

Final Development Plan - Oak Park Dublin  
SW Corner Hyland Croy and Mitchell DeWitt Roads  
Applicant: Oak Park Dublin, LLC  
November 2020

## **FINAL DEVELOPMENT PLAN STATEMENT**

### **SUBAREA F (RESERVES A AND D - OAK PARK)**

#### **PROJECT DESCRIPTION: RELATIONSHIP TO EXISTING CHARACTER, LAND USE AND ARCHITECTURE**

This Final Development Plan contains Reserves A and D of Subarea E of the Oak Park Subdivision. As approved in the rezoning/preliminary development plan this area converted the originally zoned commercial use to a residential use with twelve single family homes, six in each reserve.

The twelve single family lots are consistent in character and land use to the existing Oak Park Development as follows:

- Lot size for the eight lots fronting Oaktree Drive N and S is similar to the range of lot sizes in the Oak Park single family subareas
  - Lot minimum width of 55' up to 69'
  - Lot depths minimum of 130' (existing Oak Park residential lot depth is 125')
- Lot size for the four lots fronting Oak Park Boulevard will be deeper and therefore larger than any lots in Oak Park. These lots will permit detached garages in addition to attached garages.
- Development standards will mimic the developed Oak Park single family subareas
- Architecture will use existing approved Oak Park elevations or modifications approvable administratively, similar to the process for the Villa lots
  - e.g., existing elevations modified for garage on adjacent non-frontage street and detached garages
- Result will be homes indistinguishable from existing homes in Oak Park
- No new streets will be constructed; existing streets will service the new homes
  - Eight homes will have access and frontage on existing Private Street, Oaktree Drive North and South, which will be platted as a public street to the City of Dublin.
  - Four Homes will front on Oak Park Boulevard but will not have driveway access to it. Driveways will have driveway access to private streets: Bur Oak Lane, Acorn Lane, Shumard Oak Lane and Chinkapin Oak Lane.
- Utility facilities are already in place but will need to be modified and extended.
- On street parallel parking will be permitted along Oaktree Drive North and South
- Particular attention will be paid to the presentation of homes facing Hyland Croy Road to ensure an attractive gateway to the Oak Park subdivision

In addition to the above summary regarding architecture, there are currently about 25 approved models for both the single family lots and the Villa lots. This “stable” of elevations for the twelve new lots will use any of these plans and the Development Text will so state. Additionally, the Development Text will also empower planning staff to make changes to these approved models and to approve designs for detached garages and other permitted accessory uses. This will enable any modifications necessary to adapt an existing model to a particular lot in this new part of Oak Park. Such an adaptation might be changing the access orientation for a garage, decreasing (or expanding) the width of a building, or reorienting a particular elevation to face a different street on a corner lot. Totally new models could also be approved by planning staff.

### **RELATIONSHIP TO COMMUNITY PLAN**

The Northwest Glacier Ridge Area Plan and the Hyland Croy Corridor Character Study both emphasize the objective of preserving the rural, open feel of Hyland Croy Road with low intensity clustered residential land uses with large setbacks from the roadway and significant open space. Oak Park effectively follows this lead with the rezoning change from commercial reserves to the single family residential use. Once constructed, these homes will improve the Oak Park window to the roadway. The Glacier Ridge subarea plan of the Community Plan notes that this neighborhood retail center would affect the visual character of Hyland Croy Road; by removing the visibility needs of this retail center the visual impact along the corridor will be improved and the overall landscape theme improved

Oak Park falls within the Mixed Residential Rural Transition district which contemplates about 1.5 dwelling units per acre. Existing Oak Park, with 92 residential units, currently matches this target. Adding the twelve new single family lots will raise the total to 104 units, still shy of the original Oak Park total of 108 units. This new overall residential density is about 1.69 units per acre, still less than Oak Park’s original residential density of 1.76 units per acre.

The removal of the 40,000 square feet of commercial retail space that was previously included in Oak Park’s total impact results in a major decrease in the overall intensity of the site, reduces traffic by the conversion of the commercial areas to single family homes. And eliminates the visual clutter from commercial signage and lighting, noise from commercial trash pickup, and nighttime retail hours that would have conflicted with residential quiet times.

### **CONSISTENCY WITH THE DEVELOPMENT PLAN**

This Final Development Plan is consistent with the approved Preliminary Development plan and provides for twelve single family lots and the conversion of Oaktree Drive North and South from a private street to a platted public right of way through the Final Plat process.

### **MEETS THE REVIEW CRITERIA PER 153.055(B)**

- (1) *The proposed development is consistent with the purpose, intent and applicable standards of the Zoning Code;***

The proposed Final Development Plan is consistent with the purpose, intent and applicable standards of the Zoning Code;

- (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;***

The proposed development is in Conformity with the Community Plan, Thoroughfare Plan, Bikeway Plan, and other adopted plans. The development will not unreasonably burden the existing street network and as indicated above, the overall traffic impact is decreased with the conversion from commercial use to single family homes.

- (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;***

The proposed development advances the general welfare of the city, the immediate vicinity of the Oak Park neighborhood and adjacent developments by providing a consistent land use and reduced traffic impact. The twelve homes will not impede the normal and orderly development and improvement of the surrounding areas

- (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;***

The proposed uses are appropriately located in the City and will only enhance values of the property within and adjacent to the area through consistent land use, architecture and lot size.

- (5) *Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;***

As part of the overall Oak Park development, over 50% of the development is contained within open space.

- (6) *The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;***

The conversion of the proposed single family lots from commercial uses will help maintain the unique character of the natural features and protects the natural resources of the site through reduced lot coverage, reduced noise, traffic etc.

- (7) *Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;***

All infrastructure is in place and the applicant has worked with the City for the conversion of Oaktree Drive North and South to a public right of way.

- (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 so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;***

With the conversion from commercial to single family, traffic will be minimized. All streets and infrastructure are in place including pedestrian paths. With construction of the lots, sidewalk

connections will be completed to enhance pedestrian connectivity through the site and to the adjacent pedestrian network.

- (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;***

As described in the Project Description above 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;

- (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;***

As described in the Project Description above, the proposed single family lots result in less density than originally approved for Oak Park, setbacks, building heights, architectural standards, etc are all consistent with the existing single family homes and contribute to the orderly development of not only the overall Oak Park development but land within the city.

- (11) *Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;***

Adequate provisions were made for storm drainage with the construction of the original Oak Park development. The proposed single family lots do not have any impact on existing storm water management or storm drainage systems.

- (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 Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;***

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 Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations.

- (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;***

Building design will utilize the existing approved Oak Park elevations. New elevations for homes, detached garages and other permitted accessory uses or modifications to existing home elevations will be approvable administratively by planning staff.

- (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;***

The proposed single family lots will not require phasing for infrastructure (roads or utilities) since these are already in place. Lots will be built upon as they are sold with improvements for sidewalks and curb ramps constructed with the construction of each home.

- (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;***

The proposed development will be serviced by existing streets and utilities. Some minor modifications are required for water and sewer service lines to the lots.

***(16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.***

Oak Park already contributed land and funding to Hyland Croy Road, McKitrick Road and Mitchell DeWitt Road improvements, in both City of Dublin and Union County. These contributions were based on the higher intensity previously planned for the 40,000 square feet of commercial use. Similarly, utility infrastructure is now more than adequate for the lesser intensity generated by the proposed downzoning to single family residential use.

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