

# 21-116Z/PDP & 21-117PP – HYLAND GLEN (GORDEN DEVELOPMENT)

## Summary

Request for review and recommendation of approval to City Council of a Rezoning/Preliminary Development Plan (Z/PDP) and Preliminary Plat (PP) for the Hyland Glen subdivision, which includes 102 single-family residential lots, 12.4 acres of open space and nine public streets.

## Site Location

The site is located northeast of the intersection of Hyland-Croy Road and Post Road.

## Zoning

R: Rural District

## Property Owner

Roger & Denise Gorden

## Applicant/Representative

The Paragon Building Group DBA Virginia Homes

## Applicable Land Use Regulations

Zoning Code Section 153.050

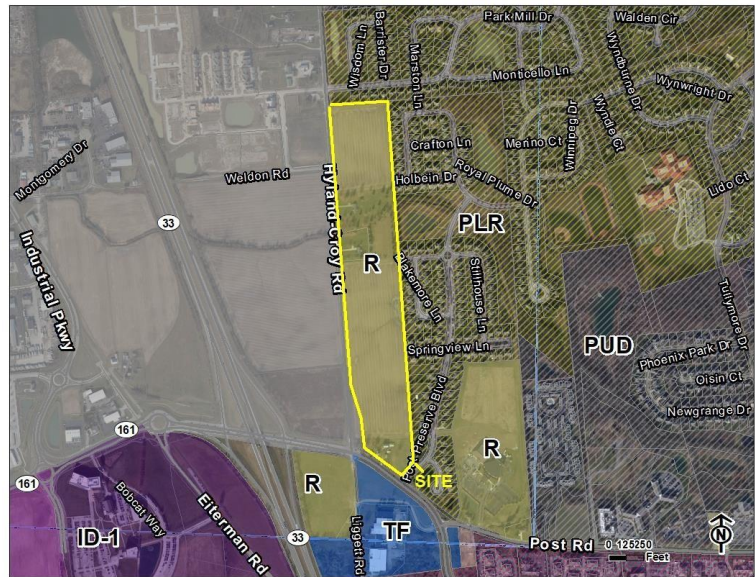
## Case Managers

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## Next Steps



Upon review and a recommendation of approval of the Rezoning/Preliminary Development Plan and Preliminary Plat by the Planning and Zoning Commission (PZC), the applicant will be eligible to move forward with the request to City Council.

## Zoning Map



## 1. Context Map



 <p>City of Dublin</p>	<p>21-116Z/PDP Rezoning/Preliminary Development Plan Hyland Glen 7270 Hyland-Croy Road</p>	<p>0 425 850 Feet</p> 
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## 2. Overview

### Summary

Development of a new, single-family neighborhood located northeast of the intersection of Hyland-Croy and Post Roads. The proposal includes 102 single-family lots, at a density of 2.4 dwelling units per acre, 12.4-acres open space (Reserves A-F), preservation of two historic structures (Barn and Granary), the extension of three public streets (Springview Lane, Stillhouse Lane, and Holbein Drive), and the creation of six new public streets.

### Background

The site is comprised of two parcels totaling 42.5 acres. The site is generally rectangular with 3,300 feet of frontage along Hyland-Croy Road and 500 feet of frontage along Post Road with an average width of approximately 550 feet. As exists today, this is a farm site with a farmhouse and outbuildings located along Post Road and two houses in the center of the site with access along Hyland-Croy Road. The site currently has two driveways from Hyland-Croy Road for the existing homes and one driveway from Post Road for the existing farmstead.

The site is surrounded by established single-family neighborhoods to the north and east, Park Place and Post Preserve, respectively. Recently, a new multi-family development, Jerome Grand, has been constructed on the west side of Hyland-Croy Road within Jerome Township. Additional commercial development is anticipated within the township in coming years.

### Process

Rezoning to a Planned Unit Development District (PUD) is the second step in establishing a PUD. PUDs are created to address unique conditions, which cannot easily be addressed by a standard zoning district. The PUD zoning approval includes a development text, which serves as the zoning regulation, and a Preliminary Development Plan (PDP), which serves to define the site layout and development parameters.

The current application was preceded by an Informal Review in May 2021. A Preliminary Plat is also being considered in conjunction with this Rezoning/Preliminary Development Plan. A Final Development Plan and Final Plat approving the final details associated with the development, including landscaping and signs, follows the approval of a Rezoning/Preliminary Development Plan.

### Neighborhood Engagement

The applicant has worked to engage the surrounding neighbors by sharing the proposed plan with a representative of the Post Preserve HOA, which was subsequently distributed by the representative. Similarly, City of Dublin Staff has been in regular contact with surrounding neighbors to ensure the latest information regarding the US 33/SR 161/Post Road interchange and Hyland Glen subdivision are made available. Generally, there is support for a new single-family neighborhood in lieu of the ACLF. Single-family lots of comparable sizes to the existing neighborhoods are particularly appreciated along the north and east bounds of the site.

## Case History

### *2021*

This development proposal for Hyland Glen was heard informally by the Planning and Zoning Commission (PZC) on May 20, 2021. At the time, the Commission expressed appreciation for incorporating previous feedback from the neighborhood regarding a desire for all single-family lots. The Commission also acknowledged the street layout remains largely the same as the previous proposal (Dublin Gateway) and that the traffic study will need to be finalized with a formal application. Members of the Commission identified that the Community Plan recommends the farmstead be preserved. Members discussed they would look to Staff for a recommendation regarding which structures should be preserved. The Commission expressed a desire for usable open spaces as an amenity to complement the single-family development. Today, the site layout remains largely consistent with the information presented in May. The applicant has further refined the layout by prioritizing preservation of historic structures and establishing a usable community park at the southern end of the site.

### *2015-2020*

The site was annexed from Jerome Township to the City of Dublin in 2018 (Ord. 87-17). Previously, a number of development configurations were reviewed by PZC in 2015, 2019, and 2020. On December 7, 2020, City Council disapproved a Rezoning/Preliminary Development Plan request for development of 90 single-family lots and 150 Adult Congregate Living Facility (ACLF) units with 12.4 acres of open space having identified the proposal was inconsistent with the Community Plan and not conforming to the criteria of approval set forth in the Zoning Code.

## Site Characteristics

### *Natural Features*

The site is bisected by a tributary stream to the South Fork of Indian Run flowing east into ML "Red" Trabue Nature Reserve. The stream is overlaid with a Stream Corridor Protection Zone (SCPZ). Tree rows line both sides of the stream, while the majority of the site remains open and free of vegetation. Several mature trees, in good and fair condition, are located around the farmstead and if possible should be preserved. Tree preservation and replacement will be finalized with the Final Development Plan.

### *Historic and Cultural Resources*

The site contains a historic farmstead located at the intersection of Hyland-Croy and Post Roads. The Gorden Farmstead dates to 1859 and reflects the agricultural history of Dublin. Today, the farmstead is comprised of a farmhouse, a barn with milking parlor and cow shed, a milk house, a tool shed, a steer shed, a granary, and a cellar.

The City's Historic and Cultural Assessment, adopted by Council in 2017, identified the farmstead, as a unit, is 'Recommended Eligible' for the National Register of Historic Places (NRHP). Although notable that a number of the structures have been modified overtime and/or have fallen into disrepair.

The property has been visited and reviewed by Preservation Designs, the City's historic preservation consultant as well as numerous City Staff from a variety of departments. The consultant has performed a detailed review of the existing structures summarized in a report provided in the Commission's packet.

Staff is recommending preservation of two historic structures with this development to ensure that, in this key gateway location, the proposal preserves Dublin’s past while also planning for Dublin’s future. The Preliminary Development Plans calls for the creation of a 2-acre community park preserving the large historic Barn/Milking Parlor and the smaller historic Granary. The final details of the landscape design including programming, plant selections, and other amenities will be detailed with the Final Development Plan.

Staff is recommending preservation of two historic structures as the relationship between outbuildings is one of the most unique attributes of a farmstead. Staff is recommending demolition of all other structures including the home as these structures are either in poor condition or located too close to the interchange. Staff is exploring options to virtually preserve the structures to ensure their story is able to be told and experienced for future generations after they are gone.

*Surrounding Land Use and Development Character*

North: PLR: Planned Low Density Residential District (Residential)  
East: PLR: Planned Low Density Residential District (Residential)  
South: TF: Technology Flex District (Commercial)  
West: Jerome Township (Undeveloped)

*Existing Road, Pedestrian and Bike Network*

The site has frontage along Hyland-Croy Road and Post Road. Currently three street connections from Post Preserve stub into the undeveloped site: Springview Lane, Stillhouse Lane, and Holbein Drive. Two shared-use paths, not associated with a public street, also stub into the undeveloped site from adjacent open spaces: one from Park Place (Reserve F), and one from Post Preserve (Reserve E).

*Utilities*

The site is not currently served by public utilities. The extension of public utilities is required with a future development proposal. A full stormwater report has been submitted as part of the Preliminary Development Plan application. Compliance with all provisions set forth within Chapter 53 of the Dublin Code of Ordinances is required. Final sizing and design will be determined with the Final Development Plan.

### **3. Plans & Policies**

#### **Future Land Use**

The Future Land Use Map in the Community Plan has two land use classifications for the site. The northern third is Suburban Residential Low Density (1-2 dwelling units per acre), while the remaining two thirds are Mixed Residential Low Density (up to 3 dwelling units per acre).

The Suburban Residential Low Density is described as “Modern suburban residential pattern that characterizes most development in Dublin. Residences are primarily composed of single-family dwellings on lot sizes that commonly average 0.25-acre. Public services are necessary, and larger projects may include a mix of densities that together do not exceed the average density.”



The “Mixed” category for residential character is intended for neighborhoods that incorporate a variety of single and multiple family dwelling styles, generally in larger projects. The integration of a broad range of housing within neighborhoods is intended to allow for greater housing choices particularly for younger and older age groups, and provide market flexibility to allow for a wider range of housing choices, consistent with Dublin’s Land Use Residential Principles. Larger sites are expected to incorporate a mix of housing types and to be designed to look, feel and function as a cohesive neighborhood. Smaller sites may include a single housing type, appropriately scaled to the surrounding development context, and consistent with Special Area Plan recommendations where applicable.

Relevant to this particular proposal, the classification is further defined by the following statement for the Mixed Residential Low Density category: “areas are intended to provide a mix of housing options and transition from existing single-family neighborhoods.” to commercial development within Jerome Township.

### **Northwest Glacier Ridge Special Area Plan**

The Hyland-Croy Road Corridor Character Study was completed in 2011 as a refinement to the Northwest/Glacier Ridge Area plan, which was then incorporated into the most recent update to the Community Plan. The Area Plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas, streets and access points are to be determined through the public review process for individual development proposals.

The Area Plan for the subject site includes a mix of single family and attached multiple family homes. The Plan states “single-family detached homes should be developed adjacent to the existing lots in the Post Preserve neighborhood, transitioning to a mixture of single-family attached and low-density multiple-family units toward Hyland-Croy Road. The Plan also recommends “preservation of farmstead structures for integration with open space setbacks” at the intersection of Hyland-Croy and Post Roads.

### **Thoroughfare Plan**

The Thoroughfare Plan indicates “Rural Character” as the designation for Hyland-Croy Road.

This character results from the cultural and historic use of the region for agricultural purposes. The roadways are typical of unincorporated areas or old township roads and are informal, evoking a sense of the past prior to development.

Specifically, the Plan recommends generous setbacks ranging from 100 to 200 feet, integration of open views and vistas into adjacent development, landscaping that focuses on native plant species and naturalized forms, meandering bike paths and sidewalks that are informally designed, and preservation of historic farmsteads, barns or outbuildings that emphasize the agrarian history of the area.

The Thoroughfare Plan also includes planned right-of-way widths for Hyland-Croy Road and Post Road. Additionally, the Plan contemplates the US 33/Post Road interchange improvements. Coordination between the City of Dublin, Union County, and Ohio Department of Transportation is ongoing to ensure seamless alignment of planned improvements in area. The City of Dublin and Union County Engineer have coordinated closely with the developer regarding all planned improvements and off-site contributions to mitigate any development impacts on the surrounding street network.

### **Interchange Modification Study**

In 1999, the Post Road/US 33 Interchange Study was initiated and subsequently concluded in 2001. In 2002, City Council adopted a preferred alignment for the improvements to the limited access right-of-way that aligned with a study approved by ODOT. In 2005, the City elected to pursue an improvement that required further study in the form of an Interchange Modification Study (IMS). As a result of the study, the ramp terminal location became fixed. ODOT regulations define any area within 600 feet of a ramp terminal is within the limited access right-of-way. The Post Preserve Boulevard intersection with Post Road was identified within this area, which dictated the need for future modifications. Overtime there have been numerous discussion between the City, ODOT, and surrounding neighborhoods on the closure and/or retention of Post Preserve Boulevard. In 2006, the City identified two alternatives to provide access additional connectivity to Post Preserve with Alternative 1B being preferred (shown below).

As part of the planned interchange improvement and reflected in the plan, a new street connection was planned to provide access to the Post Preserve neighborhood from Hyland-Croy Road. This general street layout was approved by City Council after considerable neighborhood involvement in 2006. At the time, the Hyland-Croy connection was planned as a formal entryway to the Post Preserve neighborhood including an entry feature and sign for Post Preserve. Staff is no longer recommending an entry feature for Post Preserve along Hyland-Croy given the changes that have occurred since 2006 as a result of the final interchange design.

## **4. Preliminary Development Plan**

### **Site Layout**

The proposal is for development of a Planned Unit Development (PUD) neighborhood consisting of 102 residential lots with 12.4 acres of open space on a 42.5 acre site. The proposed density is 2.4 dwelling units to the acre, which aligns with the Community Plan recommendations.

The main access into the site is from Hyland-Croy Road onto Moorland Drive, which is the centrally located along the frontage of the site. There are two secondary access points along Hyland-Croy Road: a restricted access point at Springview Lane and full access point at Holbein Drive. A connection is provided through Stillhouse Lane to the Post Preserve subdivision.

The plan includes a variable 100-foot setback along Hyland-Croy Road, preservation of two historic structures along Post Road, and the extension of the ML “Red” Trabue Nature Reserve along the South Fork of Indian Run. Three stormwater management basins are proposed. One along Post Road, in the vicinity of the existing farmstead, and two adjacent to the South Fork of Indian Run. A 2-acre community park is located at the intersection of Hyland-Croy Road and Post Roads.

**Development Standards**

Three sections of development are proposed. Section 1 contains 40 lots in the ‘middle’ of the site between Springview Lane and the South Fork of the Indian Run. Section 2 contains 33 lots south of Springview Lane and north of the community park. Section 3 contains 29 lots north of the South Fork of Indian Run and south of Park Place. The applicant has indicated that the development is intended to be sensitive to the established character of the surrounding single-family neighborhoods. In order to ensure sensitivity, the development standards differentiate between Perimeter Lots, those adjacent to existing neighborhoods, and Interior Lots, those adjacent to Jerome Township. Generally, lot sizes are proposed to transition from larger in the north and east portions of the site to smaller in the south and west portions of the site. The mix of lot sizes aligns with the Community Plan recommendations. The minimum lot requirements and additional development details for Perimeter and Interior Lots are identified below.

<b>Minimum Lot Requirements</b>		
<b>Requirement</b>	<b>Interior Lots</b>	<b>Perimeter Lots</b>
<b>Area</b>	6,600 sq. ft.	
<b>Width</b>	North of stream: 70 ft. South of stream: 60 ft. For corner lots, as shown on the PDP/PP	North of stream: 80 ft. South of stream: 70 ft. For corner lots, as shown on the PDP/PP
<b>Depth</b>	All lots 110 ft.; For corner lots, not less than 100 ft.	
<b>Front Yard</b>	20 ft.	
<b>Side Yard</b>	5 ft.	5 ft. Side yard adjacent to Post Preserve: 10 ft.
<b>Rear Yard</b>	10 ft.	North boundary: 25 ft. East boundary: 30 ft.
<b>Lot Coverage</b>	70%	60%



<b>Additional Development Details</b>	
<b>Parking</b>	2 garage spaces and 2 driveway spaces per home
<b>Garage Doors</b>	May be up to 50% of the façade of the home
<b>Patios</b>	Permitted; At-grade patios may encroach 5 ft. into a required rear yard setback
<b>Sheds</b>	Prohibited
<b>Fences/ Pools</b>	Code
<b>Solar Panels /Skylights</b>	Only permitted on portions of roof that are not visible from a public street and park/open space.

**Open Space**

*Hyland-Croy Road Frontage*

The building and pavement setback along Hyland-Croy Road is a variable 100 feet. At the southern end of site, adjacent to the interchange the setback is less than 100 feet, specifically as dimensioned on the Preliminary Development Plan. While pavement is not permitted to encroach into the 100 foot setback, right-of-way for public streets is permitted to encroach. This is consistent with the minimum recommendation of the Community Plan – Rural Roadway Character as previously detailed. Homes visible from Hyland-Croy Road will have decorative garage doors, appropriate architectural elements in accordance with the Appearance Code Standards, and use high-quality materials as detailed in the development text. The character of the open spaces along Hyland-Croy will be consistent with established developments along the corridor.

*Post Road Frontage*

The building and pavement setback along Post Road is required to be a minimum of 50 feet. Existing structures, shared-use paths, and stormwater management basins are permitted to encroach within the required setback. The development text requires the final landscape design of the community park is coordinated with the US 33/SR 161/Post Road interchange landscape design. The conceptual design is intended to recognize Dublin’s agricultural heritage.

*Reserves, Ownership, and Maintenance*

The applicant is proposing ample open space for this development, which exceeds the amount of open space required by the Subdivision Regulations. The Planning and Zoning Commission and City Council have, for several years, discussed the appropriate maintenance responsibilities for open space by a HOA or the City, especially stormwater management basins. The applicant shall provide a proforma of anticipated maintenance cost of all open spaces, attributed to the City and HOA, prior to City Council’s review. The development text requires the neighborhood have a forced and funded HOA to allow for the maintenance of reserves.

The proposal includes six reserves of open space (Reserves A-F). The applicant is proposing open spaces as follows including reserve ownership and maintenance.

<b>Open Space Reserve Ownership and Maintenance</b>			
<b>Reserve</b>	<b>Description</b>	<b>Ownership</b>	<b>Maintenance</b>
A	2.0-acres Community Park located at intersection of Post and Hyland-Glen Roads including two historic structures, stormwater basis, shared-use paths, and agricultural landscaping	City	City
B	0.7-acre Hyland-Croy Road setback south of Springview Lane. The reserve includes entry features and a shared-use path.	City	HOA
C	1.0-acre Hyland-Croy Road setback between Springview Lane and Moorland Drive. The reserve includes entry features and a shared-use path.	City	HOA
D	Each 3.8-acres open space reserves north of Moorland Drive and south of Holbein Drive. The South Fork of the Indian Run divides the two reserves. The area includes two stormwater management basins, entry features, and shared-use paths and will also provide for a continuation of the open space and wildlife corridor from Indian Run Meadows west through Red Trabue along the South Fork of the Indian Run.	City	City/HOA*
E		City	City/HOA*
F	1.1-acre in size and is the Hyland-Croy Road setback north of Holbein Drive. The reserve includes entry features and a shared-use path.	City	HOA

\*The City shall maintain functionality storm water management basins and appurtenances thereto which serve storm water functionality

**Tree Survey**

The applicant has provided a tree survey indicating the size and health of existing trees. The final details of the tree survey will be confirmed with the Final Development Plan. With the Final Development Plan, the developer is required to submit a Tree Preservation, Tree Replacement, and Tree Protection Plan for Staff’s review and the Commission’s approval. Removals and replacements are more easily mitigated through the Final Development Plan process versus when the trees are damaged in the field by construction. Tree removals and preservation practices need to be accurately reflected during the public review process to minimize alterations during construction. City inspections and approval of tree protection fencing are required prior to issuance of construction permits. Details are as follows:

- There are 137 trees on site and another 27 trees immediately adjacent off-site. Of the 164 trees surveyed, there are eight dead trees identified. The applicant should updated the plan to ensure that all trees in poor condition are removed.
- Additionally, the tree survey will need to be updated to include any trees proposed to be removed as part of the Stillhouse Lane extension. These trees are required to be replace in accordance with Code.
- Additionally, Staff has identified several hazardous trees along Post Road that should be removed.
- Staff recommends that the applicant preserve tree #85 given that it is a 25-inch Red Oak in good condition. The applicant should ensure the stormwater management basis does not impact the critical root zone. The landscape plans and tree

preservation/removal/replacement plans will need to be fully coordinated with the Final Development Plan.

- The final landscape design of the community park is required to be coordinated with the US 33/SR 161/Post Road interchange landscape improvements prior to submittal of the Final Development Plan.
- In addition to any required trees identified in the development text, the Final Development Plan will need to provide additional landscaping along the Hyland-Croy Road frontage. The applicant should work with Staff to implement the Rural Roadway Character.

### **Architecture & Building Materials**

The applicant is proposing four base single-family homes, which includes a variety of architectural styles (Craftsman, Euro, and Traditional) to meet architectural diversity requirements defined in the development text. The color palette is proposed to consist of natural earth tones in a warm and cool hues consistent with recently approved development in Dublin. Homes fronting Hyland-Croy Road are required to have additional architectural elements including, but not limited to a stone/synthetic stone watertable, shutters with operable hardware, or masonry entry piers.

The development text permits 1-2-story homes with a maximum height of 35 feet, which is consistent with the Code allowances in residential zoning districts. The applicant is proposing to permit a variety of primary cladding materials including: brick, thin brick, stone, manufactured stone, wood, engineered wood, fiber cement siding, stucco or any combination thereof. The text also defines trim materials permitted for trim that include: wood, aluminum, PVC, foam, and fiber cement products. Permitted roof materials are dimensional asphalt shingles (240lbs/sq weight) and metal standing seam. Windows are permitted to be vinyl.

Front loaded garages are permitted, and decorative doors with stamped pattern and hardware are required. The applicant is proposing garages be permitted to be up to 50 percent to be consistent with other neighborhoods previously approved in Dublin. Storage sheds are prohibited within the subdivision while fences and pools are permitted per Code.

### **Signs**

The applicant is proposing a total of three signs across the development. A comprehensive sign plan is required to be submitted with the Final Development Plan for the Commission's review and approval. Each entry sign is permitted to be 20 square feet in size at a maximum of 6 feet in height. A single entry sign may be located at the neighborhood entrances along Hyland-Croy Road. Previously, an entry sign for Post Preserve was contemplated given the 2006 Interchange Modification Study. In the intervening years, the interchange improvement design has continue to evolve, negating the need for the Post Preserve sign along Hyland-Croy Road as the existing Post Preserve sign will be able to be retained.

## **Traffic & Access**

All proposed streets are public. The main access point, Moorland Drive is proposed to provide access from Hyland-Croy Road along with two other access points: Springview Lane, which is restricted to right-in/right-out only access, and Holbein Drive. The proposal includes the extension of Springview Lane, Stillhouse Lane, and Holbein Drive. Five internal public streets are also proposed (south to north): Barksdale Drive, Banshee Drive, Gorden Drive, Wilde Drive, and Wooley Drive. The applicant work with the City of Dublin to finalize phasing of public streets prior to submission to City Council to the satisfaction of the City Engineer.

The plans include all required pedestrian connections including sidewalks and shared-use paths to provide connectivity to the regional parks/open space network. Sidewalks or a sidewalk and a shared-use path is provided on both sides of all public streets.

## **Traffic Impact Study**

The applicant submitted a Traffic Impact Study (TIS) as required for a rezoning application. The traffic study is currently under review by the City of Dublin and the Union County Engineer's Office. As Hyland-Croy Road is within Union County's right-of-way, they are partners in the review of the traffic impact study and also control access to this roadway. The study provides analysis of the anticipated traffic generated by the proposed development and estimates the projected traffic on the existing roadways. Currently, a study that recommends certain improvements to mitigate the anticipated development traffic impacts has been submitted, but comments provided by the City of Dublin and the Union County Engineer's Office still need to be addressed. Moving forward, the developer should continue to refine the study to address the comments to ensure the study can be accepted by the City of Dublin and the Union County Engineer's Offices. Once this is completed, the developer will need to work with the City of Dublin and Union County to create an Infrastructure Agreement that will commit the developer to the transportation improvements and contributions to offsite intersections that are recommended as a part of the accepted study.

Anticipated transportation improvements include:

- Traffic control improvement (such as a traffic signal) at the main entrance
- Southbound left and northbound right turn lanes at both full access points
- Northbound right turn lane at the restricted right-in/right-out only access point
- Contribution to future improvements along Hyland-Croy Road

The applicant should continue to work with the City and Union County to complete the traffic impact study to the satisfaction of the City Engineer and the Union County Engineer, prior to submitting the rezoning for consideration by City Council. Once this is complete, the applicant should work with the City of Dublin and Union County to develop an Infrastructure Agreement for consideration by City Council. This should be submitted in conjunction with the submission of the Rezoning to City Council.

## **Stormwater Management & Utilities**

### *Stormwater Management and Stream Protection*

The proposal will meet the requirements of the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code by constructing multiple stormwater management



retention 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 retention basins. The applicant will need to continue to work with Engineering to demonstrate compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.

A stream corridor protection zone is located near the northern third of the proposed site. This area has been delineated and has been kept free of proposed buildings, stormwater management facilities and other prohibited uses in this zone.

#### *Water*

Access to public water for domestic and fire protection use will be available by the construction of new public water main from the south along Hyland-Croy Road. Additionally, this proposal provides for the construction of new public water main within the development, including new fire hydrants.

#### *Sanitary Sewer*

New public sanitary sewer is proposed with this development to provide access for the proposed lots. This will connect to existing sanitary sewer located to the east of this development.

## **5. Preliminary Plat**

### **Summary**

This is a proposal for a Preliminary Plat for the subdivision of 42.5-acres of land and includes the creation of 102 single-family lots, six open space reserves, and nine public streets. The Preliminary Plat shows existing conditions, proposed development sections, setback requirements, lot depths and widths, and easements. The plat includes the open space acreages, ownership and maintenance responsibilities.

The single-family lots range in size with the smallest lot at 6,600 square feet and the largest lot at 18,997 square feet. The minimum lot depth is 110 feet and the largest lots depth are 130 feet deep. Single-family residential setbacks are not platted, but rather are defined by the development text. The plat establishes a 20-foot front building line for each lot along the public right-of-way. Additionally, a 30-foot and 10-foot building setback line is platted along the eastern and northern property lines, respectively. Associated utility easements are also denoted on the plat. The plat also includes building and pavement setbacks along the Hyland-Croy Road and Post Road frontages, 100 feet and 50 feet, respectively.

All proposed streets are public. Moorland Drive is proposed to provide access from Hyland-Croy Road along with two other access points: Springview Lane, which is restricted to right-in/right-out only access, and Holbein Drive. The proposal includes the extension of Springview Lane, Stillhouse Lane, and Holbein Drive. Five internal public streets are also proposed (south to north): Barksdale Drive, Banshee Drive, Gorden Drive, Wilde Drive, and Wooley Drive. The proposed public streets will provide 50 feet of right-of-way with 28 feet of pavement and be classified as a minor thoroughfare. Pedestrian connections, including 4-foot sidewalks and 8-foot

shared-use path, are included throughout the development to provide connectivity to the regional parks/open space network. The minimum tree lawn width is proposed to be 8 feet.

Finally, the Subdivision Regulations require land dedication for open space and for recreational facilities. The applicant is required to provide a minimum of 6.46-acres for open space for the site based on the area and number of single-family lots. The proposal is for 12.4-acres of open space of which all is to be dedicated to the City.

## 6. Criteria Analysis

### Rezoning with Preliminary Development Plan

- 1) *The proposed development is consistent with the purpose, intent and applicable standards of the Zoning Code;*  
Criterion met. 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 unique conditions and location of the site.
  
- 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;*  
Criterion met. The proposed development meets the goals and objectives defined in the Community Plan including the Future Land Use designation for the site and the Thoroughfare Plan recommendations. The development preserves historic and cultural assets while also providing a successful transition westward to Jerome Township.
  
- 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;*  
Criterion met. The proposed neighborhood promotes orderly development that is respectful to the surrounding development character while also providing an appropriate transition to Jerome Township. The community park promotes the general welfare of the City and surrounding area.
  
- 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;*  
Criterion met. The proposed development meets the Future Land Use designation for the site. The development plan safeguards surrounding established neighborhoods and preserves the Rural Roadway character along the east side of Hyland-Croy Road.
  
- 5) *Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;*  
Criterion met with Condition. The proposed open space provision meets and exceeds the requirements. The applicant should provide City Council a proforma detailing the HOA and City maintenance costs associated with the proposed open spaces. The applicant should work with the City's landscape Zoning Inspector to ensure the tree survey, tree

preservation plan, tree removal/replacement plan, and landscape plan are updated as detailed in this Staff Report with the Final Development Plan submittal.

- 6) *The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;*  
Criterion met. The proposal will have to adhere to Code for any removal and replacement of the vegetation on site. The Stream Corridor Protection Zone located near the northern third of the proposed site has been kept free of proposed buildings, stormwater management facilities and other prohibited uses in this zone.
- 7) *Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;*  
Criterion met with Condition. The proposal will meet the requirements of the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code by constructing multiple stormwater management retention basins, storm sewer pipes, and associated structures. The extension of public utilities is included with this development proposal. The applicant should continue to work with Engineering, prior to submittal of the Final Development Plan, to ensure compliance with the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code.
- 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;*  
Criterion met with Conditions. The applicant has submitted a Traffic Impact Study that recommends certain improvements to mitigate the anticipated development traffic impacts. The developer should continue to work with the City and the Union County Engineer's Office to finalize the TIS prior to City Council. The applicant should continue to work with the City of Dublin and Union County to develop an Infrastructure Agreement for consideration by City Council. This should be submitted in conjunction with the submission of the rezoning to City Council.
- 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 PUD and the larger community and maintains the image of Dublin as a quality community;*  
Criterion met. The applicant's development proposal addresses Staff, Commission, and residents requests over the last several years. The creation of a community park and preservation of historic structures at a key gateway location 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;*

Criterion met. The proposed density is compatible with surrounding development, as are the lot and building development standards.

- 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;*

Criterion met with Condition. The proposal will meet the requirements of the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code by constructing multiple stormwater management retention basins, storm sewer pipes, and associated structures. The applicant continue to work with Engineering, prior to submittal of the Final Development Plan, to ensure compliance with the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code.

- 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;*

Criterion met. 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 site location along the western boundary of Dublin.

- 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;*

Criterion met. The development text includes material and designs standards. The proposed building materials meet or exceed Appearance Code standards and the quality is compatible with the surrounding neighborhoods. Conceptual architectural elevations have been provided for the Commission's consideration with the Preliminary Development Plan.

- 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;*

Criterion met. The development will be completed in multiple phases. The applicant should work with the City to finalize phasing of public streets prior to submission to City Council specifically to allow for the opportunity for Holbein Drive to be extended with Section 1.

- 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;*

Criterion met with Condition. The Traffic Impact Study has been submitted and presently under review. The applicant should continue to work with the City and Union County to complete the traffic impact study to the satisfaction of the City Engineer and



the Union County Engineer, prior to submitting the rezoning for consideration by City Council.

- 16) *The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.*  
Criterion met with Condition. The acceptance of the Traffic Impact Study allows for the creation of the Infrastructure Agreement that would accompany the rezoning/preliminary development plan to City Council for final determination. The applicant should work with the City of Dublin and Union County to develop an Infrastructure Agreement for consideration by City Council. This should be submitted in conjunction with the submission of the rezoning to City Council.

### **Preliminary Plat**

*The Zoning Code does not contain specific criteria to guide the review of plats. Planning evaluates the conformance of the plat on the requirements set forth in Chapter 152: Subdivision Regulations of the Code:*

- 1) *Plat Information and Construction Requirements*  
Criteria Met with Condition. The proposal is consistent with the requirements of the Subdivision Regulations. The applicant should make any minor technical adjustments prior to City Council review.
- 2) *Lots, Street, Sidewalk, and Bike Path Standards*  
Criteria Met. This proposal is consistent with the lot, street, sidewalk, and bikepath standards of the Subdivision Regulations. The proposal connects to all existing street, sidewalk, and bike path infrastructure from Post Preserve to the east and Park Place to the north.
- 3) *Utilities*  
Criteria Met. Proposed and existing utilities are shown on the preliminary plat.
- 4) *Open Space Requirements*  
Criteria Met. The proposed open space provision meets the requirements. Open space is required to be dedicated to the City. The plat accurately shows the ownership and maintenance of open spaces.

## **7. Recommendations**

Staff recommends **approval** of the **Rezoning/Preliminary Development Plan** with conditions finding that the proposal meets the review criteria as outlined above:

- 1) The applicant work with the City's landscape Zoning Inspector to ensure the tree survey, tree preservation plan, tree removal/replacement plan, and landscape plan are updated as detailed in this Staff Report with the Final Development Plan submittal.
- 2) The applicant submit a proforma detailing anticipated open space maintenance costs for the City and HOA prior to submitting the rezoning for consideration by City Council.

- 3) The applicant continue to work with the City of Dublin and Union County to complete the traffic impact study to the satisfaction of the City Engineer and the Union County Engineer, prior to submitting the rezoning for consideration by City Council.
- 4) That the applicant work with the City of Dublin and Union County to develop an Infrastructure Agreement for consideration by City Council to be submitted in conjunction with the Rezoning application to City Council.
- 5) The applicant continue to work with Engineering, prior to submittal of the Final Development Plan, to ensure compliance with the City of Dublin Chapter 53 Stormwater Management and Stream Protection Code.
- 6) The applicant work with the City of Dublin to finalize phasing of public streets prior to submission to City Council to the satisfaction of the City Engineer.

Staff recommends **approval** of the **Preliminary Plat** with one condition:

- 1) The applicant ensures that any minor technical adjustments to the plat are made prior to City Council submittal.