

PLANNING REPORT

Planning and Zoning Commission

Thursday, April 17, 2025

Liu Trail 24-128PP

www.dublinohiousa.gov/PZC/24-128

Case Summary

Address	7192 Dublin Road, Dublin, Ohio 43017
Proposal	Preliminary Plat (PP) for a 12.79-acre site to establish 7 single-family lots and a reserve.
Request	Review and recommendation of approval to City Council for a Preliminary Plan under the provisions of the Subdivision Regulations.
Zoning	R-1: Restricted Suburban Residential District.
Planning Recommendation	<u>Recommendation of Approval to City Council for a Preliminary Plat with Conditions.</u>
Next Steps	Upon review and recommendation of approval of the Preliminary Plat from the Planning and Zoning Commission (PZC), the application will be eligible for review by City Council for acceptance.
Applicant	Matthew Lilie, American Structurepoint, Inc.
Case Manager	Taylor Mullinax, AICP, Planner I (614) 410-4632 tmullinax@dublin.oh.us



Community Planning and Development



5200 Emerald Parkway
Dublin, Ohio 43017



614.410.4600
dublinohiousa.gov

Sustainable | Connected | Resilient

Site Location Map

24-128PP - Liu Trail



Site Features

- 1 Existing access
- 2 Existing single-family home, detached buildings, and tennis court
- 3 Floodplain



1. Request and Process

The applicant is requesting review and recommendation of approval of a Preliminary Plat (PP) to City Council to subdivide 12.79-acres into seven single-family lots.

Process

This application follows the Subdivision Regulations and the applicable Standard Zoning District. Approval of a PP is a two-step process heard by both the Planning and Zoning Commission (PZC) and City Council (CC). Upon acceptance of the PP, the applicant would proceed with the same approval process for a Final Plat (FP). Upon acceptance of the FP at City Council, the applicant can submit building permits for each residential lot. The individual lots will be required to meet the Residential Appearance Standards for each home.

1. *Standard District Preliminary Plat (PZC Recommendation)*
2. *Standard District Preliminary Plat (CC Acceptance)*
3. *Standard District Final Plat (PZC Recommendation)*
4. *Standard District Final Plat (CC Acceptance)*

2. Background

Site Summary

The +/-12.79-acre site is zoned R-1, Restricted Suburban Residential District, and is located on the east side of Dublin Road, approximately 490 feet north of the intersection with Killilea Drive. The site is bordered by single-family residences to the north (Galway Estates Subdivision), south, and west (Coventry Woods Subdivision), and the Scioto River to the east. All of the immediate surrounding single-family lots are developed under the R-1 zoning classification, which calls for a 40,000-square-foot lot minimum. Mature tree lines define the northern, eastern, and southern property boundaries. The site is currently developed with a single-family residence, several detached structures, and a tennis court, and is accessed from Dublin Road. A shared use path runs along the west side of Dublin Road.

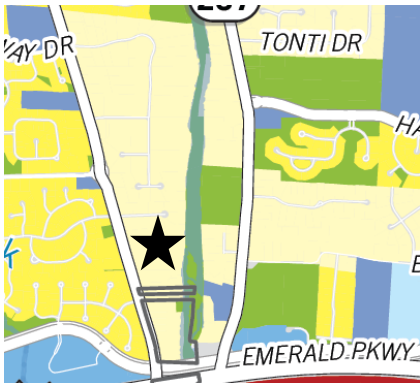
Utilities

Water and sanitary sewer utilities are available on site. The existing water line is located on the west side of Dublin Road, and the sanitary sewer runs north/south through the middle of the site. There is an existing storm sewer under Dublin Road that discharges to a shallow swale along the north property line that directs flow to the Scioto River.

3. City Plans and Principles

Envision Dublin

The Envision Dublin Community Plan states the recommended future land use (FLU) as Residential Low Density. This designation envisions large-lot residential development with 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 at a density of 0.5 to 2 du/acre. The proposed density for the project is 0.56 du/acre, which meets the recommendation.



Thoroughfare Plan

The Envision Dublin Thoroughfare Plan classifies roadways based on traffic demand and outlines future character improvements to accommodate increased activity. The Dublin Road Corridor is designated as a River Character area, shaped by natural processes over time, featuring significant topographical variation, dense tree cover, and proximity to the Scioto River and its tributaries. Dublin Road is classified as a "Commuter Boulevard," with an 80-foot right-of-way (ROW), serving as a traditional minor arterial that also accommodates commuter bike routes under the multimodal street classifications. New development along Dublin Road should have modest setbacks ranging from 60 to 100 feet. ROW dedication is required for the proposed improvements, the developer has designed and will construct the necessary infrastructure and provide easements to be recorded on the associated plat.

4. Project

Project Summary

This is a request to subdivide 12.79 acres into seven single-family lots with 0.5 acres of open space within a private reserve and the construction of a new public street (Liu Trail) to provide access to the development.

The existing single-family residence will be retained, while two detached buildings, the tennis court, and the existing private drive will be removed. The applicant intends to develop the proposal under the current R-1: Restricted Suburban Residential District. The proposal is required to meet the development standards outlined in the Code, which include a minimum lot size of 40,000 square feet and a minimum lot width of 150 feet, which are met.

The proposed lots will have a minimum building line setback of 40 feet from Dublin Road, based on the 80-foot ROW, and a varied building line setback from Liu Trail. All other required setbacks are noted on the title sheet of the PP.

Staff recommend minor amendments to the preliminary plat to ensure consistency including correcting missing labels, removing setback information, correcting right-of-way information, and verifying setback measurements, as outlined in the conditions below:

- 1) All lots on the site plan and Preliminary Plat need to have side and rear yard setbacks removed.
- 2) Provide lot area calculations labeled for Lot 1 on the Site Plan.
- 3) Verify the front building line setback and correct right-of-way information for Lot 5.

Transportation & Mobility

To access the subdivision, a new left turn lane on Dublin Road and the construction of a new public street with associated infrastructure improvements are required. The new public street, Liu Trail, is designated as a future Shared Street and will include a 58-foot ROW with a 24-foot paved street, 6-foot sidewalks, and 8-foot tree lawns with street trees.

A left turn lane is required based on the Traffic Memo and shall be constructed on Dublin Road to provide access to the subdivision. Should the applicant wish to pursue a speed reduction on Dublin Road, the applicant shall conduct a formal speed study with review and approval from Dublin Staff, prior to submission to the Ohio Department of Transportation.

To promote mobility objectives, an 11-foot Shared Use Path along the east side of Dublin Road is also required and shown on the plat. The applicant is requesting approval of a fee in lieu of constructing the required Shared Use Path, allowing the City to use the funds for construction as part of a Capital Improvement Plan. Engineering will determine if a fee-in-lieu option is acceptable. If not, the applicant will be required to construct the Shared Use Path as part of the other infrastructure improvements. If a fee-in-lieu for the construction of the Shared Use Path is determined to be acceptable by the City Engineer, a 2-foot easement will be required to ease the construction in the future. If the path is constructed with the proposed development, a 1-foot easement is sufficient for future maintenance. The applicant should continue to work with Engineering on the final location and design of the SUP along Dublin Road, including the easement width necessary for the path maintenance and/or construction.

Staff has identified additional minor adjustments that need to be made with the submission of the Final Plat, which is outlined below.

- The proposed street name, Liu Trail, may be confused with a trail that is not open to vehicular traffic. Staff recommend including a suffix of Drive, Way, Avenue, Street, Lane, or Court. The applicant should continue to work with the Engineering Division to finalize the proposed street name.
- Staff are concerned with the proximity of individual lot driveways onto Liu Trail as they approach the intersection with Dublin Road. To maximize the distance between the proposed driveways (shown in the stormwater management report) and the intersection with Dublin Road:
 - The location of the driveway for Lot 1 should be restricted to the most eastern location allowable based on setbacks.
 - The location of the driveway for Lot 7 should be restricted to either line up with the driveway on Lot 1 or be located further to the east, away from Dublin Road.
- The layout appears to show the sidewalk and ROW coincident through the cul-de-sac bulb. A 1-foot separation from the proposed ROW to the edge of the sidewalk is required. The 6-foot sidewalk and 8-foot tree lawn shall be maintained.
- The applicant shall modify the Traffic Memo for the proposed subdivision in response to staff comments.

Utilities & Stormwater

The existing ditch along the north property line connects to an existing 24-inch culvert under Dublin Road and outlets to the Scioto River. This will be relocated 30 feet north and will be placed into an 83-foot storm easement. Stormwater from the development will outlet to the southern property line of lot five. The subdivision will connect to the public sanitary sewer system and file a sanitary PTI sewer extension through the Ohio Environmental Protection Agency. The applicant is proposing to design lots around the sanitary sewer; staff has expressed concerns with the applicant team regarding Lot 2's limited developable area once easements are shown. Water quality control is provided through a proposed underground detention system beneath the Liu Trail cul-de-sac. Per the City of Dublin Stormwater Design Manual, stormwater quantity control is not required.

Based on the proposed Preliminary Plat, staff have the following comments on the proposed development and recommend conditions of approval to address these items with the submission of the Final Plat:

- The house location on Lots 2 and 6 be restricted so that no part of the house, including footer or foundation, will be located within the sanitary sewer easement.
- The applicant should show and label the driveway locations for all lots demonstrating that the slope of the driveways will not exceed the maximum allowable slope of 8 percent. The location of the driveways should be restricted as necessary.
- The applicant should continue to work with Engineering to address outstanding comments.

Open Space/Reserve

Residential subdivisions are required to provide open space based on the number of units proposed. Based on the proposed seven dwelling units, a total of 0.466 acres of open space is required. The proposal includes 0.598 acres of open space, which exceeds the minimum requirement. The proposed open space reserve will be privately owned and maintained by the HOA and is intended to provide shared visual and physical access to the Scioto River. The applicant has provided plans for the open space, which include a gravel path, retaining walls, benches, and landscaping.

Landscaping

For a standard residential subdivision, street trees are required to be planted within the 8-foot tree lawn of the ROW, spaced 45 feet on center, which is met. The applicant is proposing two types of large street trees: Swamp White Oak along Dublin Road and Urban Elms along Liu Trail. Additional deciduous trees - Scarlet Oak, Green Mountain Sugar Maple, and Swamp White Oak - will be planted within the landscape buffer along Dublin Road. All other landscaping, including front yard trees, will be finalized during building permitting as part of the final residential site design.

Tree Removal/Tree Waiver

The tree preservation requirements within the Zoning Code apply to all healthy trees with a minimum diameter of six inches breast height. Replacements for removals are required on an inch-for-inch basis at a minimum installation size of 2.5 inches caliper. A \$150 per-inch fee-in-lieu may be paid if full replacement would result in overcrowding.

There are 169 healthy trees on site. The applicant is proposing to remove 60 protected trees (16 Landmark, 12 Priority 1, 27 Priority 2, and 5 Priority 3) which require replacement. The applicant is requesting a tree replacement waiver to be determined by City Council with the development of this project.

All Landscape Code requirements have been met. However, staff recommends the addition of evergreen trees within the landscape easement along Dublin Road to create a more immediate and effective landscape buffer. These evergreens can also count toward the tree replacement requirements. The proposed deciduous trees within the buffer are 2 to 2.5 inches in caliper at planting and will require several years to reach maturity. A condition of approval has been included to reflect this recommendation.

5. Plan Review

Preliminary Plat	
Criteria	Review

1. Plat Information, Zoning Code, and Construction Requirements.	Criterion Met with Conditions: The proposal is generally consistent with the Subdivision regulations with the conditions outlined below. Conditions of approval require technical adjustments to be made to the plat to rectify discrepancies prior to the Final Plat.
2. Lots, Street, Sidewalk, and Bike Path Standards.	Criterion Met with Conditions: The proposal is consistent with the lot, street, sidewalk, and bike path standards of the Subdivision regulations with the conditions outlined below. Conditions of approval require technical adjustments to be made to the plat to rectify discrepancies prior to the Final Plat.
3. Utilities.	Criterion Met: Proposed and existing utility easements are shown on the plat.
4. Open Space Requirements.	Criterion Met: The proposed privately owned and maintained reserve provides ample amenities for future residents of the subdivision and meets the open space requirements.

Recommendation

Planning Recommendation: Recommendation of Approval to City Council for a Preliminary Plat with the following conditions:

- 1) That the applicant addresses all plat notations regarding setbacks and lot size, with the submission of the Final Plat;
- 2) That the dimensions indicated on the Site Plan and Preliminary Plat for the Liu Trail right-of-way tangents and Front Building Setback for Lot 5 be verified for accuracy, with the submission of the Final Plat ;
- 3) That a Curve Data Table be included on the Final Plat;
- 4) The applicant adds evergreen trees within the landscape easement, subject to staff review and approval, as part of the Final Plat application;
- 5) The applicant will continue to work with the Engineering Division to finalize the proposed street name prior to the approval of the Final Plat;
- 6) The location of the driveway on Lot 1 is restricted to the most eastern location allowable based on setbacks, subject to staff review and approval;
- 7) The location of the driveway on Lot 7 is restricted to line up with the driveway on Lot 1 or be located further to the east, away from Dublin Road, subject to staff review and approval;
- 8) A continuous 1-foot separation from the proposed ROW to the edge of the sidewalk be provided while maintaining a 6-foot sidewalk and 8-foot tree lawn, with the submission of the Final Plat;
- 9) The applicant continues to work with Engineering on the final location and design of the SUP along Dublin Road, including the easement width necessary for the path; maintenance and/or construction, prior to approval of the Final Plat at City Council;

- 10) The applicant shall provide a revised Traffic Memo before the submission of the Final Plat;
- 11) A left-hand turn lane shall be constructed on Dublin Road to provide access to the subdivision;
- 12) The applicant should show and label the driveway locations for all lots demonstrating that the slope of the driveways will not exceed the maximum allowable slope of 8 percent. The location of the driveways should be restricted as necessary, reviewed and approved by staff, with the submission of the Final Plat; and
- 13) The applicant continues to work with the Engineering Division to resolve all comments provided on the plans and make any adjustments to the plat with the submission of the Final Plat.