

To: Rati Singh, Assoc. AIA
 Planner, City of Dublin

From: Dan Phillabaum, AICP, RLA
 Landplan Studios, LLC

Date: January 30, 2025

Re: 24-135Z-PDP—Bright Road Reserve Neighborhood Design Guidelines Analysis

Rati—

This memo provides a chapter-by-chapter comparative analysis of the proposed Bright Road Reserve Preliminary Development Plan to the objectives and recommendations of the Neighborhood Design Guidelines, as is applicable to all future residential PUD developments in the City.

The objectives of the Guidelines pertinent to this PDP application have been summarized into the following table, followed by my analysis and recommendations for the specific objectives, provided in *italic bullet points*.

I. Public Realm—Macro Level Design Guidelines
A. Open Space Framework
<p>1. Step One—Site Inventory and Analysis The significant and pertinent existing features of the site are inventoried and analyzed. The quantitative or qualitative outcomes of each step of the inventory and analysis are overlaid to illustrate the interplay of these features and their impact on the site layout.</p> <ul style="list-style-type: none"> ▫ <i>A site inventory and narrative analysis of the various site features has been provided through the combination of Exhibits and Project Narrative provided which describes the significance, or potential influence, of each of the existing conditions in the site planning process.</i> ▫ <i>An overlay exhibit of the site inventories has been provided which depicts the interplay of the existing features that leads to Step Two—Identification of Significant Features & Development Areas.</i>
<p>2. Step Two—Identification of Significant Features & Development Areas Identify proposed areas to be preserved, including significant natural features, historic or cultural resources and potential locations for new open spaces. Identify areas of the site</p>

<p>conducive to residential development and provide the acreages of development and preservation areas.</p>
<ul style="list-style-type: none"> ▫ <i>The location and acreage of proposed preservation areas and new open space areas has been provided, along with the areas of the site conducive to residential development.</i>
<p>3. Step Three—Conceptual Street and Path Network Delineate the conceptual locations and hierarchy of streets through the neighborhood and path network linking open spaces. At a site context level, depict path connections to points of interest in the area.</p>
<ul style="list-style-type: none"> ▪ The proposed street network has been fully delineated, along with the sidewalk system along the street. The proposed path network into the preservation areas and open spaces has been mostly depicted. <ul style="list-style-type: none"> ▫ <i>There is no perceived street hierarchy based on the minimal difference between the proposed street types. This is appropriate given the limited size of the proposed neighborhood and lack of connectivity to other neighborhoods afforded by the existing site conditions and context.</i> ▫ <i>Additional details should be provided regarding the proposed recreational path system through the West Wood.</i>
<p>4. Step Four—Refine Development Areas with Lot Lines Within the areas proposed for development, incorporate lot lines and other regulatory boundaries necessary to convey the lot/dwelling types proposed.</p>
<ul style="list-style-type: none"> ▫ <i>Lot lines have been incorporated along with proposed setbacks for the single dwelling type proposed.</i>
<p>B. Design Objectives—Preservation of Significant Existing Features</p>
<p>The preservation of existing natural features should be given highest priority as dedicated open space in the layout of the neighborhood. These should be embraced as public focal points of the neighborhood and may serve as the basis for the neighborhood identity.</p>
<ul style="list-style-type: none"> ▪ The predominant preservation areas are the Billingsly Run floodway and surrounding woods at the east side of the site and the wooded area at the west side of the site—the ‘West Woods.’ The location of these preservation areas focuses development sites in the middle portion of the site, with homes backing up to the preservation areas. <ul style="list-style-type: none"> ▫ <i>The overall open space network of preservation areas, newly created open spaces, the streetscape and the open portion of the cul-de-sac right-of-way form a connected open space network across the site, with relatively convenient access to open space from all proposed lots.</i>
<p>C. Design Objectives—Creation of New Public Open Spaces</p>
<p>New open spaces should be coordinated with preservation areas to provide a series of opens spaces strategically and equitably distributed through the neighborhood. Open spaces should have public street frontage and homes facing the open space. New open spaces may be formal or informal, have a variety of sizes, and programmed to respond to the recreational needs of the neighborhood.</p>
<ul style="list-style-type: none"> ▪ The Central Court is a newly created open space in the central portion of the lot surrounded by street frontage and with homes facing the open space. The Central Court is a gathering space for residents and provides an open space connection to the West Wood natural preservation and stormwater detention area. The conceptual design includes a perimeter sidewalk, clusters of birch trees and a central mail facility.

- *The Allee is a formal open space between Lots 4 and 5 linking the Central Court and the West Wood. The design includes a recreational path lined with an allee of ornamental trees. At the western terminus of the Allee a small gathering space is proposed overlooking the stormwater detention area.*
 - *The Central Court and Allee both meet the design objectives of the Neighborhood Design Guidelines for the creation of new public open spaces.*

D. Design Objectives—Stormwater Management Facilities

The Neighborhood Design Guidelines only consider dry stormwater detention facilities as contributing open space when these areas achieve a superior and interactive design as useable open space when they are not intermittently put into use for stormwater management.

- The proposed detention basin within the West Wood is described in the Development Text as “a dry basin to be shaped, planted and protected as an open space Reserve. In light of its location relative to existing surrounding neighbors who abut this Reserve, it is the intent of this development proposal that Reserve A is to remain passive in use and nature with no additional programming, hard-surface trails, park apparatus, etc. for the entire neighborhood’s continued quiet enjoyment of the greenspace.”
- The proposed Preliminary Development Plan exhibits depicts 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 across from the Ferris-Wright Park and Earthworks.
 - *Further details and clarifications are needed as to the degree of pedestrian access proposed to and around the stormwater facility and larger Reserve. Thaddeus Kosciuszko Park is cited as a precedent for the type of passive public open space proposed with the West Wood, however the design of this existing park includes parking for autos and bicycles, a gazebo and an extensive trail system.*

E. Design Objectives—Perimeter Setbacks as Open Space

Only perimeter setbacks from external collectors or arterial roadways may be counted as open space under the following conditions. Homes shall either front roadway setbacks that are designed as linear, park-like environments with shared-use paths, or homes may back up to the roadway setback with views of the rear of homes screened with landscaped, earthen berms and meandering shared-use paths through the setback area.

- Lots 1, 2, 13 and 20 back up to the Bright Road right-of-way and a minimum 20 foot wide Rear Setback/Landscape Easement and No Build Zone to the Private Open Space is proposed on these lots along the Bright Road frontage.
- There is existing vegetation in this area of the site that is proposed to be preserved and augmented within the 20’ Landscape Easement.
 - *The addition of mounding to screen the rear of the proposed homes cannot be accommodated within this area, and the shared use path is located on the opposite side of Bright Road. The existing vegetation, fencing and proposed reforestation/augmentation of this landscape buffer will effectively screen the rear of these homes from Bright Road.*
 - *The Development Text should clearly state that vehicular access to these lots from the Bright Road right-of-way is prohibited.*

II. Public Realm—Micro Level Design Guidelines

A. Streetscape Elements

1. Design Objectives—Pedestrian Realm

The Neighborhood Design Guidelines seek to establish a hierarchy within the street network using medians, variable tree lawn widths, and incorporation of a variety of landscape materials in the streetscape. Existing tree stands and tree rows can be captured within the right-of-way, and varying the planting scheme for street trees can create a unique character for different parts of the neighborhood and further assist in wayfinding. Monocultures of street trees are to be avoided.

- Due to the size and isolated nature of the proposed neighborhood, the proposed street hierarchy is limited to two street widths. ‘Street A’ is a 50-foot-wide right-of-way extending from the Bright Road intersection to the first internal intersection, transitioning to ‘Street B’, a 40-foot-wide right-of-way.
- The ‘Street A’ design section features two travel lanes totaling 26 feet, and ‘Street B’ two travel lanes totaling 24 feet. On-street parking is proposed to be permitted on one side of both street types.
 - *Where vehicles are parked on one side of these streets, the overall travel width is reduced to 15 to 17 feet and may require one vehicle to yield to another oncoming vehicle. Given the lack of through-traffic in the neighborhood and limited number of lots, and low travel speed these street widths may be appropriate.*

- A five-foot-wide sidewalk at the back of the right-of-way is proposed adjacent to a tree lawn on the east/interior side of ‘Streets A and B’ and terminating at the cul-de-sac, and around the perimeter of ‘Reserve C’ at the back of curb.
 - *Typically, pedestrian facilities are incorporated on both sides of neighborhood streets to the benefit of all residents.*

- The proposed tree lawn width between the sidewalk and the curb varies from 6.5 feet to 2.5 feet in width on the Preliminary Plat/Preliminary Development Plan exhibit.
- The Development Text states that Street Trees will be installed in accordance with the City of Dublin Code, and also notes that “Street Trees and other plantings in the public domain are to be a mix of varieties...”.
 - *A diverse mix of naturalistically planted street trees is appropriate to the character of the site. However, the space available in the proposed tree lawns would not meet the minimum distance requirements of Code and is unlikely to be sufficient to support the long-term health of the street trees.*

B. Design Objectives—Semi-Private Realm

Front yards should function as both a transitional space between the sidewalk and the front façade of the home and as contributing to the larger linear open space network within the streetscape.

1. Front Yard Landscaping

Front yard landscaping should create a high-quality arrival experience unique and complementary to the design of the home, with consistent thematic elements shared by lots on the same street for a unified streetscape character. Where short setbacks are proposed, hedges at the edge of the public sidewalk should be incorporated. Where larger lots are proposed, attention should be given to the arrival experience between the driveway and the front door created by the landscape design.

- Per the proposed Development Text, “each is home to be distinguished by its own public realm landscape”, “possibly including masonry piers for space definition”. “Each homesite will have a well detailed front yard with entry garden that defines the semi-private space of the yard through plantings, walls/piers, fencing segments and other devised to add to the character of the home.”
- Front yard fences are permitted by the Development Text to define, but not enclose, the semi-public space of the home entrance. Fences are proposed to be permitted no less than 3 feet and no more than 5 feet behind the public sidewalk, where sidewalks are provided, and no less than 1 foot or more than 3 feet from the right-of-way elsewhere. Front yard fences are not to return along the side yards.
 - *The incorporation of fences, walls, and piers is consistent with the Neighborhood Design Guidelines recommendation for homes where short setbacks are proposed. In this neighborhood, the minimum front setback is 15 feet.*
 - *No specific front yard planting requirements are proposed by the Development Text. Additional detailed requirements must be provided at the Final Development Plan.*
 - *To provide more flexibility in the siting of driveways and homes, and to provide a larger area within which to establish a public realm landscape theme, Lots 2, 5, and 13 should be slightly widened at the front property line, in coordination with staff.*

2. Transitional Arrival & Entry Spaces

Architectural extensions at the dwelling entrance should be included to provide a transitional space between the public realm and the front door. These spaces must also function as useable outdoor space for the residents. The design of these spaces should highlight the primary entrance to the dwelling unit and be located at a comfortable conversational distance from the public sidewalk.

- Per the Preliminary Development Plan exhibits, all homes are to be custom designed to conform to the conditions, topography, configuration and restrictions of its lot. No specific architectural plans have been provided.
 - *To ensure that this objective of the Neighborhood Design Guidelines is met, it is recommended that provisions be included in the Development Text to ensure that the main entrances be designed as useable spaces that are prominently located in relation to the street.*

3. Architectural Composition, Diversity, and Materials

The facades of dwelling units are the most character defining element of the streetscape. The dwellings should have a timeless, high-quality design, with massing and details at a pedestrian-scale which contribute to the overall character of the streetscape. Where a range of dwelling types are proposed, varying dwelling types along the same block face is encouraged as a means to provide variety and visual interest. The massing and articulation of dwellings, and a variety of exterior materials should provide architectural diversity to the streetscape. Exterior cladding materials should be long-lasting, low-maintenance and repairable over time.

- Per the Preliminary Development Plan exhibits, all homes are to be custom designed to conform to the conditions, topography, configuration and restrictions of its lot. No specific architectural plans have been provided.
- The proposed Development Text states that the single family detached homes will be high quality, 1.5 to 2 stories in height with 2 to 3 car garages and with possible auxiliary structures, and that the proposed homes will complement the quality of the

homes in surrounding neighborhoods and adhere to the Residential Appearance Standards.

- Architectural Diversity is proposed, limiting the repetition of the same or similar front elevations throughout the neighborhood.
 - *The proposed intent to build custom homes designed in response to each lot, the commitment to an architectural diversity matrix, together with the garage location and orientation recommendations below meets the Neighborhood Design Guidelines objective of facilitating a high-quality streetscape.*

C. Design Objectives—Garages

The presence of front-loaded garages should be minimized to the maximum extent possible to maintain high-quality pedestrian-oriented streetscapes.

1. Garage Location & Orientation

Attached, front-loaded garages should be located a minimum of 20 feet behind the primary façade of the dwelling. Where side-loaded garages are proposed on lots narrower than 85 feet, garage doors are recommended to be located at least 10 feet back from the front façade of the dwelling to allow for landscape screening.

- The Development Text states that “Garage orientation is to be determined in the context of individual site topography, configuration, existing preserved trees, jurisdictional restrictions and platted setbacks. Any front-facing garages will be set back from the front face of the body of the home. Ancillary ‘third car’ garages may be provided.”
 - *To ensure that the objectives of the Neighborhood Design Guidelines 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.*

2. Garage Doors & Facades

The design of garage doors and the façade of the garage surrounding the door can reduce the negative visual impact of front-loaded garages by reducing the size of doors, the number of doors that may be on the same plane. The detailing of the garage doors and elements surrounding the door can further diminish the visual impact of garages to the streetscape.

- The Development Text states that “Garages will be architecturally consistent with the main building façade, with decorative garage doors a maximum of 18 feet wide.”
 - *This is consistent with the Neighborhood Design Guidelines objectives.*

III. Private Realm

A. Design Objectives for Lot Elements

1. Front Building Setback

Lots 60 feet and wider should generally implement the standard front building setback. For all lot types, the front setbacks should be staggered along the block face to create variety along the streetscape.

- The standard front setbacks based on 50’ and 40’ wide rights-of-way are a minimum of 30 feet based on the Subdivision Regulations. As proposed, Lots 2, 5, 10 and 13 have a minimum front building setback of 15 feet, based on the tapered configuration of these lots toward the right-of-way. All remaining Lots have a Front Build-to-Zone of 15 to 20 feet.
 - *Homes on the four Lots featuring a 15-foot minimum setback will likely need to be set back a distance greater than minimum required based on the narrow, tapered configuration toward the front of the Lots, and the practicality of siting a*

home on these Lots. To provide more flexibility in the siting of driveways and homes Lots 2, 5, and 13 should be slightly widened at the front property line, in coordination with staff.

- *Although the 15-to-20-foot Front Build-to-Zone may result in staggered setbacks among adjacent lots, there is no requirement in the Development Text to do so.*

2. Side Yards

The appropriate side yard widths will vary based several factors--the overall lot width, the width of the front facade of the dwelling relative to the lot width, and the prominence of the garage in the design of the front façade. Side yards should be wide enough to allow for positive drainage between adjacent dwelling units, and in no case should the minimum side yard be less than six feet wide on one side and a total side yard width of 14 feet on both side for detached dwelling units. Where six-foot side yards are used, AC units should be located in the rear yard.

- The proposed minimum side yard dimension as outlined in the Development Text is 6 feet on one side and 14 feet total. On the Preliminary Development Plan exhibit the minimum side yard dimension depicted is 6 feet on both sides.
 - *The Neighborhood Design Guidelines recommend that in no case shall the side yards be less than 6 feet on one side and 14 feet total. No information has been provided about the typical width of the homes proposed to be constructed, but lots of this width typically have greater minimum and total side yard dimensions than proposed.*

3. Maximum Buildable Depth/Buildable Area

The maximum buildable depth on each lot from the front building setback should be provided to ensure that adequate space remains at the rear of the lot for private outdoor space. The maximum buildable depth will vary based on the dwelling type proposed and should be provided with each building type proposed as part of the Preliminary Development Plan application.

4. Rear Yard

Minimum rear yards ensure that adequate space is reserved for private open space. Private open space should be provided with each dwelling unit and is defined as the space between the maximum buildable depth and the minimum rear yard.

5. Private Open Space Area

The private open space area defines the physical envelope of the lot where decks, patios, hardscape, seat walls, pools, play equipment, and other outdoor improvements may be constructed. To ensure that a minimum amount of private open space is provided with each unit type proposed, the maximum buildable depth of the primary structure on the lot must be indicated on the Lot Type Examples submittal. The typical minimum amount of private open space on any lot should not be less than 150-square feet, with a minimum dimension of 10 feet. The actual amount required will vary based on the dwelling type and be determined by City of Dublin staff and the Planning and Zoning Commission.

- The Development Text proposes a range of dimensional requirements for Maximum Buildable Depth, Rear Yards, and Private Open Space Areas which are tailored to specific lots based on the lot configuration.
 - *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. 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.

6. Lot Coverage

Code requires that in residential Planned Unit Developments, lot coverage is not permitted to exceed 45%. Higher lot coverage should be reserved for dwelling types not presently available and which meet or exceed the high architectural quality of existing housing stock in the city.

- The maximum lot coverage proposed is 45%.
 - *The proposed lot coverage is consistent with other similar sized lots within the City and the Neighborhood Design Guideline recommendations.*

B. Lot Type Examples

Diagrammatic examples of all of the proposed lot/dwelling types proposed should be provided. Lot Type Diagrams should not be depicted in isolation, but as a cluster of the dwelling type to convey the larger development pattern that the dwelling type will create.

- A single dwelling type is proposed—detached single-family residences, on lots with an average area of 13,623 square feet. Conceptual Lot Diagrams have been included for several lots in isolation, as well as a row of conceptually developed lots reflected as a streetscape character elevation.
 - *The Lot Type Examples provided depict the smallest lot proposed (Lot 19) and a walk-out lot (Lot 12) conceptually developed at the maximum lot coverage permitted, as well as Lots 2 and 5 which are corner lots with minimal street frontage.*
 - *The Lot Type Example exhibits effectively depict a range of conceptually developed lots, as recommended by the Neighborhood Design Guidelines. As noted several of the dimensional discrepancies must be revised in the proposed Development Text.*

In reviewing the submitted application materials, it is my opinion that minor revisions are required to both the proposed Development Text and Preliminary and/or Final Development Plan exhibits to resolve discrepancies between these documents. Additionally, more specific regulations should be provided in the Development Text as noted in the analysis and in coordination with staff to ensure that various objectives of the Neighborhood Design Guidelines are achieved. I would be pleased to discuss any of these items with you in greater detail at your convenience. Please let me know if you have any questions.

Sincerely,

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