

## PLANNING REPORT

# Planning and Zoning Commission

Thursday, February 6, 2025

## Bright Road Reserve 24-135Z-PDP & 24-151PP

<https://dublinohiousa.gov/pzc/24-135/> | <https://dublinohiousa.gov/pzc/24-151/>

### Case Summary

Address	4338 Bright Rd. & PID: 273-011149
Proposal	Rezoning 14.2-acre from R-1, Restricted Suburban Residential District to a Planned Unit Development District (PUD) and a Preliminary Plat for 20 single-family lots and associated site improvements.
Request	Review and recommendation of Rezoning/Preliminary Development Plan (PDP), and Preliminary Plat (PP).
Zoning	R-1 – Restricted Suburban Residential District
Planning Recommendation	<u><a href="#">Recommendation to City Council of approval of a Rezoning and Preliminary Development Plan with Conditions</a></u> <u><a href="#">Recommendation to City Council of approval of a Preliminary Plat with Conditions</a></u>
Next Steps	Upon review and a recommendation of approval of the Rezoning, PDP and PP by the Planning and Zoning Commission (PZC), the applicant will be eligible to move forward with the request to City Council.
Applicant	Bill Adams
Case Manager	Rati Singh, Assoc. AIA, Planner I (614) 410-4533 <a href="mailto:rsingh@dublin.oh.us">rsingh@dublin.oh.us</a>

### Community Planning and Development



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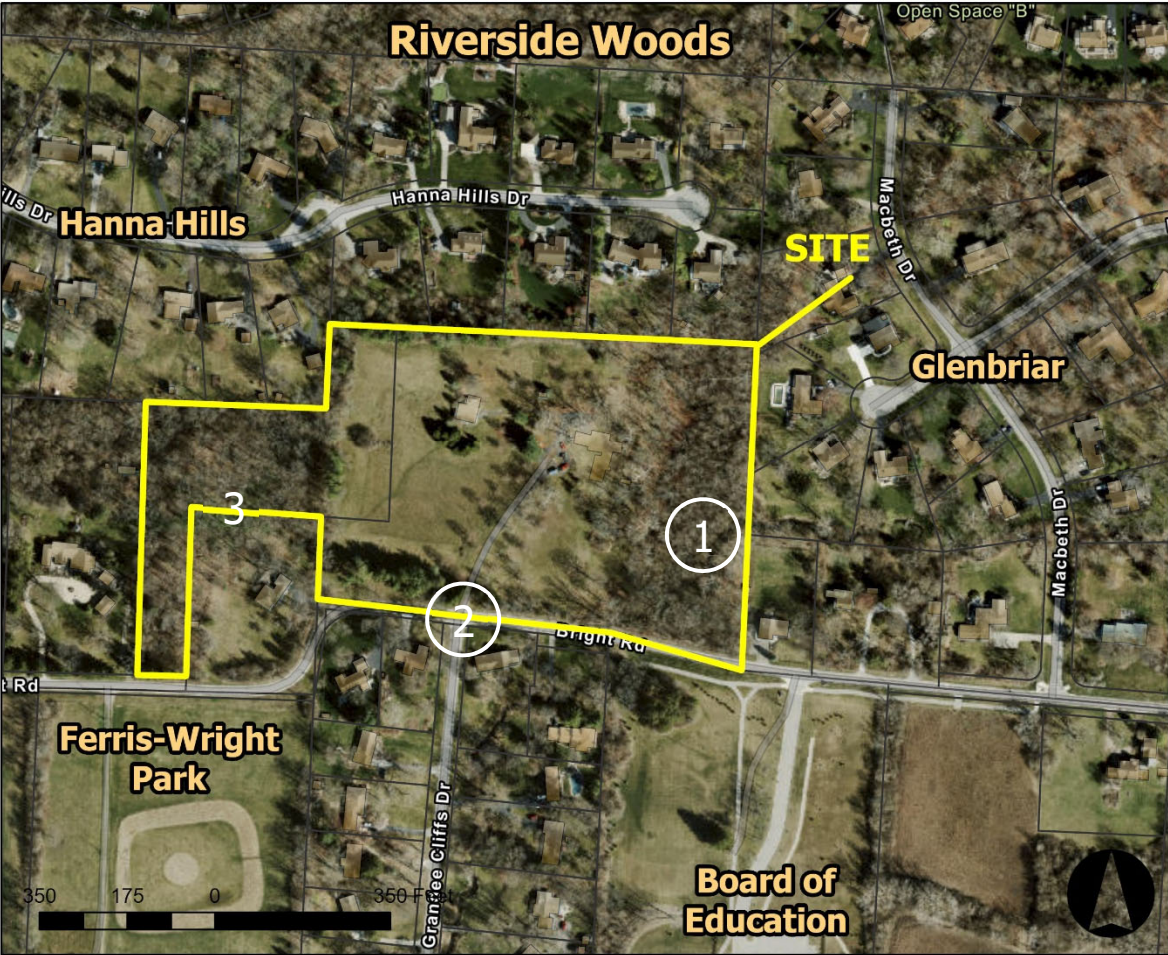
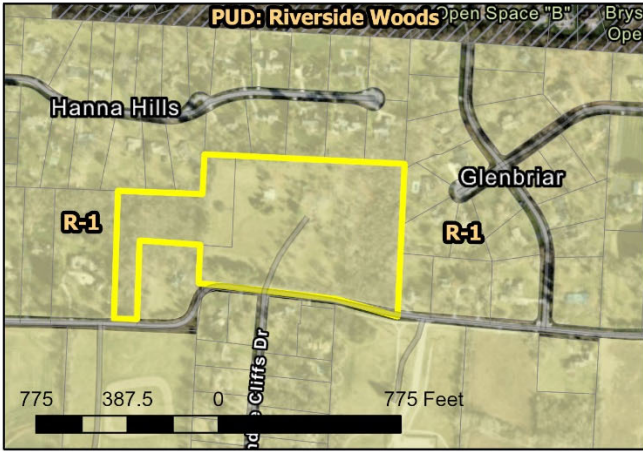
Sustainable | Connected | Resilient

Site Location Map

24-135Z-PDP & 24-151PP - Bright Road Reserve



- Site Features**
- 1 Wright Run (Billingsley Creek)
  - 2 Existing asphalt entrance
  - 3 West Wood

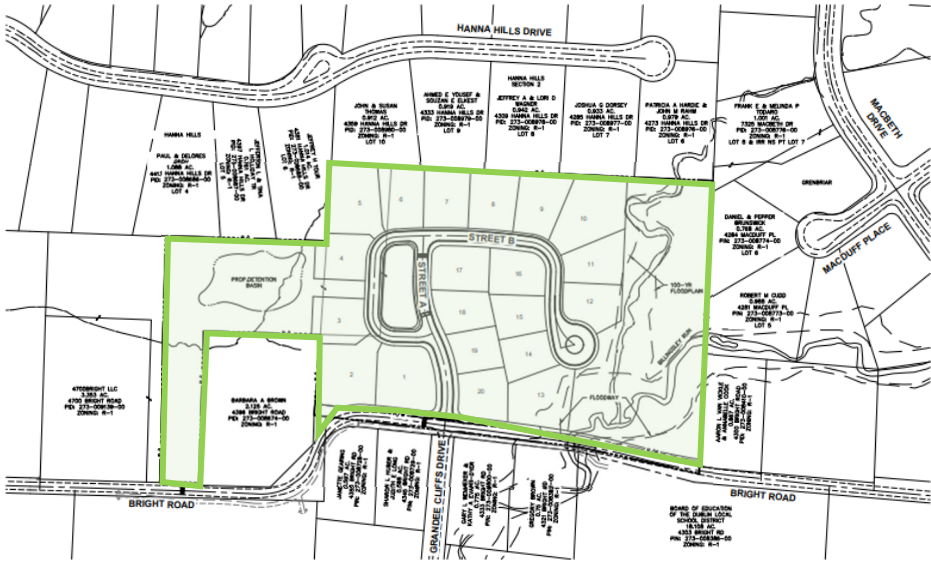


## Request and Process

### Request

The applicant is requesting review and recommendation to City Council of approval of a Rezoning/Preliminary Development Plan (PDP) and a Preliminary Plat (PP) for a new residential subdivision. The following points contain key information:

- 20 single family homes on a 14.2-acre site.
- New public streets with one access point off of Bright Road at the same location as an existing curb cut.
- Four reserves, including the preservation of natural features and Billingsley Creek.



Site Plan

### Application Type and Process

As outlined below, after the Concept Plan consideration, Rezoning/PDP is the second step in a three-step process for a PUD and is heard by both PZC and City Council (CC). The PP is also considered by both at this stage. The final determinations on the Rezoning/PDP and PP are made by City Council.

1. Concept Plan (CP)
2. **Rezoning/PDP and PP (PZC Recommendation, CC Determination)**
3. Final Development Plan (FDP) and Final Plat (FP) (PZC Recommendation, CC Determination)

# 1. Background

## Site Summary

The 14.2-acre site is zoned R-1, Restricted Suburban Residential District and is located north of the intersection of Grandee Cliffs Drive and Bright Road. The site contains two parcels: PID 273-008618 (the eastern parcel) is 10.60 acres and PID 273-0111149 (the western parcel) is 3.56 acres in area.

The eastern parcel includes a steep, wooded ravine and a FEMA identified detailed floodplain (Zone AE), with floodway that follows Wright Run (Billingsley Creek) and a branch tributary. A single-family home located within this parcel was demolished in 2018 and the remaining structures include a small barn built in the 1970s. The barn does not appear to possess any historic or architectural significance. There is a grove of mature trees near the former home-site, and an asphalt driveway that provides access to Bright Road at the intersection with Grandee Cliffs Drive. The western parcel contains a swale and a wooded area referred to as West Wood. According to the City Engineer, the Stream Corridor Protection Zone does not apply to the swale on the western parcel.

The site is bordered by single-family residential neighborhoods, which include members of the East Dublin Neighborhood Association. Hopewell Elementary School is located across Bright Road to the southeast, while the Holder-Wright Earthworks and Ferris-Wright Park are to the southwest, also across Bright Road. Bright Road has a rural character with no curbs, a ditch, many trees, and homes with large setbacks from the road. It has a low traffic volume, and was cul-de-sac'd by the City in 2020. A sensitive approach is essential to preserve the notable natural features of the site while maintaining the rural character of Bright Road, ensuring the preservation of Dublin's overall character.

## Case History

*June 2024 - 24-073CP*

The Commission reviewed a concept plan and provided feedback for 20 single-family estate lots and site improvements. Commission members expressed support for the proposal, finding it responsive to the natural features with the clustered layout. The members recommended adding connectivity with the surrounding area, that open space be a focal point of the neighborhood and that the applicant address resident concerns.

## Neighborhood Engagement

The applicant first provided an overview of the project during an East Dublin Civic Association (EDCA) meeting on May 15, 2024. Based on Commission's feedback at the concept plan stage, the applicant attended another EDCA meeting to address the residents' concerns resident concerns related to buffering of existing residential uses on October 29, 2024.

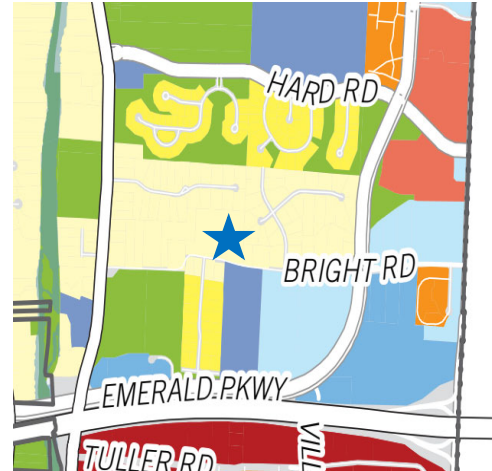
# 2. City Plans and Policies

## Community Plan

The Community Plan is a key policy document used to guide decision-making for the future of the natural and built environment within Dublin. The Community Plan assists in the evaluation of development proposals and helps ensure that proposed development supports the community's long-term objectives.

### *Future Land Use Plan*

The recommended future land use (FLU) for this site is Residential Low Density. This designation envisions large-lot residential development that takes into account environmentally sensitive areas and integrates existing natural features. The goal is to create a transition from a rural setting to suburban single-family residential neighborhoods. The FLU recommends single-family homes on at least 0.50 acre lots and a density of 0.5 to 2 du/acre.



*Future Land Use Plan*

### *Bikeway Plan*

The City is currently working to extend the shared-use path along the south side of Bright Road. This path will cross Billingsley Creek and terminate at Grandee Cliffs Drive. Envision Dublin recommends that pedestrian and bicycle facilities be included on both sides of the road. However, given the rural character of Bright Road, which features natural elements such as the creek and mature trees and low traffic volumes, City staff is satisfied with a one-sided shared-use path on the south side of Bright Road. To ensure connectivity to the future shared-use path, crosswalks are proposed at two locations. A pedestrian crossing will be provided at the intersection of Bright Road and Grandee Cliffs Drive, allowing access to the shared-use path, as well as at the southwest corner of the site across from Ferris-Wright Park. The applicant will coordinate with staff regarding the timing of these pedestrian access connections.

The site is not located within a Special Area Plan nor have new connections or widening of thoroughfares through the site been identified in the Thoroughfare Plan.

### **Neighborhood Design Guidelines**

The City adopted the Neighborhood Design Guidelines (NDG) in March of 2023 to ensure that residential PUD developments are achieving the expectations outlined by Code. To that end, a number of analysis topics are included below. The intent of the NDG is to preserve the natural features. The site has natural features which restricts the development of the site to ensure that they are preserved. The details regarding the proposed preservation areas and new open space zones have been thoroughly outlined, including specific information about their locations and total acreage, along with the areas of the site conducive to residential development.

### *Community Theme*

NDG aims to give each new neighborhoods a distinct sense of place by recognizing its unique features and safeguarding cultural and historical resources. The proposed layout prioritizes the preservation of the natural environment, with the circulation network and home sites designed to respect the existing topography. Vegetation along Bright Road, Billingsley Creek, West Wood, and the tree buffer along the northern and southern property lines are preserved to maintain the rural character of the site.

### Conservation Design Resolution (CDR)/Open Space Framework Analysis

In 2004, the City Council amended a resolution that established guidelines for Conservation Design development. The purpose of these Conservation Design guidelines is to create visually appealing and vibrant neighborhoods while safeguarding environmentally sensitive areas. This is achieved by promoting innovative site planning and allowing deviations from standard development regulations and conventional subdivision designs.

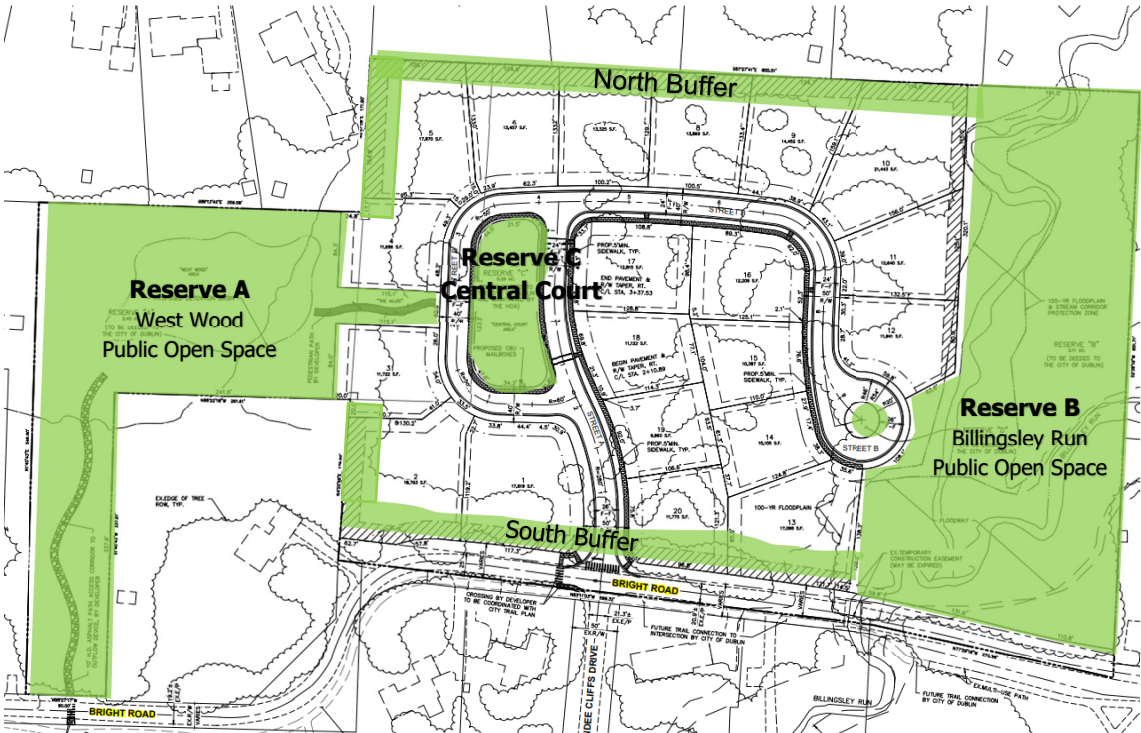
The preservation of existing natural features is given the highest priority as dedicated open space in the layout of the neighborhood and are addressed as public focal points of the neighborhood. The open spaces are conveniently accessed from all the lots.

### 3. Project Layout

The entrance to the proposed subdivision will be via Bright Road, utilizing the existing access point that aligns with the intersection of Bright Road and Grandee Cliffs Drive. This design limits the need for any additional access points to Bright Road. The subdivision layout features two new curvilinear streets, designated as Streets A and B, with Street B ending in a cul-de-sac ("East Court"). The lots are oriented internally toward these streets and are clustered in the central part of the subdivision to preserve the existing natural features of the site with minimal impact to the surroundings.

#### Design of Preservation & Open Space Areas

The proposal maintains the Billingsley Creek corridor and the "West Wood" area as the two main public open spaces. Existing tree row lining the north property boundary ("North Buffer") and Bright Road ("South Buffer") are proposed as No-Build Zones.



Open Spaces Areas

The 2.40-acre West Wood area, primarily consisting of volunteer tree growth, will be developed as a community open space and will include necessary stormwater management facilities. The NDG only consider dry stormwater detention facilities as contributing open space when these areas achieve a superior and interactive design as useable open space. The proposal exhibits pedestrian paths leading to the stormwater facility from the Allee open space as well as from Bright Road at the southwest corner of the site. As described later in the report, additional interventions are required to ensure that the West Wood (Reserve A) is a usable open space, which are described further in the report.

The 3.11-acre Billingsley Run (Reserve B) will be preserved in its natural state. The Central Court and East Court are designed to provide open space connections. The Central Court is a proposed reserve in the central portion of the lot surrounded by streets with homes facing the open space. It is intended to be a gathering space for residents and is supplemented by an open space connection to the West Wood reserve. The preliminary design includes a perimeter flush curb, clusters of birch trees and a location of a clustered mailbox facility.

<b>Proposed Ownership and Maintenance of Public Open Spaces</b>		
<b>Space</b>	<b>Ownership</b>	<b>Maintenance</b>
Reserve A: West Wood	City of Dublin	City of Dublin
Reserve B: Billingsley Run	City of Dublin	City of Dublin
Reserve C: Central Court	City of Dublin	HOA
Reserve D: East Court	City of Dublin	HOA

*Connections to City Networks*

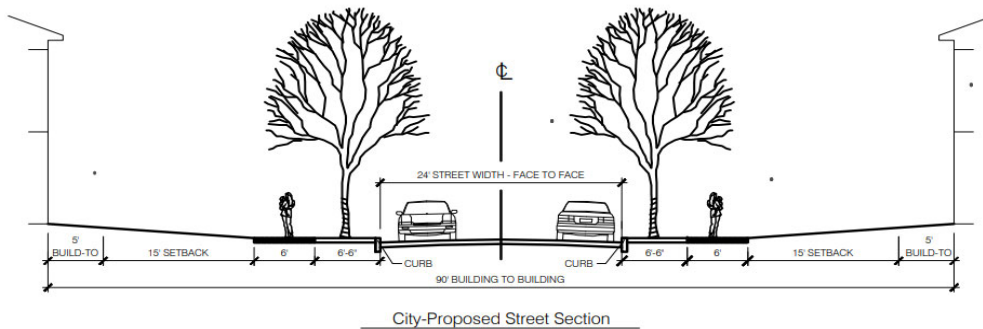
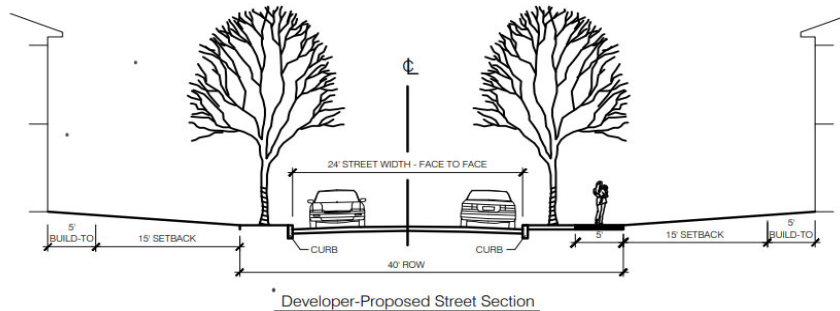
The proposed development is an infill project surrounded by single-family residential neighborhoods and is accessed only via Bright Road, which is a cul-de-sac. No additional road connections are planned for this development. A small portion of the site borders Bright Road across Ferris-Wright Park. To facilitate maintenance of the detention basin, a 10-foot wide shared use path will be provided as an access corridor from Bright Road. A crosswalk is provided at the south terminus of the shared use path, connecting the development to the existing Ferris Wright Park preservation area. The developer is also proposing an 8-foot wide specialty pavement path, approximately 140 feet long, to be constructed from Central Court to the east side of the detention basin, giving residents access to the West Wood and community open space. Staff recommends a continuous shared-use path from Bright Road to the neighborhood, ensuring pedestrian and ADA connectivity throughout the proposed development from the southwestern portion of the site. The shared use paths are recommended to be constructed per the City’s standards. If the applicant intends a specialty path to align with the development character, the maintenance responsibilities of the path should be described in the development plan.

*Streetscape Network*

The portion of the streetscape between the sidewalk and the front façades of the homes is one of the most prominent, character defining elements of the neighborhood. The NDG recommends landscape design, architectural design, architectural materials, and the initial impression the space creates for both pedestrian and vehicular movement.

The narrow streetscape is proposed with indigenous street trees and a concrete or a specialty paved sidewalk on one side of the street with several access points from the sidewalk to Street B. All homes are front-facing homes along the street segments allowing for more intimate corridor dimensions emphasizing the community theme.

The proposed streets will be public. 'Street A' is a 50-foot-wide right-of-way (26-foot-wide pavement) extending from the Bright Road intersection to the first internal intersection. The remainder of this street as well as 'Street B' would have a 40-foot-wide right-of-way (24-foot-wide pavement). While the City recommends a 60 foot wide right-of-way, subdivision regulations require a minimum of 50 feet. Due to the size and isolated nature of the proposed neighborhood, the proposed street hierarchy is limited to these street widths. When vehicles are parked on one side of these streets, the overall travel width decreases to between 15 and 17 feet, which may necessitate one vehicle yielding to an oncoming one. The streets are designed to provide an intimate streetscape with minimal through-traffic, the limited number of lots, and the low travel speeds.



5-foot sidewalks, are proposed along the eastern side of Street A (Lots 17-20), and then the southern (lots 16 and 17) and western sides (lot 13-16) of Street B. The remainder of the neighborhood are proposed with ADA-accessible driveways to accommodate access to the sidewalk on the opposite side of the street and provide access to the Central Court. This design intentionally departs from the required standards to preserve green spaces and maintain the rural character of the proposal. However, per the recently adopted City standards, 6-foot sidewalks are required on both sides of the street with any development.

Staff has requested that the applicant provide factual details and implications of providing sidewalks on both side of the street and their impact on the proposed development. The applicant has provided a cross- section to show the required sidewalk on both sides and its



impact to the intended street character of the proposed development. However, no drawings are presented for staff to determine if the sidewalks would impact the development standards and the proposed layout and if they would deviate from the current layout and the intended theme of the proposal.

### *Front yard Character and Landscape*

The front yard character is intended to provide a village streetscape. Each home is to be custom designed with variation of materials home to home and a well detailed front yard is envisioned for the neighborhood. Entry gardens with foundation plantings, hedges, walls/piers, fencing segments and other devices are proposed to match the character of the home. At FDP, specific front yard planting requirements must be provided.

A diverse mix of naturalistically planted street trees is appropriate to the character of the site. The development text notes a 5-foot-wide tree lawn noted as standard throughout the development, but the drawings indicate 5.5-foot wide tree lawn, which tapers down to a narrower tree lawn, not adequate for a tree plantation. Code requires a minimum of 5-foot tree lawn, and Envision Dublin recommends an 8-foot tree lawn. The applicant must ensure that a uniform tree lawn is noted on the development plan and there are no discrepancies between the development text and the PDP drawings. Additionally, the landscape plan does not match the lot layout, and the submitted development drawings have discrepancies

Restoration or removal of the existing fencing along Bright Road is to be determined by the applicant at FDP, no entry feature is proposed for the development. Per NDG, transitional arrival and entry spaces located in relation to the street are recommended. Given the nature of the development and intent, the proposed tree buffer maintains the rural character of Bright Road.



*Front Yard Character Images*

### **Development Standards**

The applicant has indicated that the development is intended to be sensitive to the established character of the surrounding single-family neighborhoods, while conserving the existing natural features on the site. In order to align with the community theme, the development standards differentiate between the Perimeter Lots and Interior Lots. The Lot Type Example exhibits effectively depict a range of conceptually developed lots, as recommended by the NDG.

NDG Elements – Public Realm Macro	Comments
Open Space Framework	<ul style="list-style-type: none"> <li>• A site inventory, narrative analysis of the various site features provided describing the significance and potential influence of the existing conditions</li> <li>• Location and acreage of proposed preservation areas and new open space is provided</li> <li>• Additional details required regarding the proposed recreational path through the West Wood</li> </ul>
Preservation of Significant Features	<ul style="list-style-type: none"> <li>• Preservation of Billingsley Run floodway and West Woods</li> <li>• Preservation of existing northern and southern tree buffer</li> </ul>
Objectives for Open Space	<ul style="list-style-type: none"> <li>• Central Court: Newly created open space in the central portion for residents</li> <li>• Formal open space between Lots 4 and 5 linking the Central Court and the West Wood.</li> <li>• Both spaces meet the design objectives of the NDG</li> </ul>
Stormwater Facilities	<ul style="list-style-type: none"> <li>• Detention basin within the West Wood, planted and protected as an open space Reserve.</li> <li>• Further details and clarifications are needed as to the degree of pedestrian access within Reserve A</li> </ul>
NDG Elements – Public Realm Micro	Comments
Streetscape	<ul style="list-style-type: none"> <li>• Diverse mix of naturalistically planted street trees proposed</li> <li>• Space available in the proposed tree lawns does not meet Code requirements</li> </ul>
Pedestrian Experience	<ul style="list-style-type: none"> <li>• Pedestrian facilities not incorporated on both sides of neighborhood streets</li> </ul>
Front Yard Landscaping/Arrival	<ul style="list-style-type: none"> <li>• Incorporation of fences, walls, and piers is consistent with the NDG for homes where short setbacks are proposed.</li> <li>• No specific front yard planting requirements are proposed at PDP, detailed requirements must be provided at the FDP</li> <li>• More flexibility in the siting of driveways and home (Lot 2,5 and 13)</li> </ul>
Architectural Diversity	<ul style="list-style-type: none"> <li>• All homes are to be custom designed to conform to the conditions, topography, configuration and restrictions of its lot.</li> <li>• No specific architectural plans provided</li> <li>• High quality, 1.5 to 2 stories in height with 2 to 3 car garages</li> </ul>
Garage Mitigation	<ul style="list-style-type: none"> <li>• 18 feet wide garages</li> <li>• To ensure that the objectives of the NDG, minimum setbacks should be included in the Development Text for front and side loaded garages relative to the front façade of the home.</li> </ul>
NDG Elements – Private Realm	Comments
Block Vignettes	<ul style="list-style-type: none"> <li>• Required now, including corner and side-loaded vignettes; not provided</li> </ul>
Front Setback	<ul style="list-style-type: none"> <li>• 15'-20'</li> </ul>
Side Yards	<ul style="list-style-type: none"> <li>• 6' shown each side;</li> <li>• The NDG recommends 6 feet on one side and 14 feet total</li> </ul>
Rear Yard/Private Open Space	<ul style="list-style-type: none"> <li>• There are a number of inconsistencies in the numeric standards proposed for several of the lots for these element</li> </ul>
Lot Coverage	<ul style="list-style-type: none"> <li>• 45%</li> </ul> <p>Includes primary structure, enclosed auxiliary structure, driveways, entry walks, paved terraces/patios, decks, masonry terraces/patios (excludes open trellises and pergolas)</p>
Lot Area	<ul style="list-style-type: none"> <li>• 9,960 Square feet (Minimum), 21,443 Square feet (Maximum)</li> </ul>
Minimum Lot Width	<ul style="list-style-type: none"> <li>• 29 feet (minimum)</li> </ul>
Minimum Lot Depth	<ul style="list-style-type: none"> <li>• 107 feet</li> </ul>

The lot sizes are typically larger along Bright Road and along the northern parcel line, to align with the adjacent lot sizes. The mix of lot sizes aligns with the Community Plan recommendations, however the minimum lot size does not align with the minimum lot requirements of 0.5-acre. Given the sensitive approach to preserve the existing natural features, staff is supportive of the proposed lot sizes which vary from 0.22-acre to 0.49-acre. Lot sizes and setbacks vary throughout the development with varying lot widths. Lots 2, 5, 10, and 13 are the inside corner lots with narrow widths varying from 29 feet at Lot 5 to 43.1 feet at Lot 10. Staff recommends that a minimum of 40-foot lot width be maintained at all the inside corner lots to ensure flexibility in the driveway and front yard landscaping opportunities, which is an essential component of the neighborhood.

The lots sizes and locations dictate the side and rear yard setbacks. The minimum side yard setback is 6 feet. The NDG recommend that in no case shall the side yards be less than 6 feet on one side and 14 feet total. The Development Text proposes a range of dimensional requirements for rear yards and private open space areas which are unique to lots based on the lot configuration. For lots 1-10, based on the information provided, the minimum depth of private open spaces is not accurate and there are a number of inconsistencies in the numeric standards proposed for several of the lots for these elements, such that the numbers do not add up correctly. This information was requested multiple times, but not properly addressed by the applicant. Revisions will be required to the Development Text to ensure that adequate depth is available for both the buildable area of the house and private open space while maintaining a minimum rear yard buffer to the adjacent lot.

To ensure that the objectives of the NDG are met, minimum setbacks should be included in the Development Text for front and side loaded garages relative to the front façade of the home.

The proposed lot coverage is 45% and is consistent with other similar sized lots within the City and the NDG recommendations

#### *Architecture and Building Materials*

The development will consist of custom build, high-quality, single-family 1.5 to 2 stories tall homes, featuring 2 or 3 car garages. The homes will be designed with a theme that will reflect the Midwestern Vernacular and European Country styles homes along with some Gothic elements from farmhouse designs, a style prevalent in Dublin and nearby communities.



*Architectural Character*

#### *Building Materials*

The applicant is proposing to permit a variety of primary cladding materials including: full-depth brick, thin brick, stone, manufactured stone, wood, stucco, cementitious siding, or any

combination thereof. The proposed development text also defines permitted trim materials that include: wood, cementitious board, and aluminum (for gutters and downspouts only). Permitted roof materials are dimensional asphalt shingles (25 years or 240lbs/sq weight), wood slate, copper, standing seam metal and/or tile. Windows and Door will incorporate trim that is architecturally appropriate. Architectural elements include specialty shaped windows, louvers, shutters, entry coverings, and other features. Chimneys are permitted with exterior portions to be finished in brick, stone or manufactured stone. Garages are to be consistent with the main building façade with decorative garage doors and a maximum width of 18 feet. Per the development text, garage orientation may be determined based on the individual site topography. No more than one yard post is permitted near the entry walk and properly designed accent light is allowed and encouraged. Outdoor terraces, decks, pool and dining areas are permitted as a part of the overall architectural character of home. All the ground mechanical equipment is to be located and screened through architecture and/or landscape to minimize visibility and noise. Maximum building height is 35 feet, as per Code.

Front yard fences include ornamental metal, painted/stained wood, stone, or a combination thereof in keeping with the character of the house design and as approved by the HOA. The fences are intended to define the "semi-public" space that is the home entry area and not enclose the front yard.

The HOA will establish an Architectural Review Board (ARB) to evaluate each homesite and building plan in the development for compliance with the Development Standards put forth by the FDP. The Developer, as the sole builder of these custom homes, will serve as the ARB and retain control of individual plan approval within the development until such time that all lots are constructed.

#### Stormwater Management, Utilities & Easements

The proposal will meet the requirements of the City of Dublin Chapter 53, Stormwater Management and Stream Protection Code by constructing multiple stormwater management detention basins, storm sewer pipes, and associated structures. The applicant has located and sized these facilities based on a stormwater management report that analyzed the existing and anticipated drainage for the area and have provided calculations for the sizing of the detention basins. The applicant will need to continue to work with Division of Engineering to demonstrate compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.

A stream corridor protection zone is located near the eastern portion of the site. This area has been delineated and has been kept free of proposed buildings, stormwater management facilities and other prohibited uses in this zone. Public water for domestic and fire protection use will be available by the construction of new public water main from Bright Road. A new public sanitary sewer is proposed with this development to provide service for the proposed lots.

The West Wood will serve as a stormwater management area, located at the lower end of the site's watershed and defined by preserved trees along its perimeter. Additional plantings will enhance this space, creating an outdoor area for the enjoyment of residents and neighbors alike. A 10-foot wide paved path for the periodic maintenance of the outflow structure of the detention basin in West Wood is provided. An 8-foot wide specialty pavement path

approximately 140 feet in length is provided from Central Court to the east side of the detention basin. The path must meet City standards.

It is important to note that there are discrepancies between the drawings and unresolved comments. Addressing these items may impact the overall site layout as presented. These items include the locations of sanitary sewer and storm sewer easements.

## 4. Preliminary Plat

### Summary

This is a proposal for a Preliminary Plat for the subdivision of 14.2-acres of land and includes the creation of 20 single-family lots, four open space reserves, and two public streets. The Preliminary Plat shows existing conditions, proposed development sections, setback requirements, lot depths and widths. The plat does not currently show easements as required. The plat includes the open space acreages, ownership, and maintenance responsibilities. The single-family lots range in size with the smallest lot at 9,960 square feet and the largest lot at 21,433 square feet. The minimum lot width is 29 feet (Lot 5), and the minimum lot depth is 107 feet (Lot 19). Single-family residential setbacks are not platted but rather are defined by the development text.

Entrances to subdivisions typically require a dedicated left-turn lane. However, with Bright Road being a cul-de-sac west of the site and the low traffic volumes, there is no need for dedicated left-turn lanes in this case. The Traffic Impact Study (TIS) indicates minimal impact on the surrounding roadway network, and no turn lanes are required for access to the site from either direction. Street A is proposed to provide access from Bright Road with no other access point to the subdivision.

The plat establishes a 15-foot front building line for each lot along the public right-of-way. A 20-foot landscape easement is on the northern and southern property lines. The associated utility easements are not denoted on the plat as required. All proposed streets are public.

The Subdivision Regulations require land dedication for open space and for recreational facilities. The applicant is required to provide a minimum of 0.88-acres for open space for the site based on the area and number of single-family lots. The proposal is for 5.8-acres of open space of which all is to be dedicated to the City.

Grading plans are expected to be shown on the Preliminary Plat, and the currently indicated grading on the house pads may require significant work and could potentially impact the floodplain.

## 5. Plan Review

Preliminary Development Plan	
Criteria	Review
1. The proposed development is consistent with the purpose, intent and applicable standards of the Zoning Code.	<b>Criterion Met with Condition:</b> This proposal is generally consistent with the purpose, intent and applicable development standards of the Zoning Code requirements. Establishment of a Planned Unit Development successfully addresses the

	<p>unique conditions and location of the site. 6-foot sidewalks on both sides of each street are required per City’s current standards and this condition must be addressed prior to City Council Review.</p>
<p>2. The proposed development is in conformity with 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.</p>	<p><b>Criterion Met with Conditions:</b> The proposed infill development largely meets the goals and objectives defined in the Community Plan including the Future Land Use designation for the site. The development preserves the natural character along Bright Road. A connected shared use path within Reserve A is required to establish the shared use path connection and must be shown prior to City Council review. Additionally, two-sided 6-foot sidewalks are required per City’s current standards and this condition must be addressed prior to City Council Review.</p>
<p>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.</p>	<p><b>Criterion Met:</b> The proposed development promotes orderly development that is respectful to the surrounding development character.</p>
<p>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.</p>	<p><b>Criterion Met:</b> The Future Land Use Plan identifies this location for Residential Low Density that takes into account environmentally sensitive areas and integrates natural features. The proposed development safeguards the existing rural setting along Bright Road and along the Perimeter Lots.</p>
<p>5. Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan.</p>	<p><b>Criterion Met:</b> The required open space is 0.88acres and the applicant proposes 5.8 acres of large open public spaces, satisfying and exceeding the requirements. The applicant should work with the City’s landscape inspector to ensure the tree survey, tree preservation plan, tree removal/replacement plan, and landscape plan are provided with the Final Development Plan submittal.</p>
<p>6. The proposed development respects the unique characteristic of the</p>	<p><b>Criterion Met:</b> Billingsley Creek has been kept free of proposed buildings. The West Wood area is envisioned to maintain its natural character.</p>

<p>natural features and protects the natural resources of the site.</p>	<p>The proposal will have to adhere to Code for any removal and replacement of the vegetation on site, details of which are required at the Final Development Plan.</p>
<p>7. Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided.</p>	<p><b>Criterion Met with Condition:</b> The proposal will meet the requirements of the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code by constructing stormwater management detention basin, storm sewer pipes, and associated structures. The site survey and grading must be provided and shown on the drawings prior to City Council Review.</p>
<p>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 to that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians.</p>	<p><b>Criterion Met with Condition:</b> The Traffic Impact Study indicates minimal impact on the surrounding roadway network, and no turn lanes are required for access to the site from either direction. A shared use path is required to connect the south-west portion of the site to the development.</p>
<p>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.</p>	<p><b>Criterion Met with Condition</b> The preservation of natural features and integration with the proposal maintains the image of Dublin as a quality community. As mentioned above, a shared use path is required to ensure that the pedestrian connectivity is well established and integrated with the neighborhood.</p>
<p>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 plans contribute to the orderly development of land within the city.</p>	<p><b>Criterion Met with Condition:</b> The proposed density is compatible with surrounding development, as are the lot and building development standards. The applicant must ensure that sidewalk are provided on both sides of each street and the integration of the shared-use path is shown prior to City Council Review.</p>
<p>11. Adequate provision is made for storm drainage within and through the site so as to maintain, as far as</p>	<p><b>Criterion Met:</b> The proposal will meet the requirements of the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code by constructing stormwater management</p>

practicable, usual and normal swales, water courses and drainage areas.	detention basin, storm sewer pipes, and associated structures.
12. The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Zoning Code or Subdivision Regulations and that any such deviations are consistent with the intent of the PUD regulations.	<b>Criterion Met:</b> The proposed site layout is responsive to surrounding context and in accordance with the Community Plan. The flexibility provided by the Planned Unit Development process is necessary in this case to address the unique natural features of the site and maintain the significant natural features, resulting in lot sizes less than 0.5-acre.
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.	<b>Criterion Met:</b> The development text includes material and designs standards. The proposed building materials are high-quality materials and compatible with the surrounding neighborhoods. Conceptual architectural elevations have been provided by the applicant.
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.	<b>Not Applicable:</b> No phasing information has been provided by the applicant.
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.	<b>Criterion Met:</b> All public improvements in this location are based on the construction of this project; these improvements are otherwise not planned.
16. The applicant's contributions to the public infrastructure are consistent with the Multimodal Thoroughfare Plan and are sufficient to service the new development.	<b>Criterion Met:</b> The site is not located within a Special Area Plan nor any Thoroughfares plan.

Preliminary Plat	
Criteria	Review
1. Plat Information, Zoning Code, and Construction Requirements.	<b>Criterion Met with Conditions:</b> The proposal is largely consistent with the Subdivision Regulations. Applicant must show the site survey, easements, grading and make any technical adjustments prior to City Council review.
2. Lots, Street, Sidewalk, and Bike Path Standards	<b>Criterion Met with Condition:</b> The plat does not provide sidewalk on both sides as per City standards. Also, a connected shared use path



	within Reserve A is required. Applicant must make revisions prior to City Council Review.
3. Utilities.	<b>Criterion Met:</b> Stormwater management, proposed and existing utilities are shown on the plat.
4. Open Space Requirements	<b>Criterion Met with Condition:</b> The proposed open space provision meets the requirements. Open space is required to be dedicated to the City. The plat must accurately show the ownership and maintenance of specialty path of Reserve A. Applicant must make these prior to City Council Review.

**Recommendation**

**Planning Recommendation:** Approval of Rezoning and Preliminary Development Plan with following conditions:

- 1) The applicant provide a 6-foot wide sidewalk on both sides of streets in the subdivision and revise the development text accordingly, prior to City Council submittal.
- 2) The applicant provide a connected shared use path in Reserve A, per the City’s maintenance standards and revise the development text as required, prior to City Council submittal.
- 3) The applicant make adjustments to Lot 2, Lot 5 and Lot 13 to provide a minimum lot width of 40 feet to achieve more flexibility in driveway location and provide landscaping opportunities for a cohesive residential appearance and revise the development text to require the minimum lot width of 40 feet, prior to City Council submittal.
- 4) The applicant provide a uniform tree lawn within the entire development without any discrepancies between the drawings prior to City Council submittal.
- 5) The applicant revise the development text to address the discrepancies between the rear yard setbacks, primary structure setback and minimum private open spaces on Lots 1- 10 prior to City Council submittal.
- 6) The applicant revise the development text to require minimum side yard dimension as 6 feet on one side and 14 feet total prior to City Council submittal.
- 7) The applicant revise the development text to provide minimum setbacks for the front-loaded and side-loaded garages, prior to City Council submittal.

**Planning Recommendation:** Approval of Preliminary Plat with conditions:

1. The applicant ensure that the site survey, easements, grading, and engineering comments are shown on the plat prior to City Council submittal.
2. The applicant address any other technical adjustment as needed.