

Title: Friends of Dublin Analysis Report – Riviera Development

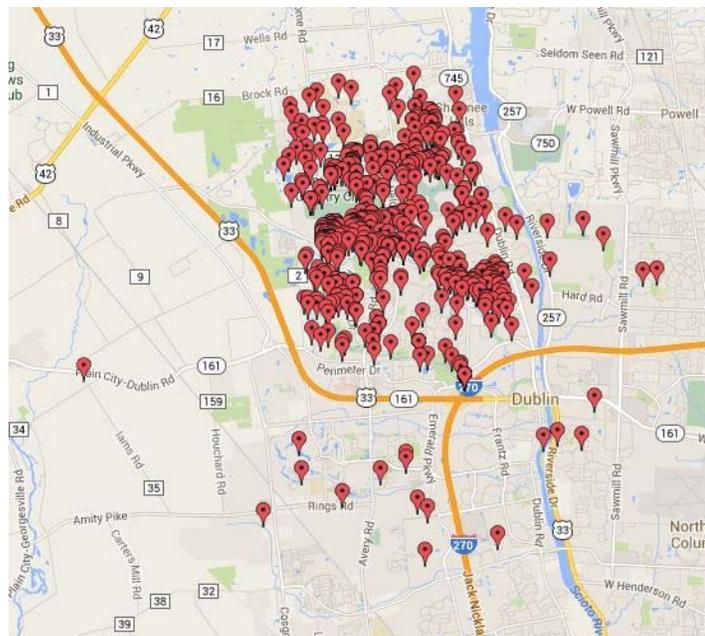
Case Number: 14-0068Z/PDP

Report Author: Friends of Dublin

Summary: In response to the application for redevelopment of the Riviera Golf Club, a community group consisting of 9 homeowners associations, organizations or community groups formed. The steering committee represented the following entities:

- Muirfield Village Civic Association
- The Savona Condominiums at Savona Village
- Belvedere HOA
- Brandon HOA
- Tartan West HOA
- Celtic Estates
- Wellington Place HOA
- Park Place/Post Preserve HOA
- Friends of Dublin Organization

The group, along with individuals from across Dublin have come together specifically to address community concerns regarding the development of the Riviera Golf Club. Support for the organization was surveyed in the summer of 2014 and the geographic distribution of the group's support is widespread throughout the City of Dublin and is represented in the chart below:



In response to the overwhelming community concern connected to this

proposal, the Friends of Dublin has compiled an alternative analysis and report to those provided by both City staff and the developer.

The report evaluates the Riviera development proposal against the sixteen criteria that will be used by Planning and Zoning as articulated in Dublin City Code.

Questions:

Questions regarding the information contained in this report should be addressed to Kevin Walter, kevin@walter4dublin.com

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From the outset, we would stipulate and agree with the Developer's right to develop the Riviera property under the existing zoning and subdivision regulations as defined in Dublin City Code section 152. We would support and advocate for this right.

However, the developer is requesting a change in the current zoning classification from R1 to Planned Unit Development (PUD). This document represents our opinion in response to that planned change in zoning.

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.

Quality and Character (Principles 1, 6, 7, and 9)

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.

Density

The proposal calls for a density of 1.22 dwelling units/acre. The proposal attempts to compare the density of the application to surrounding densities, most specifically Muirfield. During the public Planning and Zoning meeting held on Thursday, March 13, 2014, Ms. Husak stated that Muirfield density was approximately 1.27 du/acre. Several Commission members, including Mrs. Krumb, Mr. Fishman, Mr. Taylor and Ms. Amrose-Groomes all expressed that they would hold the applicant to a standard of density that was at or below the Muirfield Density. The current application at 1.22 du/acre meets the bar set by Muirfield.

Rural Character

In Objective 13 of the Land Use Strategies in the current Community Plan, City Council spells out the concept of Conservation Design. In this Objective, the Plan attempts to strike a "clear balance between economic potential and development character" in Northwest Dublin. Specifically, the Objective calls out Resolution 27-04 as passed by City Council in 2004. "In 2003 and 2004, the Dublin City Council adopted Resolutions 48-03 and 27-04 (Amended), which endorses the utilization of residential conservation design in outlying areas as a means to encourage greater open space provision and alternative land planning techniques."

Resolution 27-04 describes, in detail, the elements of Conservation Design and where it should be applied. In part, the resolution says that Conservation Design sites should be:

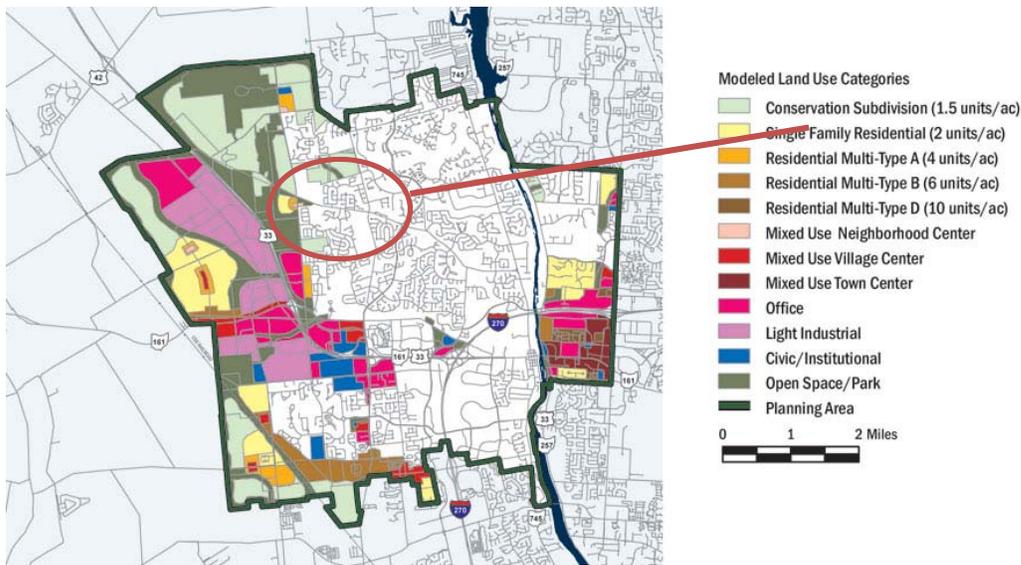
1. In the northwest section of the City
2. On the outskirts of the City
3. With proximity to Glacier Ridge Metro Park

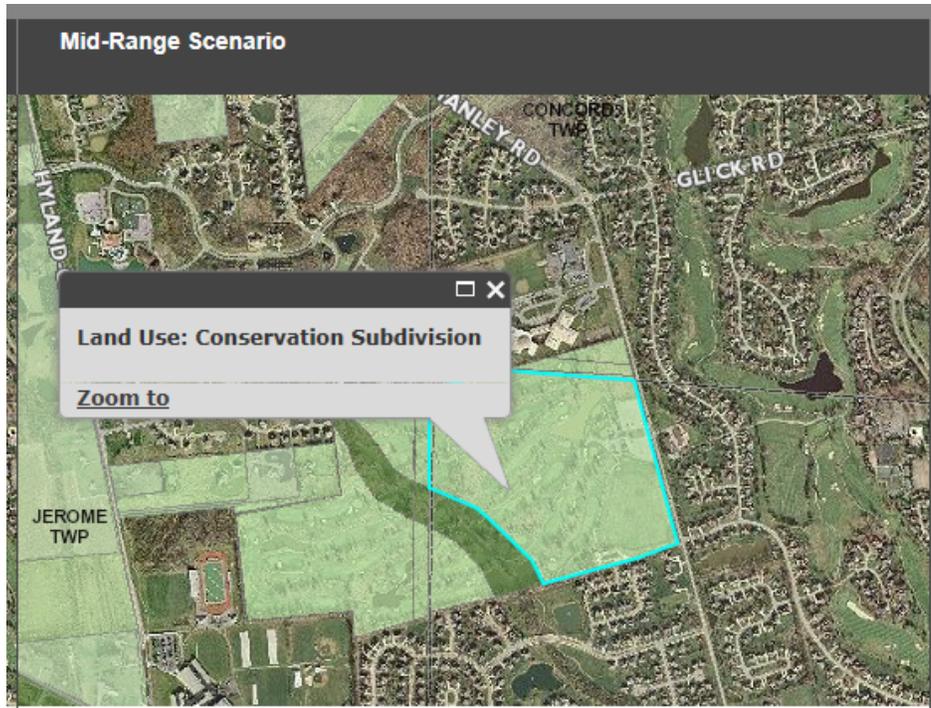
Further, Resolution 27-04 specifically describes how a developer is to preserve and protect the natural characteristics of a development. This includes a 50% open space requirement and for the remaining 50% of the development, 75% of those lots should be directly adjacent to the open space. The resolution shows in words and in pictures how roads should weave through natural features and how lots should be laid out in order to maximize the use of open space.

Riviera is:

1. In the northwest section of the City
2. On the outskirts of the City (within 1,000 ft. of the City Limits)
3. With proximity to Glacier Ridge Metro Park (within 1,100 ft. of the Metro Park)

As evidenced by the graphics below contained in the Community Plan Mid-range growth scenario, the Riviera Property has been designated as a Conservation Design Zone.





These two graphics are evidence of City Council's desire to implement Conservation Design standards on the Riviera property. Dublin City Council passed resolution 27-04 affirming Conservation Design as a desired development pattern for areas North and West in the city and specifically spells out criteria that need be in place for a development to contain characteristics of Conservation Design.

The resolution reads, in part.....

WHEREAS, the City of Dublin encourages creative site planning and design flexibility to establish interesting and aesthetically pleasing residential environments, and housing should be provided in the most livable and design-sensitive manner possible; and

WHEREAS, quality of life and sense of place are important economic assets to retain existing businesses and attract new economic development within the City of Dublin; and

WHEREAS, procedures for Planned Development Districts are intended to provide variations from typical development standards and conventional subdivision design in order to create higher quality developments to enhance the City of Dublin; and

WHEREAS, Planned Development District proposals must recognize that residential development is an important facet in the overall development and livability of the City of Dublin, and each proposal must function both within the confines of its own boundaries and within the context of the surrounding area; and

WHEREAS, the decisions in the Dublin Community Plan were based in large part on the measurable impacts of development; and

WHEREAS, the Community Plan recommends the protection and preservation of rural character in outlying areas in the northwest and elsewhere; and

WHEREAS, the Community Plan recommends the preservation of natural features and open space; and

WHEREAS, the Community Plan designates areas for lower-density residential development along the River Corridor and in outlying areas; and

WHEREAS, the Community Plan encourages amassing a large Metro Park to create a greenbelt and a definitive City "edge" to avoid a mass of continuous development; and

WHEREAS, the Community Plan recommends revising Dublin's ordinances to facilitate the preservation of rural character; and

WHEREAS, the Community Plan recommends the use of cluster residential development adjacent to the Metro Park to preserve open space and rural character; and

WHEREAS, the Community Plan includes a Land Use Map based on the "preferred scenario" from computer modeling of the impacts of development; and

WHEREAS, many residential subdivisions have been developed in the City of Dublin that exhibit similar layout characteristics, with similar appearance, and provide similar housing stock; and

WHEREAS, continuing this development pattern will create a repetitious environment for the City as a whole and limit the housing choices of the residents; and

WHEREAS, the City of Dublin desires to broaden the housing choices available to its residents, and remains committed to high quality in all housing options to serve existing and future residents; and

WHEREAS, the community desires to avoid repetition and to create a diverse and dynamic environment as the City continues to develop; and

WHEREAS, the City of Dublin desires to preserve natural features of the land, the open vistas, and open space in general whenever possible; and

WHEREAS, conservation design practices are based on the natural resources of the land being developed and provide for preservation of substantial open space; and

WHEREAS, conservation design practices should be employed to further both the open space and housing goals of the City of Dublin; and

WHEREAS, the Dublin City Council and its Planning and Zoning Commission have indicated support for such practices on a continuing basis;

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

Section 1. New development shall provide a variety of housing styles and designs and preserve open space and natural features. New development proposals need to conform to the density ranges and impact recommendations in the adopted Community Plan based on a gross density calculation for the development. The upper limits of the density ranges should be considered only where public facilities support it, where important natural features are being preserved, and where not inconsistent with existing or future, neighboring land uses. The City will require all new residential proposals where a planned development district is requested to provide a layout based on conservation design practices, indicating at least fifty percent open space for evaluation.

Section 2. Sites with woods, streams, river frontage, steep slopes, and other natural features or which otherwise provide significant open space will be considered as prime candidates for employing conservation design techniques. Additionally, conservation design techniques should be incorporated wherever possible for development sites located along the River Corridor, at the outskirts of the municipality or with proximity to the Glacier Ridge Metro Park.

Section 3. Conservation layouts being submitted for evaluation should be based upon and adhere to design criteria for conservation design that calls for the clustering of available density onto smaller, grouped, individual building areas. Conservation layout should generally adhere to the following principles:

- All conservation design projects should strive for at least 50 percent open space areas.
- All conservation design projects should strive to have at least 75 percent of the dwelling units directly adjacent to open space areas. Dwelling units should be clustered in patterns that preserve sizeable open spaces and still disperse the dwelling units to permit a high percentage to be directly adjacent to the open space.
- All conservation design projects should attempt to provide large setbacks from existing streets, especially designated scenic roads, and to create a separate area identity surrounded with open areas specifically preserved in the development of these projects.
- Wherever possible the street system should have a curvilinear pattern that will minimize traffic speed, support the housing development pattern, and protect natural features.
- Historic sites and their cultural landscapes may be included as part of the required preservation area. Cultural landscapes required to preserve an historic site's integrity shall be maintained.

We believe that this application is subject to Resolution 27-04 and as such, should meet both the spirit and letter of the Resolution.

Applicability and Enforceability of Resolutions

Resolutions are, in fact, "legislative actions" taken by Dublin City Council. (DCOA sec. 4.01). Further sec 4.01b states that "Council shall use a resolution, where practicable, for any legislation of a temporary, informal or ceremonial nature". The question comes to what is the definition of "temporary"? Dublin City Code is silent on the definition of temporary. Some

communities (ex: Avon Lake, OH) pass all zoning legislation through Resolution. Ohio Code is also silent on the definition of temporary. Thus we must turn to the US Supreme Court. On April 23, 2002, the United States Supreme Court issued its decision in *Tahoe-Sierra Preservation Council, Inc. v. Tahoe Regional Planning Agency*, a case involving the question whether a temporary building moratorium that prevents all economically beneficial uses of property during its effective period amounts to a taking of private property requiring just compensation. While the Riviera development plan is in no way considered a taking, this case does deal with the meaning of "temporary" with respect to zoning regulations. In 1981, the Tahoe Regional Planning Agency passed a "temporary" moratorium on development activities. Temporary was considered not-permanent but did not have any defined end date. The case revolved around what the economic impact of that "temporary" moratorium was.

Temporary can be defined as that which is to last for a limited time only, as distinguished from that which is perpetual, or indefinite, in its duration.

So, as temporary legislation, a resolution remains in place until a permanent ordinance is enacted to replace or supersede it. Or, a resolution might be time boxed by the resolution itself. Given that Resolution 27-04 is not time boxed and the fact that it is codified by its inclusion in the most current Community Plan update in Ordinance 54-13, ***it is clear that Resolution 27-04 remains in effect.***

We believe that in this most recent version of the plan, the applicant has substantially met the burden required by Resolution 27-04.

Traffic

****** Please note – the applicant has not submitted any revised traffic studies for the newly revised plat. ******

Information as of the previous application

The traffic study summary produced by the applicant contains several errors or omissions. The applicant has used Institute of Traffic Engineers (ITE) Code 210. The applicant has provided a traffic study that depicts AM peak and PM peak trip generation. A detailed review of the study reveals that the applicant summary has severely understated the traffic impact of this development

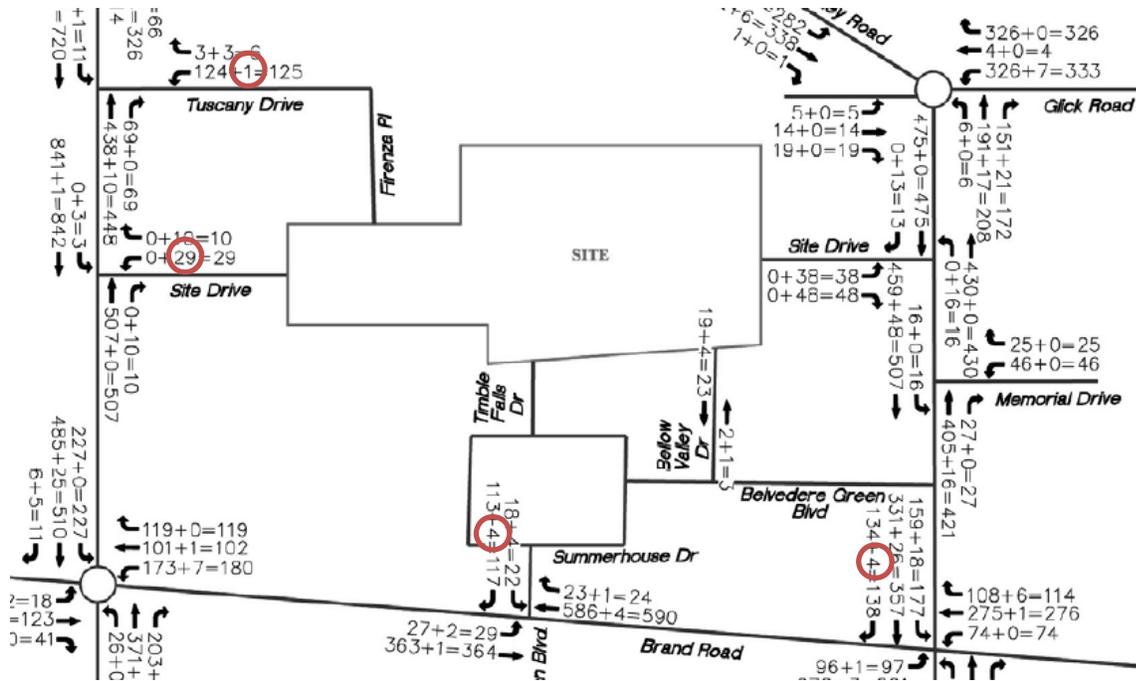
Land Use	Square Feet or Units	ITE Code	Time Period	ITE Formula	Total Trips	Trips Entering	Trips Exiting
<u>Single Family - Detached</u>	248 units	210	ADT	$\ln(T)=0.92\ln(x)+2.72$	2,422	1,211	1,211
			AM Peak	$T=0.70(x)+9.74$	183	46	137
			PM Peak	$\ln(T)=0.90\ln(x)+0.51$	238	150	88

On page 93 of the September 24,2014 study, the report concludes that the development will generate 2,422 trips per day. Additionally, the report indicates that the AM peak for trips exiting the development is 137 trips while the PM peak for trips entering the development is 150 trips.

The AM and PM trip count, while in line with Land Use Code 210 estimates do not match anticipated conditions. The development will include 247 properties. One could reasonably expect that especially in the AM, given multiple cars owned by families, that the traffic count would be equal to or greater than the actual number of dwellings. This underestimation of traffic volumes is further supported by the applicants own traffic study.

Please note AM Peak is defined as: 7:00AM – 9:00AM.

In the diagram below (2024 AM Peak Hour – Full Build) from page 15 of the traffic study, the traffic counts anticipated from the new development making movements that would indicate potential trips to Dublin Jerome High School will total 38 trips.



As noted in the diagram above, ambient traffic from the existing Belvedere subdivision of 154 homes generates 113 right turns from Abbie Glenn Blvd onto Brand Rd heading towards Dublin Jerome High School at the southern exit of the subdivision. It is not reasonable to assume that a subdivision of 154 homes generates 113 trips while a subdivision of 247 homes will only generate 38 trips.

Using data provided by the Dublin City Schools, which estimate that there will be 1.24 students/home, we can expect this development to generate 306 students, of which they estimate 25% to be of high school age. Therefore one can assume there will be 76 high school students in the Riviera development. A traffic study that anticipates only 38 movements with any potential of reaching the high school fails to consider the immediate surroundings and how those surroundings would impact the trip generation data. According to a US Department of Transportation report entitled: Development and Application of Trip Generation Rates - Final Report, local factors (collected through in person interviews) can significantly impact trip generation rates. Further the specific impact on trip generation rates of "High Value" residential units shows a significant statistical different over "Low" or "Medium Value" residential units and should be taken into account when using ITE Trip standards. This traffic reports makes no consideration for local factors nor home value in calculating AM and PM peak trips and thus should be viewed with some discretion.

Further the Department of Transportation indicates that Trip Generation models should be used to help determine a development's share of needed infrastructure improvements. This application does not account for any improvements that may be required of surrounding intersections. Specifically, the traffic study estimates that 2,422 new trips generated daily. At the concept plan meeting, The Friends of Dublin presented traffic estimates of 2,044 new trips generated from the site. Adding those trips to existing traffic counts as provided by the City of Dublin at the Avery/Brand Rd intersection of 10,320 trips per day, we could easily expect to

realize upwards of 12,300 trips through the intersection. The cost associated with supporting the safe and predictable movement of this 19% increase in traffic at the Avery/Brand intersection should be considered in the impact analysis of this rezoning.

Revised Friends of Dublin Traffic Estimates

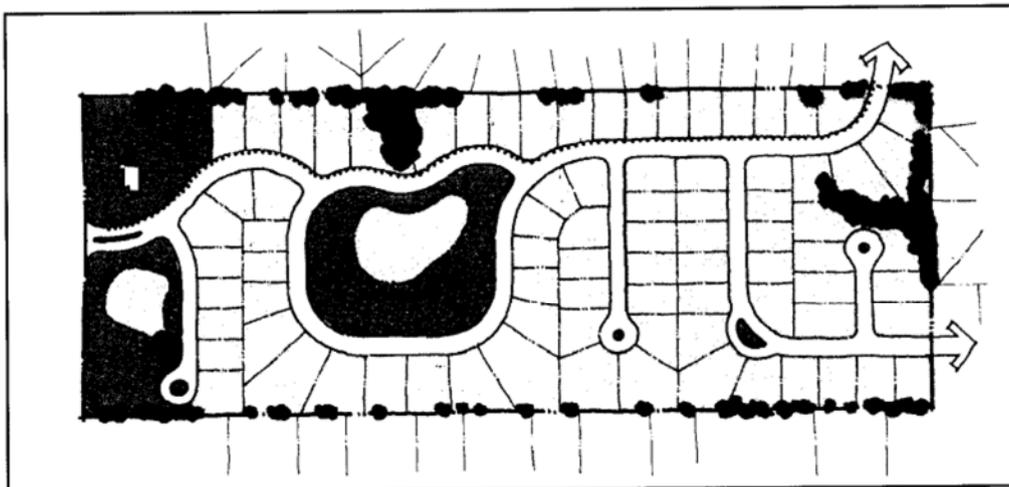
Based upon the revised plat, the Friends of Dublin estimate that the 185 homes in this version will generate 1,332 new trips daily. This is down significantly from the previous estimate of 2,422. Without a more detailed traffic study, we cannot draw further conclusions. However, we do believe that the applicant should still be required to pay into a fund for future enhancements to the Avery Rd/Brand Rd intersection.

Street Design

The proposed development does meet the Land Use Principles with respect to street design through the application of Conservation Design principles.

In Chapter Two: *Character and Environment* of the Dublin Community Plan, Dublin espouses a desire to “Implement Conservation Design... in appropriate locations and adopt planning practices and regulations that will result in high quality, more compact and varied housing. Conservation development patterns can preserve substantial open space, creating regional greenway networks and providing significant views from designated roads.”

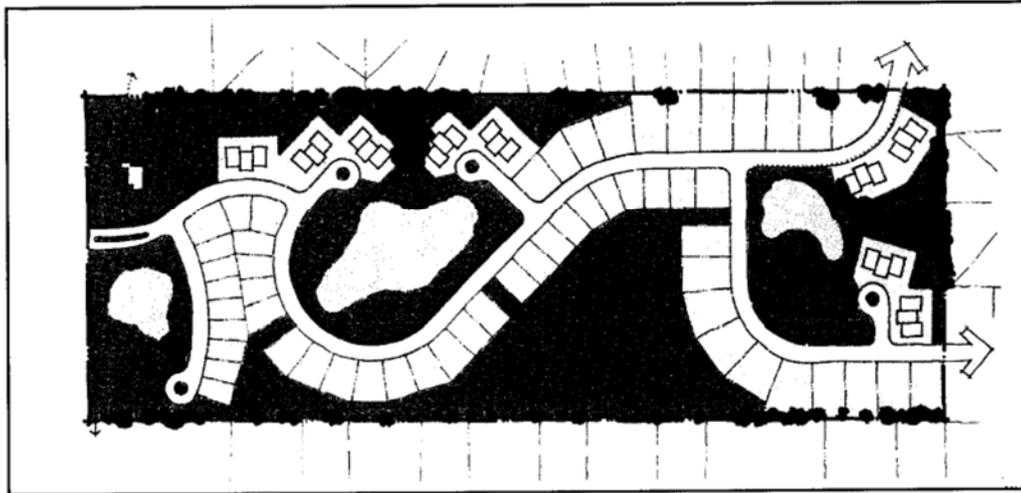
Resolution 27-04 specifically illustrates the nature of street layouts that should be used to enhance the public access and enjoyment of open space when contained within a Conservation Design District. As an example, Figure A.2.1 contained within Resolution 27-04 below demonstrates a typical approach to open space design and street layout. This is very reminiscent of the current Riviera application.



A.2.1 – Conventional subdivision layout with mix of large single-family lots and typical frontage open space and individual park spaces.

Conversely, figure A.2.2 below depicts Council’s goal of providing better access and enjoyment

of open space contained within a Conservation Design District.



A.2.2 – Conservation Design Layout including a range of single-family lot sizes and cluster homes with a continuous open space system linked with pedestrian connectivity.

The current application has met the intent of Quality and Character components of the Land Use Principles. We would like to see the street design better accommodate the ultimate development of the 15 acre subdivided parcel directly to the west of this parcel. We would recommend the potential intersection at lot 185 be replaced with a neighborhood-sized roundabout and would call for the elimination of lot 185. This would accomplish two objectives: 1) Creating more access to the view-shed facing the Indian Run Creek and 2) creating a safer traffic pattern for cars, bikes and pedestrians navigating the future connection point.

Quality of Place

The current application does not guarantee a quality of place as established by surrounding developments. Developments at Muirfield, Belvedere, Corazon, Tartan Ridge, and Oak Park all have significant development texts that accompany their applications. The development text for Riviera is scant in comparison and simply defers most details to Dublin City Code. The entire concept behind granting a Planned Unit District instead of straight zoning is to trade increased density allowances for a higher standard of development. The development texts makes comments such as “Dublin Residential Appearance Code will be adhered to” when discussing Architectural Elements (section XI E of the Development Standards). By contrast, the Tartan Ridge Development Standards passed by Dublin City Council on March 19, 2007 indicate that they will also follow the Dublin Residential Appearance Code, but further spell out an Architectural Review Committee as well as six separate and distinct Architectural Styles and included a pattern book describing each style in detail. The Quality of Place that will be established by Riviera is not to the standard established by the surrounding community. While we do not expect the same development text as Tartan Ridge, the level of specificity of the Tartan Ridge development text assures that future developers understand not only the letter of the text, but the intent behind it. Especially given that fact that multiple home builders will be engaged at Riviera, it is crucial that the architectural standards of the development text

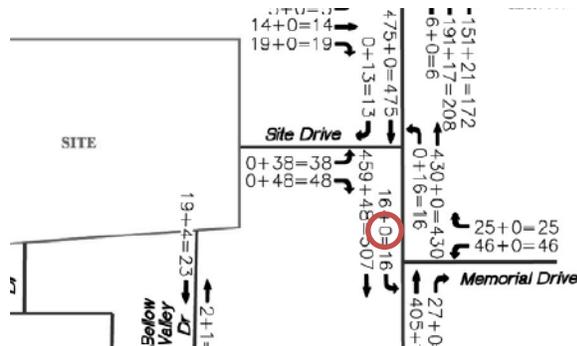
approach the same level of specificity as the text of Tartan Ridge. We would expect the developer to have at least three major community themes to account for integration with the Belvedere subdivision, the Tartan West subdivision and the relatively non-contiguous section in the eastern portion of the plat.

Connectivity (Principles 2, 8 and 10)

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.

****** Please note – the applicant has not submitted any revised traffic studies for the newly revised plat. ******

The current application fails to meet the Connectivity Principle of improving the function of the street network and to also better serve neighborhoods. While this application does provide for neighborhood connectivity, it does so at great cost. Again, one only needs to look at the traffic study to see examples of unusual anomalies in the conclusions drawn by the study. As an example, in all scenarios listed, the number of cars that would make a movement from the Avery Rd. exit of the site onto Memorial Dr. is exactly zero. It simply is not reasonable to assume that there will be no traffic impact to Memorial Drive from a 240 home subdivision located immediately north of Memorial Drive.



Integration (Principles 3, 4 and 5)

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.

Sustainability

As discussed above, the Riviera development proposal does meet the specific criteria spelled out for Conservation Design standards as articulated by Dublin City Council in Resolution 27-04.

Specifically, the application does meet the following standards described in the Resolution:

Section 1. New development shall provide a variety of housing styles and designs and preserve open space and natural features.

The development does sufficiently provide a variety of housing styles. The application considers only traditional single family detached homes. While the application fails to consider, smaller multi-family units or condominiums, the use of patio homes to cluster development in the northwest of the development is admirable. The premise of conservation design is that the City will offer higher overall density in certain parts of the development in exchange for a conservation of the natural features and elements of the property.

The City will require all new residential proposals where a planned development district is requested to provide a layout based on conservation design practices, indicating at least fifty percent open space for evaluation.

The application calls for approximately 76 acres or approximately 50% open space. This is as required under Resolution 27-04.

Section 2. Sites with woods, streams, river frontage, steep slopes, and other natural features or which otherwise provide significant open space will be considered as prime candidates for employing conservation design techniques. Additionally, conservation design techniques should be incorporated wherever possible for development sites located along the River Corridor, at the outskirts of the municipality or with proximity to the Glacier Ridge Metro Park.

As discussed earlier, the site is called out specifically as a candidate for Conservation Design in two different graphics within the current Community Plan. Further, the site would qualify for Conservation Design based upon the principles extolled above. The site contains streams, ponds, natural vistas is on the outskirts of the municipality (977ft from Jerome Township) and maintains proximity to the Glacier Ridge Metro Park (1062ft at its nearest point).

Section 3. Conservation layouts being submitted for evaluation should be based upon and adhere to design criteria for conservation design that calls for the clustering of available density onto smaller, grouped, individual building areas. Conservation layout should generally adhere to the following principles:

- All conservation design projects should strive for at least 50 percent open space areas.

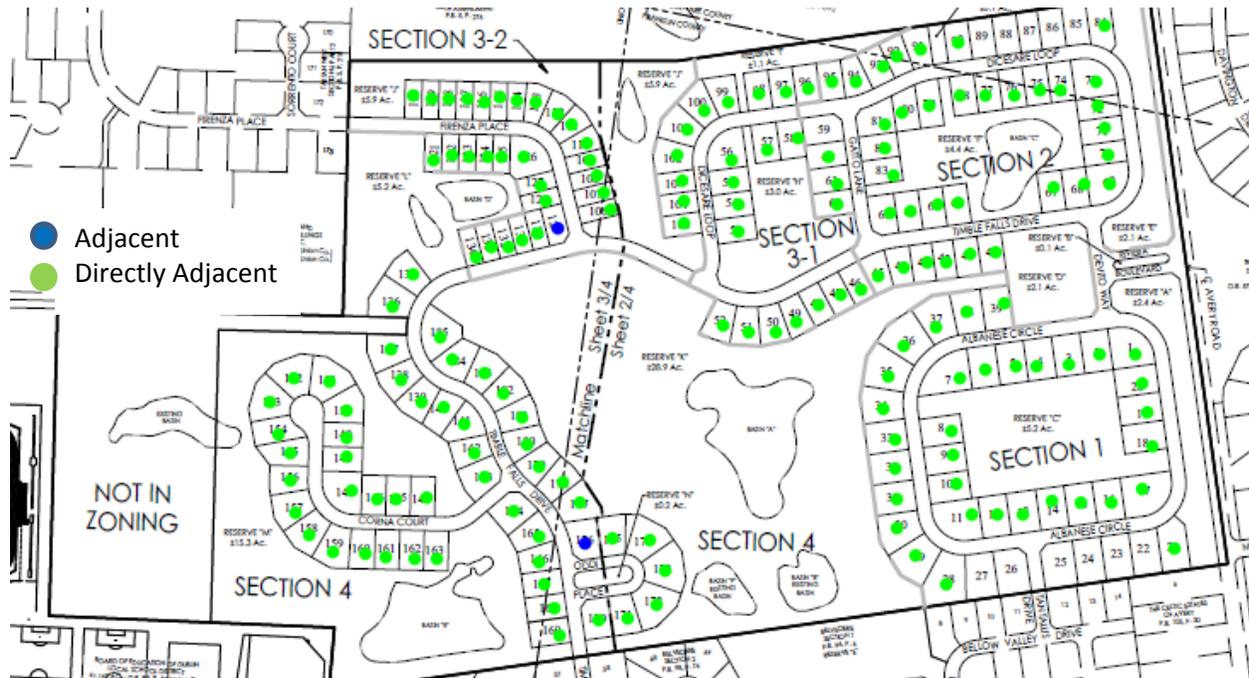
As mentioned above, the application meets the 50% Open Space threshold.

- All conservation design projects should strive to have at least 75 percent of the dwelling units directly adjacent to open space areas. Dwelling units should be clustered in patterns that preserve sizeable open spaces and still disperse the dwelling units to permit a high percentage to be directly adjacent to the open space.

In the current configuration the application meets the 75% threshold with 174 lots or 94% meeting this requirement. 172 lots are directly adjacent while 2 are across a public street. Dublin Code does not directly define "directly adjacent" but infers the meaning that a parcel must abut open space to be considered directly adjacent.

Section 153.02 (j) OPEN SPACE TYPE FRONTAGE. The orientation of a lot line, building façade or block face directly adjacent to an open space type, with no intervening public or private street.

To meet the 75% criteria, the application would need to have at least 139 lots adjacent to Open Space. The application meets the most stringent definition of “directly adjacent”.



- All conservation design projects should attempt to provide large setbacks from existing streets, especially designated scenic roads, and to create a separate area identity surrounded with open areas specifically preserved in the development of these projects.

The application attempts to integrate the Riviera development into the existing built environment. The application proposes lots that complement the surrounding developments with lot lines that are directly adjacent to existing developments without creating a “separate area identity surrounded with open areas”. A naturalized buffer area surrounding the entire property could meet this requirement.

- Wherever possible the street system should have a curvilinear pattern that will minimize traffic speed, support the housing development pattern, and protect natural features.

This application has protected every pond on the parcel and most of the most prominent trees on the parcel as well. While it is concerning that a number of the largest trees are in the westernmost portion of the site (outside of the control of this application), the applicant has made substantial accommodations to preserve the trees on the site.

Analysis Rezoning with Preliminary Development Plan

Process Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.

1) Consistency with Dublin Zoning Code **Criterion met**

2) Conformance with adopted Plans **Criterion met**

3) Advancement of general welfare and orderly development

Criterion met with conditions:

There are major concerns regarding this development and its impact on the surrounding roadway systems without major improvements. Given the anticipated overall traffic counts, the intersection of Avery Rd and Brand Rd will likely need improved. The application does not account for any contribution by the developer to the cost of those intersection improvements.

Further, cut through traffic continues to be a very large concern for residents of surrounding neighborhoods. Traffic coming and going to Dublin Jerome High School overwhelms the Avery Rd/Brand Rd intersection causing vehicles to seek alternatives routes through Belvedere. Given the reduced number of lots in the subdivision, we do believe that the connection point to Belvedere at the eastern edge development between lots 25 and 26 should be eliminated, allowing these lots to be enlarged. A walking path should be maintained between the lots. However, this will discourage traffic from leaving Avery Rd, travelling through Riviera, through Belvedere and to Brand Rd. While maintaining the Timble Falls connection, it is significantly less likely that traffic will abandon Avery Rd for Timble Falls or the current cut-through route of Belvedere Green.

The Friends of Dublin strongly requests that the City of Dublin accelerate plans to improve the Avery Rd/Brand Rd intersection which will eliminate all cut through traffic.

Analysis

Rezoning with Preliminary Development Plan

4) Effects on adjacent uses

Criterion met with conditions: The elimination and subdivision of the 15 acres to the west of this property is positive. However, the Friends of Dublin maintains that the ultimate disposition of that land should ensure that an east-west connector to Hyland Croy is built to better service that parcel, especially if it should develop for an institutional use. In order to accommodate that connection, we believe that a neighborhood sized roundabout should be added at the potential intersection with Timble Falls, near lot 185. A roundabout will better facilitate turns at the intersection during peak hours for institutional uses including special events.

We believe that this will require the reworking of lots 136, 137 and the elimination of lot 185. Lot 185 should be eliminated to not only facilitate the roundabout, but also to open the view shed to the Indian Run creek for vehicles and pedestrians utilizing the connector road.

5) Adequacy of open space for residential development

Criterion met

6) Protection of natural features and resources

Criterion met with conditions: As mentioned above in #4, we believe that lot 185 should be eliminated in order to preserve the view shed to the Indian Run creek.

7) Adequate infrastructure

Criterion met with conditions: We believe a neighborhood sized roundabout be built at the future connection point of Timble Falls and an East-West connector located approximately at lot 185.

8) Traffic and pedestrian safety

Criterion met

9) Coordination & integration of building & site relationships

Criterion met with conditions:

We would like to see a landscape plan that incorporates hardscape features (fencing, walls, stones, etc) that adequately define walk paths to common spaces and private property. We look to encourage the public use of open spaces and not the casual integration of the pathways to open spaces into neighboring yards.

Additionally, we would like to see connection maintained to the walking paths on the western portion of the parcel.

10) Development layout and intensity

Criterion met with conditions: In several areas, lot sizes should be increased to better integrate with the surrounding neighborhoods and to ensure that houses can be properly situated on the lot. We recommend the elimination of 2 lots from 170 through 176 and spreading the remaining lots across the same area. Further, we recommend the elimination of 1 lot from 151 through 163 and spreading the remaining lots across the same area. Finally, we recommend the elimination of 1 lot from 164 through 169 and spreading the remaining lots across the same area.

11) Storm water management

Criterion met:

12) Community benefit

Criterion met:

13) Design and appearance

Criterion not met: 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 building material.

The criterion stresses the importance of meeting or exceeding the quality of building designs in the surrounding area. The most recent and applicable development text due to the age and size of the development would be the development text submitted for Tartan Ridge. This development text is comprehensive including detailed architectural design criterion and standards. The development text includes sample elevations, examples of structural elements, diagrams depicting the intent of the language contained in the text as well as a strong diversity in housing types and architectural styles.

The current application fails to meet or exceed the quality of the building designs of this nearby development.

14) Development phasing

Criterion met

15) Adequacy of public services

Criterion met

16) Infrastructure contributions

Criterion met with conditions: The applicant should be required to pay into a fund to support the improvements at Avery Rd/Brand Rd.

Recommendation

Rezoning with Preliminary Development Plan

Approval with conditions

We recommend approval with the conditions stated below:

- 1) Elimination of lot 185
- 2) Elimination of the connection to Belvedere at Tantalus Dr.
- 3) Elimination of 2 lots between lots 170 and 176
- 4) Elimination of 1 lot between lots 151 and 163
- 5) Elimination of 1 lot between lots 164 and 169
- 6) Construction of a neighborhood-sized roundabout at lot 185
- 7) Hardscape delimitation of access paths to common open space
- 8) Continued walk path connection to western section of the parcel
- 9) Substantial additional specificity to the Architectural Standards of the Development Text