



CITY OF DUBLIN.

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PLANNING REPORT
PLANNING AND ZONING COMMISSION

SEPTEMBER 18, 2008

SECTION I – CASE INFORMATION:

**5. Links at Ballantrae
08-026CP/Z**

**Rings Road West of Eiterman
Concept Plan
Rezoning/Preliminary Development Plan**

- Proposal: A subdivision for 46 single-family lots for land currently zoned R, Rural District and R-1, Restricted Suburban Residential District, located on the north side of Rings Road, approximately 1,100 feet west of Eiterman Road.
- Request: Review and recommendation of approval to City Council of a concept plan and a rezoning/preliminary development plan under the Planned District provisions of Code Section 153.050.
- Applicant: Charles Driscoll; represented by Ben W. Hale, Smith and Hale.
- Planning Contact: Rachel E. Swisher, Planner and Jennifer M. Rauch, AICP, Planner II.
- Contact Information: (614) 410-4600, rswisher@dublin.oh.us and jrauch@dublin.oh.us

Case Summary

The applicant is requesting review and recommendation of approval for a concept plan and a rezoning/preliminary development plan to rezone 26.5 acres from R, Rural District, and R-1, Restricted Suburban Residential District to PUD, Planned Unit Development District, for a development that includes 46 residential lots and 7.33 acres of open space. It is Planning’s opinion that the proposed use does not meet the Community Plan and the Future Land Use designation and disapproval of this request is recommended.

Work Session Update

The Planning and Zoning Commission informally reviewed this proposal at the February 7, 2008 work session and provided feedback regarding the layout of the site, the range of housing types within the development, and the importance of high-quality architecture and diverse building materials. The Commission also recommended that the green space be made more accessible to the future residents of the subdivision. The applicant has addressed the Commission’s comments regarding open space and the general layout of the development; however, the range of housing types and architecture has remained similar to what was originally proposed.

Site Description

Location

The site is currently undeveloped and consists of two separate parcels. One parcel has frontage on Rings Road and is zoned R-1, while the second parcel, zoned R, is located north of the first. The site is relatively flat with a mature tree rows located along the western, northern, and southeastern site boundaries.

Site Character

The site is currently undeveloped and consists of two separate parcels. One of the two parcels has frontage on Rings Road and is zoned R-1, while the second parcel, zoned R is located north of the first parcel. The site is relatively flat with a number of mature trees located along the western, northern, and southeastern site boundaries.

Surrounding Zoning and Uses

The properties to the east are zoned R and include the new Washington Elementary School and the Northwest Chapel Grace Brethren Church. Larger lot residential parcels, zoned R and R-1 is located to the south. Ballantrae subdivision and the Woodlands at Ballantrae, zoned PLR, Planned Low Density Residential District, are located west and north of the site.

Community Plan and Future Land Use

The 2007 Community Plan classifies this site as *Low Density Mixed Residential*, which is intended to transition from existing single-family neighborhoods and incorporate a variety of single-family and multi-family housing types. The provision of a mix of housing types allows for greater housing choices for all age groups.

The site is also included in the Southwest Area Plan which identifies a need for coordinated development along Rings Road to address challenges associated with adequate transition of land uses and necessary transportation improvements. The Area Plan calls for residential development to provide a clear transition between traditional neighborhood design and the surrounding area. It also emphasizes regional greenway connectivity, pedestrian access, and a broad range of housing options

Plan Description

Overview

The proposed plan is a single use development of 46 single-family lots with 7.3 acres of open space within six reserves located throughout the site. A proposed stormwater retention pond is located to the southeast. Two access points provide connection from Marmion Drive in the northwestern corner and from Rings Road in the southwest.

Development Standards

Permitted uses within the proposed development text are limited to single-family homes, church (see *Future Church Area*), and open space. The proposed text indicates minimum lot widths of 70 feet and maximums of 90-feet. The front yard setbacks are staggered between 25 to 35 feet, 25-foot rear yard setbacks, and six-foot minimum side yard setbacks. A 15-foot No Disturb Zones intended to protect the existing mature trees are shown to the rear of lots located on the western and northern edges of the development.

The proposed development text requires design elements and details be repeated on all building elevations, including a requirement that brick or stone, when used on the front elevation must be repeated on all sides. Lots adjacent to Rings Road are required to have additional architectural detailing and materials, with no garages facing Rings Road. The text also indicates that windows, with four-sided trim are required on all elevations and be consistent with the treatment used on the front elevation. Proposed building materials include brick, stone, stucco, wood and cementitious siding that are natural earthtone or warm neutral colors with tans, browns, warm grays preferred. Chimneys may be finished with masonry or stucco.

Layout

The plan generally lacks imagination and creativity in layout and design, resulting in a typical cookie-cutter design, contrary to what is called for in the Land Use Principles of the Community Plan. A more diverse street design and placement of open space is needed to adequately address the Plan. The excessively, long straight street segment from north to south is especially disruptive to the character contemplated by the Community Plan.

Vehicular Access

The proposed preliminary development plan indicates two access points at either end of the main drive (Links Drive), which runs north and south through the site. An access point to Ballantrae is shown in the northwest corner of the site, connecting Links Drive with Marmion Drive. Planning and Engineering are concerned that the proposed layout of Links Drive encourages cut-through traffic from Ballantrae through the site to Rings Road and measures should be made to address this potential problem. Links Drive connects with the future Rings-Cosgray Connector in the southwest corner of the site. The preliminary development plan provides for a connection between Rings Road and this connector.

While the final alignment of the Rings-Cosgray Connector has not been determined, the layout of the portion of the roadway contained within the proposed development site has been approved by Engineering and will be completed with this project, if approved. There will be shared cost participation by the City, which has been included in the recently adopted 2009-2013 Capital Improvement Program. This project has money allocated for design 2012, land acquisition in 2011, and construction in 2012.

Internal Circulation

In the center of the site, Wendover Loop extends eastward of Links Drive, looping around Reserve D and providing access to Lots 22-33. A cul-de-sac, Eden Bridge Court is proposed to extend east of Links Drive in the northeast portion of the site, and providing access to Lots 35 – 45.

Fire Access

Washington Township Fire Department has reviewed the proposed plans and determined that the maneuverability of Eden Bridge Court can only be maintained by restricting parking on both sides of the street. While the restriction of parking is an option to ensure maneuverability of emergency vehicles, Planning, Engineering, and Fire are concerned that enforcement of this restriction will be difficult and is not practical for the residents.

Traffic Improvements

Engineering has approved the applicant's traffic impact study (TIS) which indicates that no additional off-site traffic improvements are necessary with the additional traffic that this

development would generate. The connection to the proposed Rings-Cosgray Connector will be required to have a dedicated left turn lane to Links Drive South.

Right-of-Way Dedication

Currently, Rings Road has 60 feet of right-of-way adjacent to this site. The Thoroughfare Plan requires 70 feet along Rings Road to the future Rings-Cosgray Connector. The applicant is proposing to dedicate Reserve A, which is 1.13 acres located along Rings Road to the City to accommodate the future right-of-way expansion that will be necessary to meet the Thoroughfare Plan. Engineering has also requested that additional land be dedicated to the City along the southern boundary of the site to accommodate any future intersection improvements at the Rings Road intersection with the Rings-Cosgray Connector in accordance with the adopted Thoroughfare Plan. The applicant will be required to dedicate 70 feet of right-of-way for this improvement.

Sidewalk and Bikepath

The plan provides pedestrian access to the site from four-foot sidewalks within the proposed development and the bikepath connection with Marmion Drive. A four-foot concrete paver path is proposed in the western portion of Reserve D, which will connect with the four-foot sidewalk that runs along the west side of this open space.

An eight-foot bikepath is proposed to connect with the existing bikepath on the north side of Marmion Drive, and will run south along the east side of the proposed Links Drive North and then curve east along the north side of Wendover Loop between Lots 27 and 28. Code requires that front yard setbacks be a minimum of 35 feet where a bikepath runs through the front yard. Lots 28, 32, 45, and 46 are affected will need to be increased to meet the Code requirement. The proposed bikepath will continue east to provide a future connection with the Washington Elementary School site, and also extends south along the rear of Lots 16-27 and connects to an eight-foot bikepath proposed along the north side of the Rings-Cosgray Connector.

Open Space Reserves

Code requires 3.06 acres of open space for this development and 7.33 acres within six open space reserves is provided. Reserve A is located north of Rings Road and incorporates 1.13 acres that will be utilized for future roadway improvements. Reserve B is 0.35 acres located in the southwestern corner of the site. Reserve C is 4.16 acres and contains the proposed stormwater retention pond and is located north of Reserve A at the rear of Lots 16 - 39.

Reserve D is located within the center of the site and will be used for a 1.31-acre neighborhood park. The preliminary development plan indicates that a majority of this reserve will remain unimproved; with the exception of a four-foot concrete paver path through the center and a proposed seating area with a trellis, benches and landscape bed. Reserve E is 0.21 acre located within the Eden Bridge Court cul-de-sac in the northeastern portion of the site. Reserve F is 0.17 acre located in the northwestern corner of the site and will contain the subdivision entry features.

Reserve Maintenance

The proposed development text contains conflicting information regarding the ownership and maintenance of the Reserves and will need to be clarified. Due to the amount of proposed open space in relation to the proposed number of lots, Planning recommends that the Homeowners

Association (HOA) be incorporated into the larger Ballantrae HOA to reduce the maintenance costs to homeowners.

Stormwater Management

A proposed stormwater retention pond is indicated in the southeastern portion of the site located in Reserve C. Preliminary calculations have been submitted to the City for review. This site will be required to meet the standards of the Stormwater Management Code.

Utilities

There is an eight-inch water line on the north side of Marmion Drive. A ten-inch sanitary sewer that runs north on the east side of Marmion Drive and connects with a 15-inch sewer on the north side of Ballantrae Place, in addition to an eight-inch line on the Church property to the east.

Entry Features

The proposed entry features indicated on the preliminary plan include a mixture of evergreen, deciduous and perennial plantings, in addition to the stone monoliths, which will match the entry features used throughout Ballantrae.

Landscaping

The preliminary development plan includes street trees, landscape islands, and additional buffering for lots adjacent to Rings Road. Existing trees will be preserved within 15-foot No Disturb Zones along the rear property lines of lots that are adjacent to the western and northern boundaries of the site.

Future Church Area

The preliminary development plan indicates an area for a potential future parking lot expansion for the Northwest Chapel Grace Brethren Church located southwest of the site. The Future Land Use map does not anticipate the addition of parking within this area. Planning has expressed a concern about the addition of impervious surface and discouraged the applicant from accommodating the parking on their site.

SECTION II – REVIEW STANDARDS

Concept Plan/Rezoning/Preliminary Development Plan

The purpose of the PUD process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process can consist of up to three basic stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);**
- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and**
- 3) Final Development Plan (Commission approves/denies).**

The general intent of the preliminary development plan (rezoning) stage is to determine the general layout and specific zoning standards that will guide development. The Planning and Zoning Commission must review and make a recommendation on this preliminary development plan (rezoning) request. The application will then be returned to City Council for a public hearing and final vote. A two-thirds vote of City Council is required to override a negative

recommendation by the Commission. If approved, the rezoning will become effective 30 days following the Council vote. Additionally, all portions of the development will require final development plan approval by the Commission prior to construction.

Evaluation and Recommendation based on Preliminary Development Plan Criteria

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a Rezoning/Preliminary Development Plan. Following is an evaluation by Planning based on those criteria. The criteria are arranged in the following categories and may be in a different order than listed in the Code:

Adopted Policies and Plans (Criteria 1, 2, 3, and 4). The proposed development is consistent with the Dublin Zoning Code; is in conformity with the Community Plan; advances the general welfare of the City; and 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.

Criteria not met: The proposal is inconsistent with the recommendations of the Community Plan and the Future Land Use designation. In Planning’s opinion, this project *could* enhance the area and benefit the surrounding neighborhoods, provided that the goals for this parcel set forth in the Community Plan are achieved by introducing a greater degree of housing diversity through providing different lot sizes and housing types and incorporating a transition between the single-family neighborhood north and the multi-family neighborhood to the west. The plan generally lacks imagination and creativity in layout and design, resulting in a typical cookie-cutter design, contrary to what is called for in the Land Use Principles of the Community Plan. As proposed, the project does not conform to the Community Plan.

The 1.4-acre portion of land within the southeastern corner of the site that is identified for a potential future expansion of the Northwest Grace Brethren Church parking lot is inconsistent with the Future Land Use Map, and the “church” use noted in the text should be deleted. Other parking solutions such as shared parking with the Washington Elementary School should be sought as an alternative.

Parks and Open Space (Criteria 5 and 6). The proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan; and the proposed development respects the unique characteristic of the natural features and protects the natural resources of the site.

Criteria are met: The proposal includes 7.33 acres of open space which will be sufficient to serve the 46 proposed residential units. The proposed central open space, Reserve D, is centrally located on the site and is accessible to a number of lots within the proposed development. The public open space provision for lots along the western property line is limited due to the proximity of the proposed lots to adjacent development to the west. Increased green space or an alternative site and street layout could provide a more even distribution of open space for all lots. The proposed development text contains conflicting information regarding the ownership and maintenance of the Reserves and will need to be clarified.

Traffic, Utilities and Stormwater Management (Criteria 7, 8, and 11). Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided; and adequate measures have been or will be taken 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; and 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.

Criteria not met: The preliminary development plan indicates adequate access to utilities and provision of pedestrian and vehicular connectivity for the site. Additionally, sufficient reserve area to accommodate future traffic improvements has been provided in the southern portion of the site. Should the applicant pursue a rezoning of this site, Engineering would recommend that slight adjustments be made to the bikepath that is proposed along the retention pond to reduce the proximity to the slopes of the pond.

Engineering and Fire have also expressed concern regarding the maneuverability within the Eden Bridge Court cul-de-sac, and recommends eliminating Reserve E in order to assist with emergency vehicle maneuverability and ensure a more practical parking arrangement for residents.

Planning and Engineering have expressed concern about the internal street connection provided between Ballantrae subdivision and Rings Road along Links Drive. The linear design of the roadway lends itself to increased cut-through traffic and between the public street system and the existing residential subdivision. Planning and Engineering recommend that modifications be made to the street layout to address this issue.

Code requires that front yard setbacks be a minimum of 35 feet where a bikepath runs through the front yard. Lots 28, 32, 45, and 46 are affected will need to be increased to meet the Code requirement.

Development Standards (Criteria 9, and 10). The relationship of buildings and structures provides for the coordination and integration of this development to the community and maintains the image of Dublin as a quality community; and the development standards, and the design and layout of the open space systems and parking areas, traffic accessibility and other elements contribute to the orderly development of land within the City.

Criteria not met: While the proposed site layout meets its apparent purpose of maximizing the number of units on the site, Planning and Engineering recommend that the site be redesigned to eliminate the long, straight street segments, the monotonous layout of the proposed lots along the western side of main access drive, the limited distribution of open space for western 15 lots, and the questionable development potential of several lots due to their size and shape. Planning recommends that the site layout, while technically meeting the standards outlined in the Code, be redesigned to encourage a design more in keeping with the Community Plan's Land Use Principles and future land use element.

Design Standards (12 and 13). The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included

in the Code or the Subdivision Regulations; are consistent with the intent of the Planned Development District regulations; and 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.

Criteria not met: The design of this development is typical of the suburban subdivision layouts that are far too common. There are no apparent benefits to the community that would warrant any deviations from the Community Plan or what would be expected of a quality residential development.

Infrastructure (Criteria 14, 15 and 16). 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 development can be adequately serviced by existing or planned public improvements; and the applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

Criteria are met: There are adequate services in place for the proposed development. The applicant has coordinated with Engineering to design the portion of the future roadway connection between Rings Road and Cosgray Road from existing Rings Road to the western property boundary that will be constructed with this development if approved. The provision of land within Reserve A will adequately address anticipated traffic improvements in this area. Additionally, the applicant must enter into an infrastructure agreement with the City of Dublin to construct the remaining section of the Rings-Cosgray Connector.

SECTION III – COMMUNITY PLAN

Evaluation Based on the Community Plan

Future Land Use

The 2007 Community Plan Update identifies this site as *Mixed Residential Low Density*. This land use classification emphasizes the provision of a mix of housing options and a transition from existing single-family neighborhoods. The recommended maximum density for this land use classification is 3.0 dwelling units per acre.

Future Land Use not met: The proposed gross density for this development is 1.73 dwelling units per acre, which meets the recommendations of the Community Plan. However, the traditional suburban design of the site fails to provide a sufficient mix of housing options to meet the Community Plan. Planning recommends a broader range of housing options be provided through a greater variety of lot widths and housing types, including a mix of single-family or multi-family products.

The site provides a great design opportunity to provide a mix of two types of housing or the introduction of some new product within the proximity of the existing multi-family and single-family portions within Ballantrae. As noted earlier, the plan generally lacks imagination and creativity in layout and design, resulting in a typical cookie-cutter design, contrary to what is called for in the Land Use Principles of the Community Plan.

Southwest Area Plan

The Southwest Area Plan identifies a need for coordinated development along Rings Road to address challenges associated with adequate transition of land uses and necessary transportation improvements. This portion of the City is currently distinguished by agriculture and natural features as well as a unique character associated with the Village of Amlin. Development in this area should transition between the existing residential development to the north and east and the more rural, village character to the west. Residential development should provide a clear transition between traditional neighborhood design and the surrounding area with an emphasis on regional greenway connectivity, pedestrian access, and a broader range of housing options.

Area Plan not met: The transition called for in the Southwest Area Plan between the existing single-family residential neighborhoods north and east of the site and the rural community character associated with the Village of Amlin west of the site is absent from this proposal. The proposed plan provides single-family residential lots that continue the character and density found in the existing neighborhoods to the north and east of the site rather than providing the distinctive shift in character recommended by the Community Plan.

Land Use Principles

Quality and Character (Principles 1, 6, 7, and 9): High quality design for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place; preserving the rural character of certain areas of the community, including the appearance of roads, as well as the landscape; developing streets that create an attractive public realm and make exceptional places for people; and creating streets that contribute to the character of the community and move a more reasonable level of traffic.

Land Use Principles not met: While the proposed development provides sufficient outdoor gathering space for residents of the community, the rural character of the surrounding area is not preserved or enhanced with this proposal. Planning recommends that the proposed layout be revised to be in keeping with the Community Plan recommendations described above.

Engineering has expressed significant concerns with the functionality of the proposed roadway network, and Planning requests alternative road layouts that would create a more attractive public realm and move a reasonable level of traffic. Alterations to the layout of Links Drive North and South throughout the site are recommended.

Connectivity (Principles 2, 8 and 10): Creating places to live that have a stronger pedestrian environment, connections to convenient services, and are conducive to multi-generational living and social interaction; creating better connected places, in part, to improve the function of the street network and also to better serve neighborhoods; and providing opportunities to walk and bike throughout the community.

Land Use Principles met: The proposal includes sufficient bikepath and pedestrian connections to the surrounding neighborhoods and the school site to the east that will help create a stronger pedestrian environment and promote social interaction within this development.

Integration (Principles 3, 4, and 5): Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality; providing some retail services in closer proximity to residential areas as an important amenity to residents; and creating a wider range of housing choice in the community, as well as in new neighborhoods.

Land Use Principles not met: As proposed, the plan provides only single-family residential lots and associated open space. No connection to the existing development within the Village of Amlin has been provided. Planning is also concerned that the proposed lots located along the western boundary of the site may be located too closely to the Woodlands at Ballantrae condominiums. Locating more of the lots along the eastern site boundary while leaving more open space on the west side of the development may alleviate some of the potential conflicts that may result from the closely-spaced condos and residential lots in the western portion of the development as the proposal currently shows. Reducing this potential conflict will help integrate the proposal into the surrounding area.

SECTION IV – PLANNING OPINION AND RECOMMENDATION: Disapproval.

Concept Plan/Rezoning/Preliminary Development Plan

In Planning's opinion, this proposal fails to comply with the adopted Future Land Use map and does not adequately address housing diversity and the recommendations of the Southwest Area Plan. In addition, the review criteria of the rezoning/preliminary development plan have not been satisfied. Based on incompatibility of this proposal with the Community Plan and the requirements of the rezoning/preliminary development plan, disapproval of this application is recommended.

However, should the Planning and Zoning Commission find that the review criteria are met for the preliminary development plan, Planning requests that the following conditions be considered:

- 1) That Reserve E be removed in order to improve maneuverability for emergency vehicles.
- 2) That the site layout be altered to provide for increased buffering along the western boundary of the site between the existing Woodlands at Ballantrae development and the proposed site.
- 3) That the front yard setbacks for Lots 28, 32, 45, and 46 be increased to accommodate the proposed bikepath.
- 4) That the plans and text be revised to eliminate the church use from the site.
- 5) That the applicant enters into an infrastructure agreement with the City of Dublin regarding the design and construction of the Rings-Cosgray Connector, prior to application for the Final Development Plan, to the satisfaction of the City Engineer.
- 6) That minor revisions to the bikepath alignment be made in the area of the proposed retention pond, prior to application for the Final Development Plan, to the satisfaction of the City Engineer.
- 7) That an alternate name be provided for the Rings-Cosgray Connector (currently Ballantrae Boulevard), with the Final Development Plan, to the satisfaction of the City Engineer.

- 8) That the plan be revised to address concerns regarding the potential cut-through traffic on Links Drive.
- 9) That the text clarify the ownership and maintenance responsibilities for the Reserves.

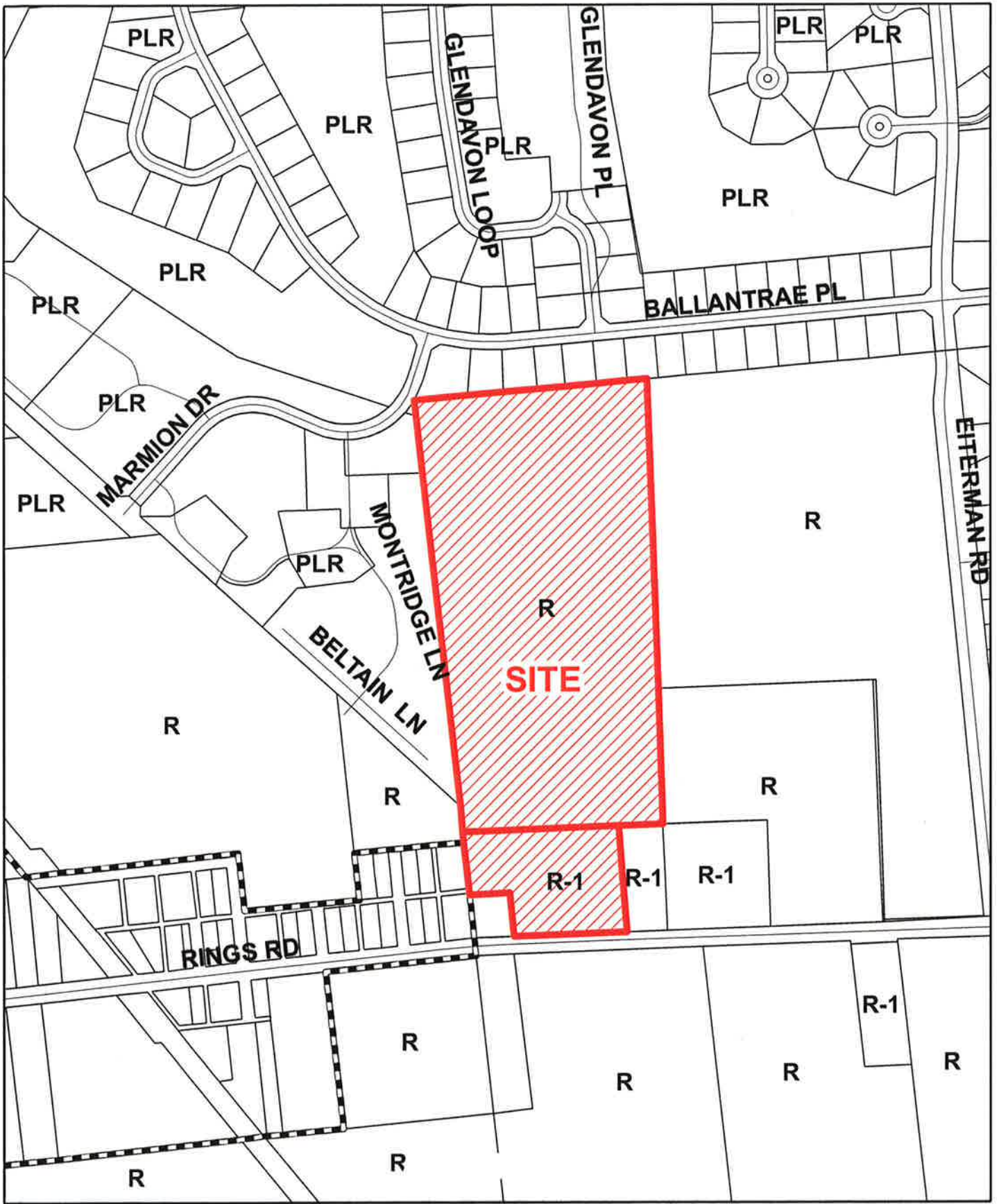
Rezoning/ Preliminary Development Plan Review Criteria

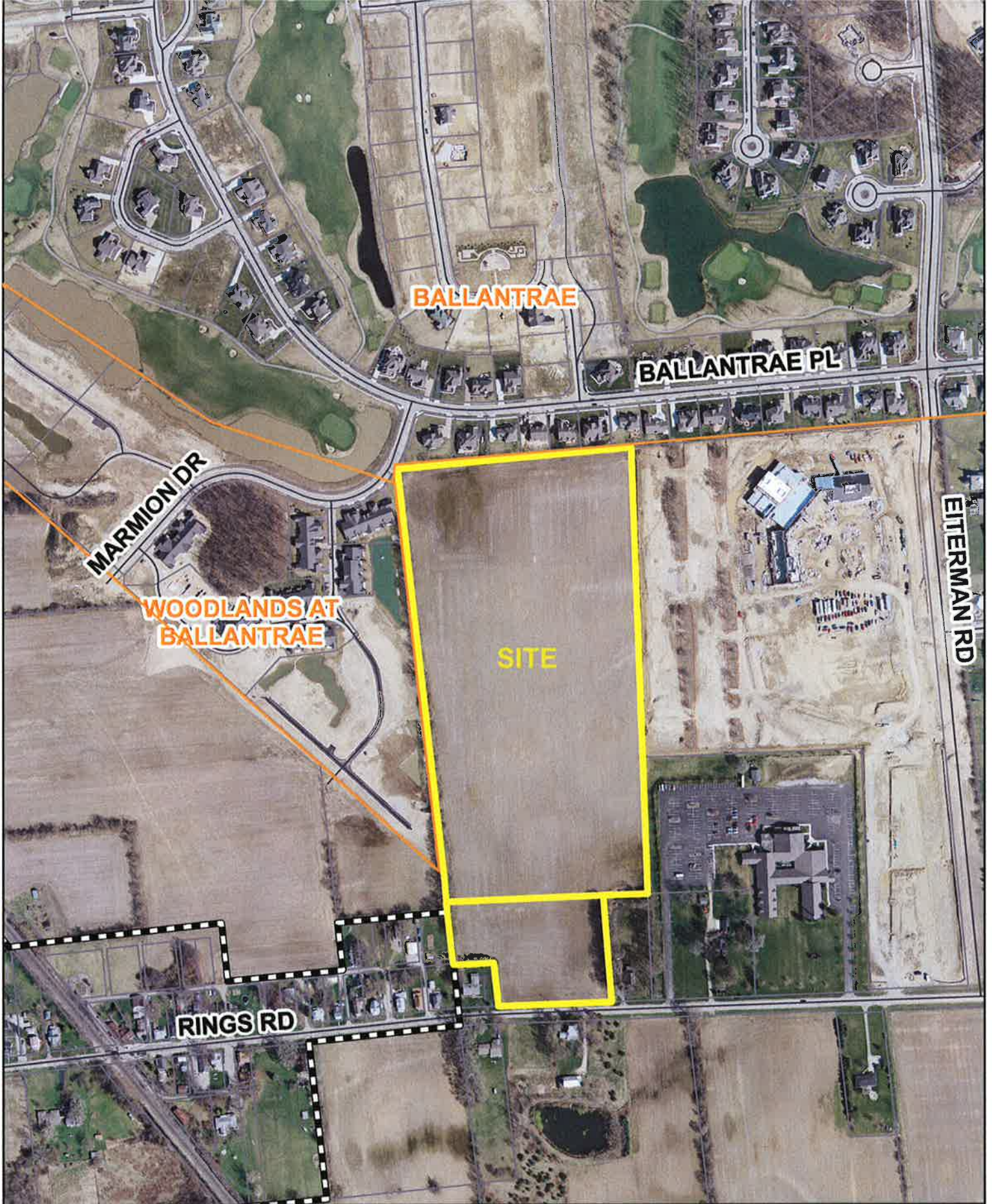
In accordance with Section 153.055(A) *Plan Approval Criteria*, Code sets out the following criteria of approval for a preliminary development plan (rezoning):

- 1) The proposed development is consistent with the purpose, intent and applicable standards of the Dublin Zoning Code;
- 2) The proposed development is in conformity with the 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;
- 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;
- 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;
- 5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
- 6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
- 7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;
- 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;
- 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;
- 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 plan's contribution to the orderly development of 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;
- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Dublin 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;
- 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;
- 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; and
- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

Land Use Principles

- 1) **High quality design** for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place.
- 2) Creating places to live that have a **stronger pedestrian environment**, connections to convenient services, and are conducive to multi-generational living and social interaction.
- 3) Creating places with **integrated uses** that are distinctive, sustainable and contribute to increasing the City's overall vitality.
- 4) Providing some **retail services** in closer proximity to residential areas as an important amenity to residents. The design considerations are very important.
- 5) Creating a wider range of **housing choice** in the community, as well as in new neighborhoods.
- 6) Preserving the **rural character** of certain areas of the community, including the appearance of roads, as well as the landscape.
- 7) Developing **streets that create an attractive public realm** and make exceptional places for people.
- 8) Creating **better connected places**, in part, to improve the function of the street network and also to better serve neighborhoods.
- 9) Creating **streets that contribute to the character** of the community and move a more reasonable level of traffic.
- 10) Providing **opportunities to walk and bike** throughout the community.





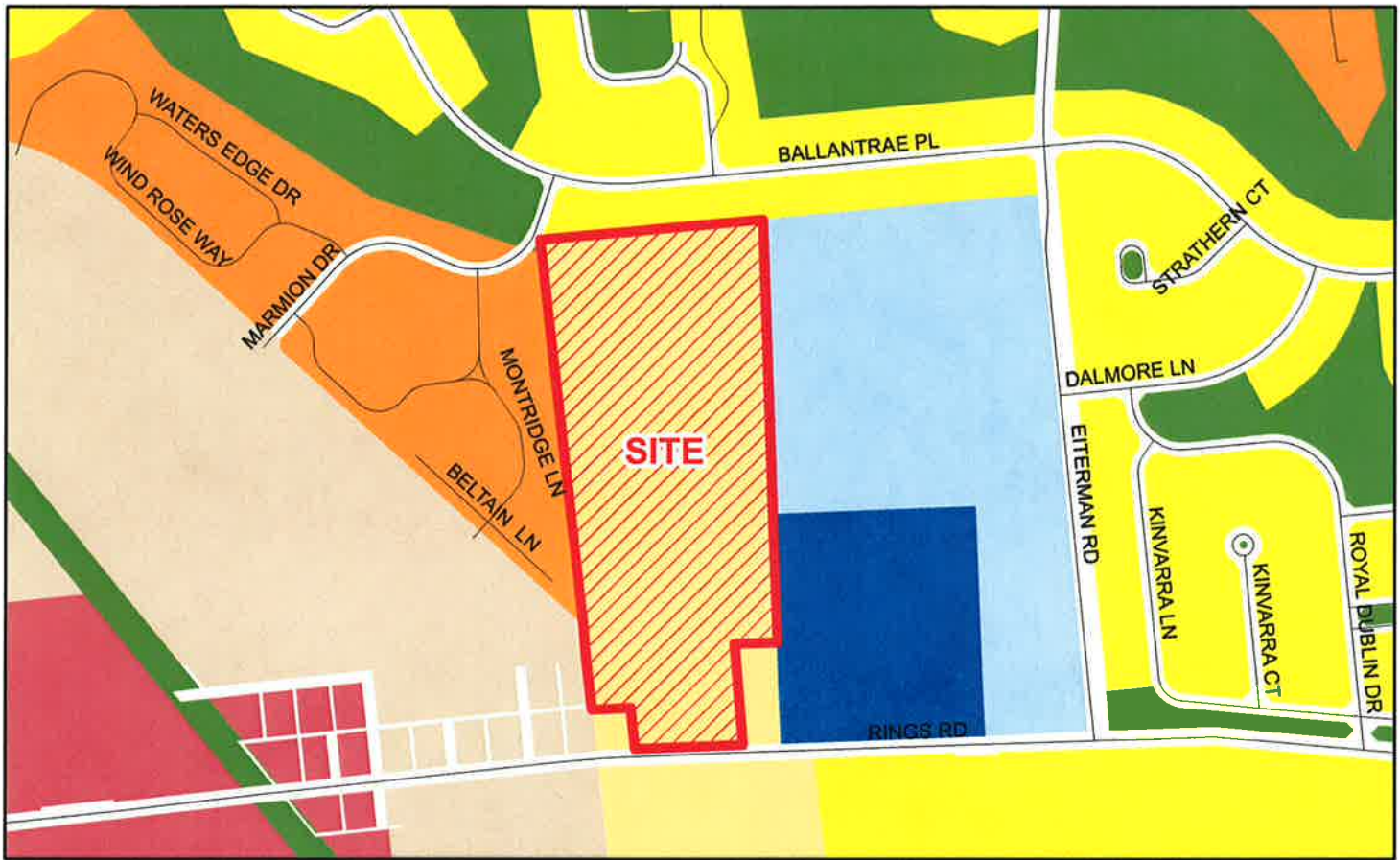
City of Dublin
Land Use and
Long Range Planning

Development Context
08-026CP/Z Links at Ballantrae



0 300 600 Feet

FUTURE LAND USE MAP DESIGNATION



Mixed Residential Low Density

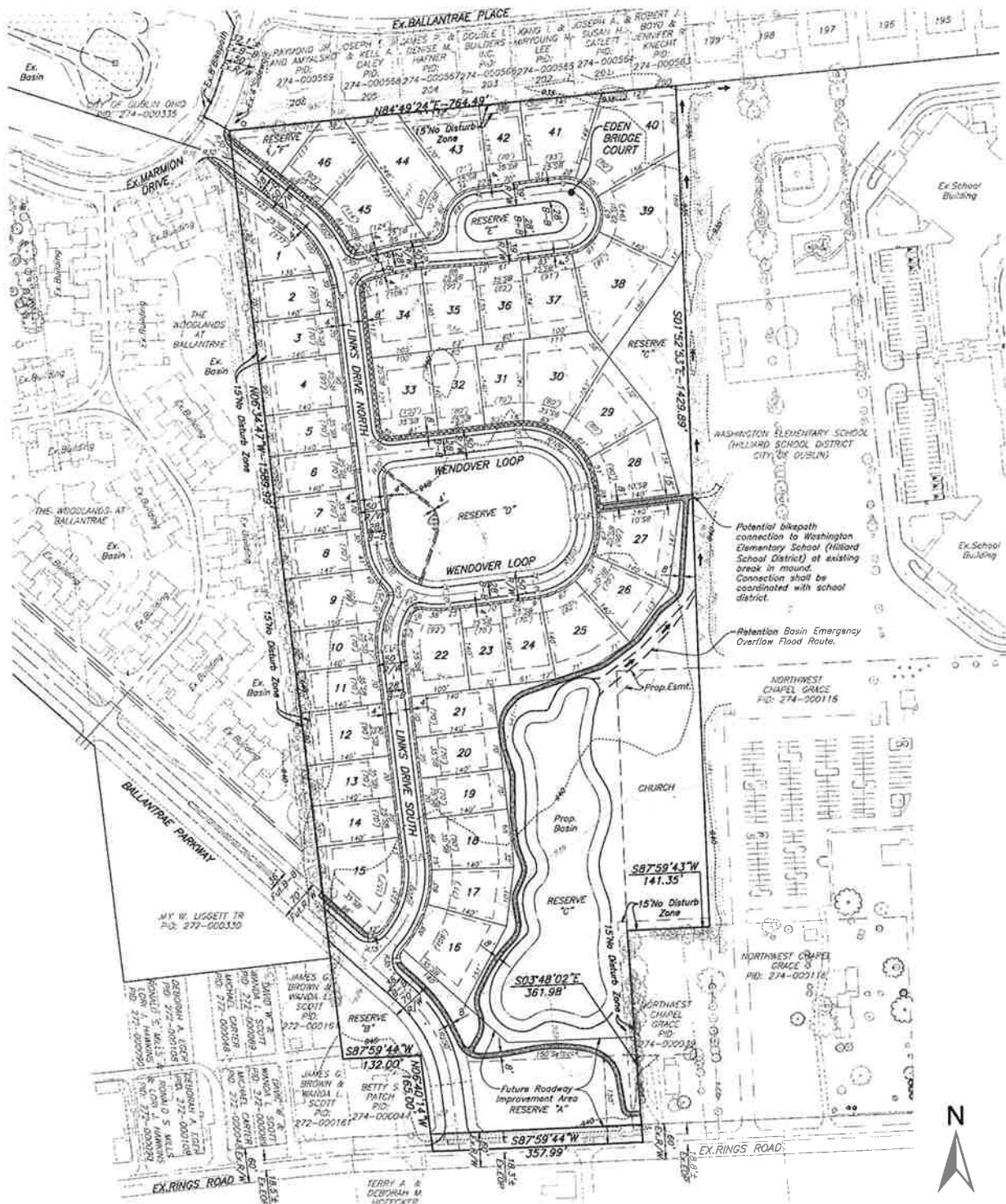
Mixed Residential (as defined in the Community Plan)

Residential design that incorporates a variety of single- and multiple-family dwellings, generally in larger projects. Buildings are often placed closer to the street to form a street edge with residential appearance. The integration of a broad range of housing within neighborhoods will allow for greater housing choices particularly for younger and older age groups. This classification is further defined by the following:

Low Density Mixed Residential areas are intended to provide a mix of housing options and transition from existing single-family neighborhoods at a maximum density of 3.0 du/ac.

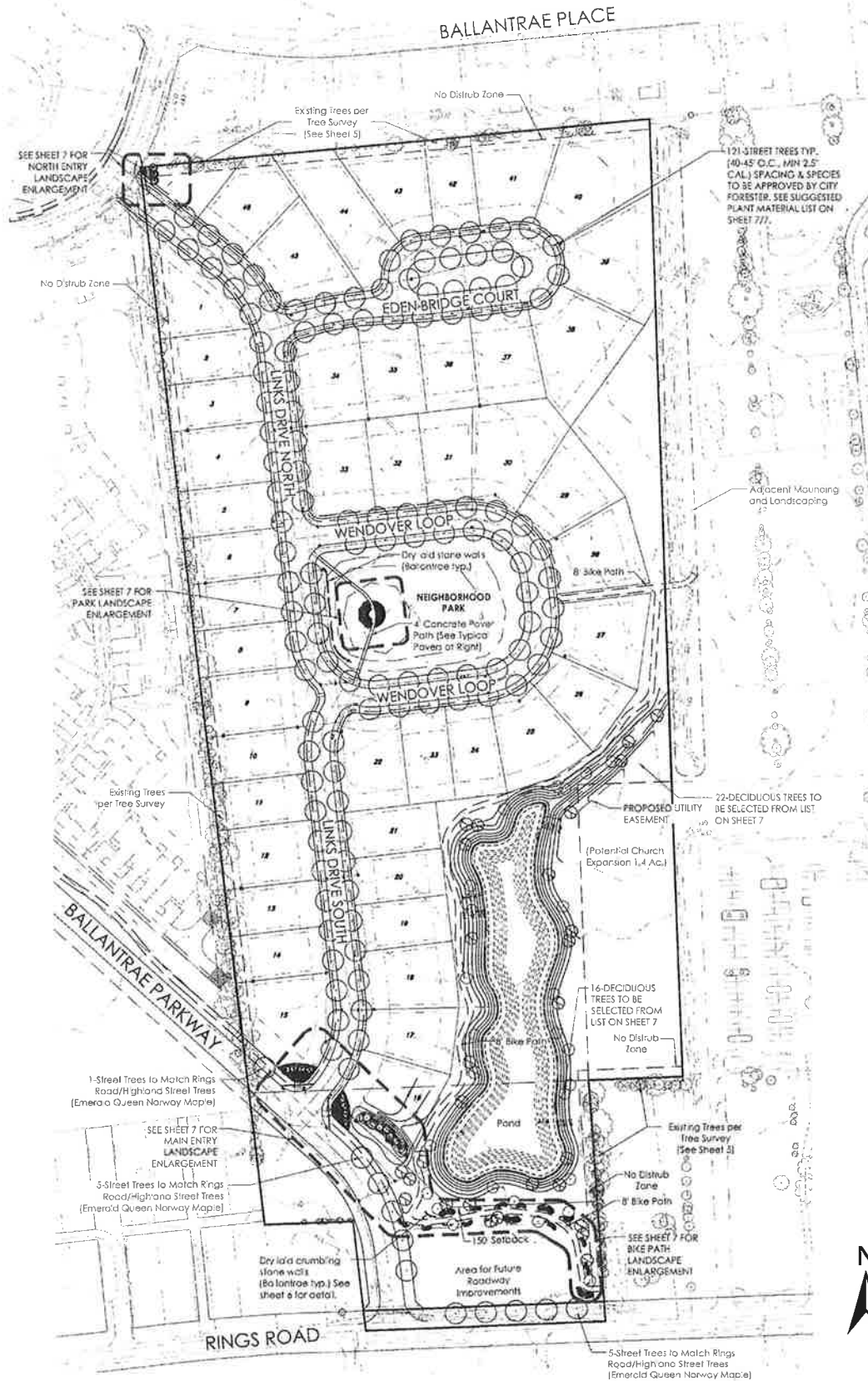
08-026CP/Z
Rezoning/ Preliminary
Development Plan
Links at Ballantrae
Rings Road West of Eiterman

PROPOSED SITE PLAN



08-026CP/Z
 Rezoning/ Preliminary
 Development Plan
 Links at Ballantrae
 Rings Road West of Eiterman

PROPOSED LANDSCAPE PLAN



08-026CP/Z
 Rezoning/ Preliminary
 Development Plan
 Links at Ballantrae
 Rings Road West of Eiterman