

CITY OF CELINA  
APPLICATION, for  
**SITE PLAN REVIEW**

Fee: **\$50.00**  Paid

Date filed: \_\_\_\_\_

Zoning district: \_\_\_\_\_

Proposed use: \_\_\_\_\_

Address of property: \_\_\_\_\_

Lot # and subdivision: \_\_\_\_\_

Owner's name: \_\_\_\_\_

Hearing date(s) \_\_\_\_\_

Approved  Denied

See Planning Commission minutes for conditions

The land use you are proposing requires a Site Plan Review from the City Planning Commission as specified in Chapter 1146 of the Zoning Ordinance of the City of Celina. The Commission will use the criteria listed below to determine the suitability of your plan. The commission shall either approve, approve with modifications as specified in Section 1146.04, or disapprove your application.

***Is proposed development located in a Floodplain (per City of Celina's current Flood Insurance Rate Map)?  YES  NO***

***If yes the applicant must successfully obtain a Floodplain Development Permit from the Celina Engineering Office before a Zoning Permit can be issued.***

**Before a permit is issued for construction, one copy of the site plan at a scale no smaller than 1 inch to 100 feet shall be filed with the Zoning Inspector setting forth, identifying and locating the following:**

- The total area in the development.
- The existing zoning of the subject property and all adjacent properties.
- All public and private right-of-way and easement lines located on or adjacent to the property.
- Existing topography with a maximum of five (5) foot contour intervals.
- The proposed finished grade of the development shown by one (1) foot contours .
- The locations of all existing and proposed buildings, the uses to be contained therein and the dimensions, heights, gross floor area and number of stories of each building.
- Location and dimension of all curb cuts, driving lanes, off-street parking and loading areas including the number of spaces, angles of stalls, grades, surfacing materials, drainage plans, and illumination of facilities.
- All sidewalks and other open areas.
- Location of all walls, fences, and buffer yards.
- Location, size, height, colors, typeset, materials, lighting, and orientation of all signs.
- Location of all existing streets, highways and alleys.
- All existing and proposed water and sanitary sewer lines indicating pipe sizes, types and grades.
- The schedule of phasing of the project. And,  
Such other information as required by the Planning Commission to determine the conformance with this Ordinance.

**The following principles shall guide the exercise of site planning review by the Planning Commission:**

- \_\_\_ Natural topographic and landscape features of the site shall be incorporated into the plan.
- \_\_\_ Buildings and open spaces **should** be in proportion and in scale with existing structures and spaces in the area within three hundred (300) feet of the development site.
- \_\_\_ A site that has an appearance of being congested, over built or cluttered can evolve into a blighting influence. Therefore sites **should** not be congested, over built or cluttered.
- \_\_\_ Open spaces **should** be linked together.
- \_\_\_ Natural separation **should** be preserved or created on the site by careful planning of the streets and clustering of buildings using natural features and open spaces for separation.
- \_\_\_ Existing vegetation removal **should** be kept to a minimum.
- \_\_\_ Screening of intensive uses **should** be provided by utilizing landscaping, fences or walls to enclose internal areas.
- \_\_\_ Buildings **should** be sited in an orderly, non-random fashion. Long, unbroken building facades **should** be avoided.
- \_\_\_ Short loop streets, cul-de-sacs and residential streets **should** be used for access to low density residential land uses in order to provide a safer living environment and a stronger sense of neighborhood identity.
- \_\_\_ Pedestrian circulation in nonresidential areas **should** be arranged so that off-street parking areas are located within a convenient walking distance of the use being served. Handicapped parking **should** be located as near as possible to the entrance of the structure. Pedestrian and vehicular circulation **should** be separated as much as possible, through crosswalks designated by pavement markings, signage, or grade separation.
- \_\_\_ Path and sidewalk street crossings **should** be located where there is a good sight distance along the road, preferably away from sharp bends or sudden changes in grade.
- \_\_\_ Parking lots and garages **should** be located in such a way as to provide safe, convenient ingress and egress. Whenever possible there **should** be a sharing of curb cuts by more than one facility. Parking areas **should** be screened and landscaped and traffic islands **should** be provided to protect circulating vehicles and to break up the monotony of continuously paved areas.
- \_\_\_ Drive through establishments, such as restaurants and banks, **should** be located to allow enough automobile waiting space for peak hour operation without interference with other parking lot circulations, or overflow onto streets.

**Notes:**

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