| Dayton Legal Blank, Inc., Form No. 3 | 0045           |            |      |     | <br> |      |
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| Resolution No.                       | 27-04 (Amended | <b>l</b> ) | Pass | sed |      | , 20 |

#### AMENDING RESOLUTION 48-03 REQUIRING DEVELOPMENT IN A CONSERVATION DESIGN PATTERN IN APPROPRIATE AREAS OF THE CITY OF DUBLIN.

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

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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 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, 6 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.

space.

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- Viewsheds of natural features need to be identified and preserved where possible.
- Detention or retention areas and utility easements may be included as part of the common open space. Appropriate maintenance easements satisfactory to the Planning and Zoning Commission need to be established and may include arrangements with other governmental and private organizations.
- Open space areas should include woodlands, meadows, wetlands, watercourses, wildlife sanctuaries or other similar conservation-oriented areas, parks, pedestrian or equestrian trails or defined recreational spaces, pasturelands, open field or lawn areas and should be developed to emphasize long-term natural vegetation without regular maintenance.
- Preservation areas should be structured so as to preserve and protect significant natural features, cultural landscapes, and historic sites as well as to create new natural areas that will mature over time.
- Land designated as preservation areas should contain no more than 75 percent of the preservation area in flood hazard districts, in wetland areas, or on steep slopes.
- All preservation areas must be at least one acre and 75 feet in width, or have a
  ratio of the longest to shortest dimension not exceeding 4 to 1, unless there are
  exceptional circumstances. No structures or impervious surfaces shall be
  counted towards the preservation area requirements, except for historic farm
  buildings.
- Utilize a hierarchy of streets with consideration of the transportation network into which they connect. Main entrances to the subdivision typically should not be of a larger scale than the connecting streets. Rights-of-way should maximize landscaping and minimize pavement sections to serve their purpose.
- Curvilinear streets that take advantage of natural or created topographic changes should be employed whenever practical.
- Traffic calming devices and visual relief techniques should be provided as necessary.
- The most important elements of the project should be given prominence in the resulting lines of sight.
- Cul-de-sacs should be landscaped and given a variety of shapes and sizes.
- Gateways to projects should be should receive extra attention to design and views from the public approach, incorporating a scale and materials complementary to the overall project.
- Projects incorporating or fronting special corridors should include features such
  as buffers, ponds, landscaping, mounding, setbacks, and screening techniques in
  keeping with the characteristics of the area and/or adopted policies and design
  criteria that relate to the area, as may be contained in various elements of the
  Community Plan.
- Bikeways, trails and sidewalks should meet and exceed the intent of the Master Bike Plan to enhance the subject residential and adjacent properties. Where bikeways and trails cross residential lots, setbacks to residential uses should be increased.

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| Section 5. working proconservation locations. As be required Staff shall narea is conductermine that to the Plann characteristic the utilization report of the | The Planning and Zoning Conactively with the development of design practices in future real As part of all Planned Development to submit a conservation designake a determination whether the ducive to the application of conact this resolution should apply, ing and Zoning Commission. It is conservation design technological t | ommission, in conc<br>community, shall esidential development District applicate<br>in layout as part of the site and its contenservation design part the applicant may applicant may applicant may applicant may applicant those cases where to the surrounding aniques, staff shall stand Zoning Commission. | ert with the staff, and endeavor to incorporate ents in all appropriate tions, the applicant shall the Concept Plan stage. xt with the surrounding rinciples. Should staff ppeal that determination e staff believes that the area do not lend itself to ubmit an administrative sion. |
| Mayor – Pre  | 2/5t day of June  le Chinician Grund esiding Officer   | , 2004.<br><u>/</u> e./  |  |
| ATTEST:  Qnn Clerk of Co   | <u>ka Classe</u>   | _  |  |

Sponsor: Division of Planning.

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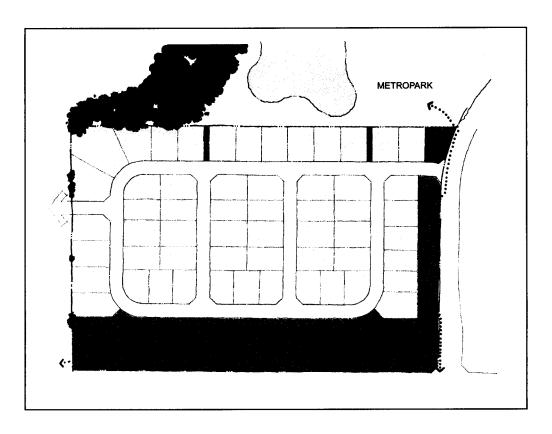
Resolution No. 27-04 (Amended)

Passed\_

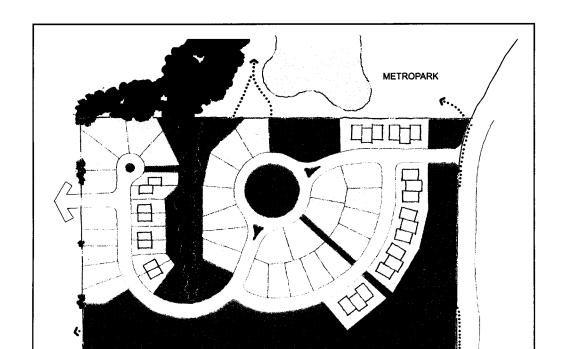
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Resolution 27-04 (Amended) - Attachment A, Page 1



A.1.1 – Conventional subdivision adjacent to regional parkland with typical single-family lots in grid pattern with frontage open space dedication.



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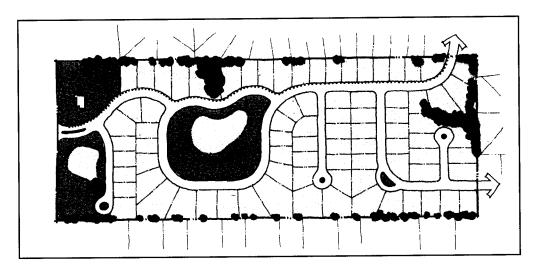
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Passed\_

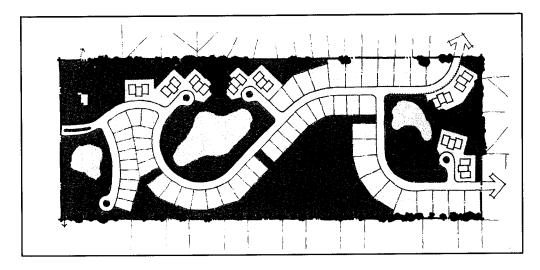
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Resolution 27-04 (Amended) - Attachment A, Page 2



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



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.