will connect to an existing 12-inch water main located along the southern edge of Avondale Woods Boulevard.</p> <p>The portions of the project that are attached residential (multifamily) will be served by master metered private water mains and hydrants.</p>

Details Rezoning with Preliminary Development Plan	
	<p><i>Stormwater Management</i></p> <p>Stormwater management is provided by the expansion of an existing retention basin located in the eastern portion of site. These ponds also provide the stormwater management for National Church Residences.</p> <p>In addition to the proposed ponds, public storm sewer is proposed along with storm structures placed at adequate intervals.</p>

Analysis Rezoning with Preliminary Development Plan	
Process	Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.
1) Consistency with Dublin Zoning Code	<p>Criterion not met: This proposal is consistent with the Zoning Code, except as appropriately altered in the proposed development text. However, there are provisions outlined in the proposed development text that appear to be inconsistent with the plans. Given the size of the development and the amount of information provided, the applicant should carefully review the Planning Report and update the plans and text to match.</p>
2) Conformance with adopted Plans	<p>Criterion not met: Planning is concerned that while the proposal meets the numerical requirements of the units, the proposed plan fails to produce a high quality site design in accordance with Land Use Principle 1 for the proposed Subarea B, and as previously agreed to by the applicant with City Council. The proposal does not provide a high quality design as required in Principle 1 for Subarea B specifically. The proposed layout is suburban in nature and entirely auto-related. Lacking a layout that addresses pedestrian and street connectivity, the project fails to create an acceptable streetscape orientation. The emphasis is placed on garages, parking spaces and driveways and therefore does not create a quality place. The purpose of the planned district process is to take advantage of best practices of neighborhood design and planning to ensure that the high quality standards of the City are maintained.</p> <p>Additionally, the adopted Land Use Principles and the Community Plan consistently address the importance of quality design and pedestrian-orientation that the proposed plan does not adequately address. The proposal fails to provide a safe and efficient pedestrian circulation system within the site. Land Use Principle 2 requires the creation of places that have a stronger pedestrian environment and the proposal's emphasis on the automobile as the driving force behind the site design essentially creates a negative public realm and impedes pedestrian interaction. The plan is primarily focused on vehicular circulation; driveways interrupt the streetscape leaving short sidewalk segments in the areas between. The provision of mainly front-loaded garages crowds the street and does not result in a very attractive or pedestrian-oriented</p>

Analysis	Rezoning with Preliminary Development Plan
	<p>street. This streetscape is entirely given over to the automobile. Developing streets that create an attractive public realm and make exceptional places for people is the requirement of Land Use Principle 7. As proposed, the development will create a private drive system completely dominated by garage access. The emphasis on pavement and garage doors creates an unattractive visual experience and streetscape character, contrary to that encouraged by the Community Plan.</p>
<p>3) Advancement of general welfare and orderly development</p>	<p>Criterion not met: This proposal does not conform to the Community Plan and while compatible with the surrounding National Church Residences development, there are major concerns regarding this development and its impact on the surrounding roadway systems without major improvements.</p>
<p>4) Effects on adjacent uses</p>	<p>Criterion met: The development is appropriately located within the City and meets the Southwest Area Plan for Land Use and arrangements of uses.</p>
<p>5) Adequacy of open space for residential development</p>	<p>Criterion met: The applicant has provided sufficient open space for this community and the City as a whole. While Planning is concerned about encroachments from homeowners adjacent to Avondale and Triangle Woods, the applicant is permitting demarcations to ensure the land stays public. The applicant has also worked with staff to include an access point path to Avondale Woods through the residential area.</p> <p>The central green and clubhouse areas provide an amenity to the residents as do the sizable open spaces in Subareas A and D. Subarea B has open space that largely is to the rear of the units and not as accessible as other open spaces.</p>
<p>6) Protection of natural features and resources</p>	<p>Criterion not met: Additional information will be required regarding tree protection during the final development plan. The plans and text indicate desires for tree preservation but no language is included that clearly indicates tree preservation requirements. Particularly concerning are allowances for the location of utilities within proposed tree preservation zones.</p>
<p>7) Adequate infrastructure</p>	<p>Criterion met: Infrastructure is adequate interior to the site and the applicant is providing stormwater management facilities as well as adequate access and circulation through the site.</p>
<p>8) Traffic and pedestrian safety</p>	<p>Criterion not met:</p>
<p>9) Coordination & integration of building & site relationships</p>	<p>Criterion not met: Largely, the relationship of buildings and structures to each other and to other facilities within the proposed plan provides for the coordination and integration of this development. However, Planning is concerned that the arrangement of buildings in Subarea B, given their location near the railroad and the Hayden Run Boulevard overpass and the street network proposed do not maintain the image of Dublin as a</p>

Analysis		Rezoning with Preliminary Development Plan
		quality community.
10) Development layout and intensity		Criterion not met: This criterion is not met as the proposed setbacks, distances between buildings and structures, required yard space and traffic accessibility lack information or coordination as outlined in this report. All of these elements have a bearing on the overall acceptability of the development plan's contribution to the orderly development of land within the City and without adequately addressing the issues raised by staff, the proposal should not be accepted.
11) Stormwater management		Criterion met: Adequate provision is made for stormwater management.
12) Community benefit		Criterion met: the proposal will provide additional housing options to the City and as stated above, the design and site arrangement of a majority of the proposal is consistent with the intent of the Planned Development District regulations.
13) Design and appearance		Criterion not met: Permitted materials include brick, stone, stucco, wood and cementitious siding. The proposed text permits vinyl or other PVC products as exterior building materials and the Commission has previously stated that vinyl is not a building material that exemplifies Dublin as a high quality community. Vinyl should not be permitted as a primary building material.
14) Development phasing		Criterion met: The development plan includes a phasing plan that shows build-out over 8 phases. No times are associated with these phases and a unit count is an important element as development is limited to certain numbers based on required infrastructure improvements.
15) Adequacy of public services		Criterion met: There are adequate services for the proposed development.
16) Infrastructure contributions		Criterion not met: As outlined in this report, significant contributions will be required as part of this proposal. The applicant has not agreed to all of the contributions.

Recommendation		Rezoning with Preliminary Development Plan
Disapproval		In Planning's analysis, this proposal does not comply with the rezoning/preliminary development plan criteria as detailed above and disapproval is recommended.

Details		Preliminary Plat
Plat Overview	<p>The proposed preliminary plat subdivides 120 acres of land into 78 single-family lots and 10 reserves of open space and rights-of-way for Avondale Woods Boulevard, Scarlett Lane and Langley Drive.</p> <p>The preliminary plat shows street sections for public and private streets, but is lacking setback requirements or showing them incorrectly, and there appear to be random numbers listed on the plat. The plat should include the open space acreages in the maintenance table and lot depths should be shown consistently for all lots.</p>	

Analysis		Preliminary Plat
Process	<p>The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.</p>	
<ol style="list-style-type: none">1) Plat Information and Construction Requirements2) Street, Sidewalk, and Bike path Standards3) Utilities4) Open Space Requirements	<p>Criteria not met: The applicant should work with Planning to include all necessary requirements appropriately on the preliminary plat. Additionally, the proposed plat is based on a rezoning with preliminary development application for which Planning is recommending disapproval. Therefore, the applicant will not be able to proceed with this preliminary plat.</p>	

Recommendation		Preliminary Plat
Disapproval	<p>This proposal does not comply with the preliminary plat criteria and a recommendation to City Council for disapproval of this request is recommended.</p>	

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.