

Planning Report

Thursday, September 18, 2014

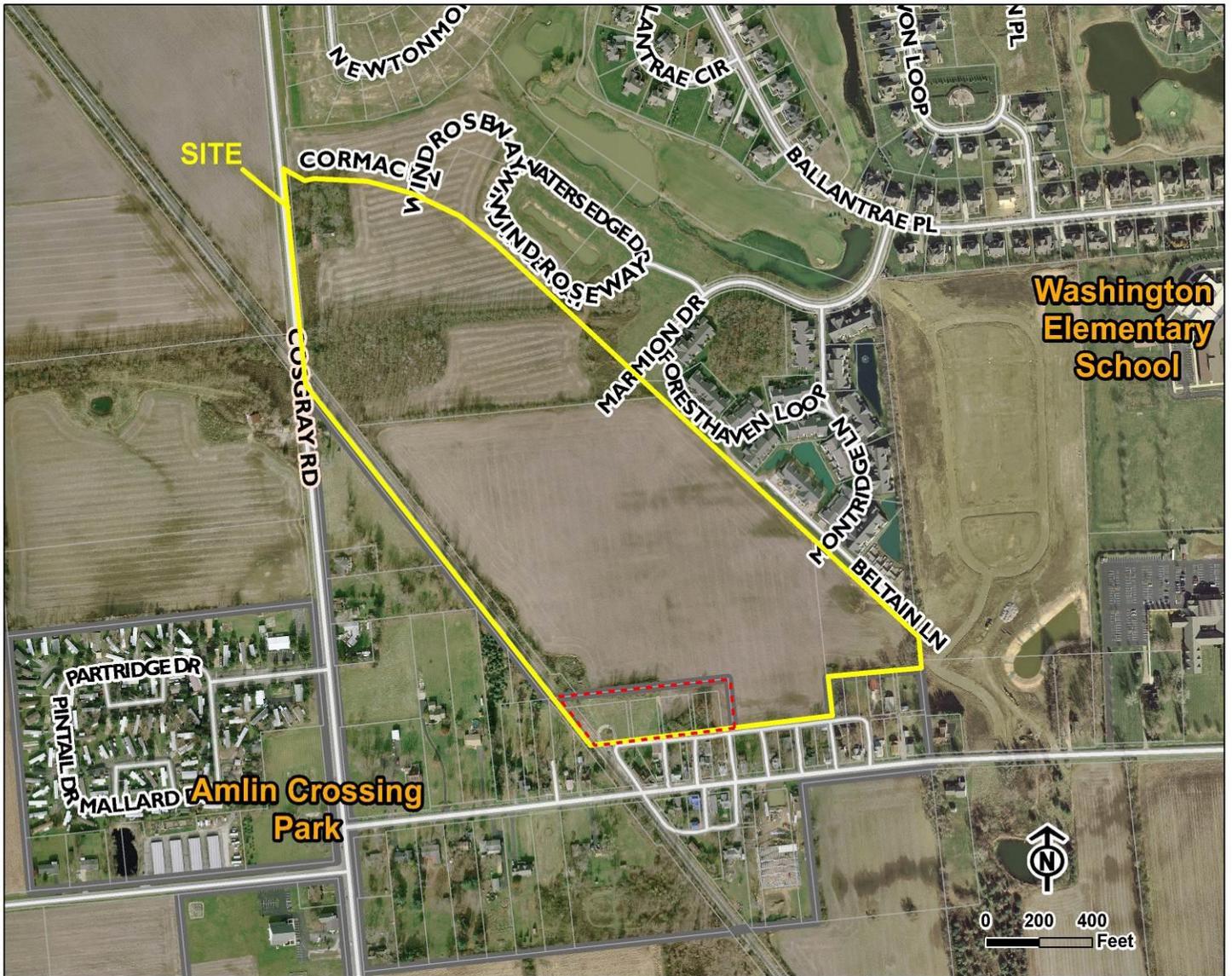
Ballantrae, Subarea S and Liggett Property Development

Case Summary

Agenda Item	3
Case Number	14-083INF
Proposal	A potential residential development of 141 detached condominiums and single family lots on approximately 49 acres.
Request	Informal review and feedback on a potential future rezoning application.
Site Location	Northeast corner of Rings Road and Cosgray Road intersection, east of railroad tracks
Owner/Applicant	Schottenstein Homes, represented by Jack Reynolds and Paul Coppel
Case Manager	Devayani Puranik, Planner II (614) 410-4662 dpuranik@dublin.oh.us
Planning Recommendation	Discussion and Feedback

Proposed Discussion Questions

1. Should the development be more integrated?
2. What should be the character of the western and southern setback?
3. What are the possible options to improve the street connectivity?
4. Is the proposed architectural concept appropriate to the surrounding area?
5. Other considerations by the Commission.



Facts	
Site Area	51.5 acres (net 46.8 acres; 4.6 acres for Churchman Road ROW)
Zoning	R, Rural District and PLR, Planned Low Density Residential District (Ballantrae, Subarea S)
Surrounding Zoning and Uses	<p>All land to the east and north is zoned PLR, Planned Low Density Residential as part of Ballantrae. Adjacent development includes the Woodlands at Ballantrae, a multiple family development, which the Commission has recently reviewed for changes to detached condominiums. The farmland west of Cosgray Road is zoned R, Rural District. Land between the railroad tracks and Cosgray Road west of the property line, and land to the south are part of the Village of Amlin, outside of City of Dublin corporate boundary.</p> <p>The applicant is processing a parallel application to annex the southwest portion of the site from the Village of Amlin to the City of Dublin.</p>
Site Features	<ul style="list-style-type: none"> • The site is vacant and currently being farmed. • The site includes a large mature tree cluster within northern portion of the site. There are some mature tree rows along the west property line and railroad tracks. • Parcels to the west and south are currently in the Village of Amlin. The character of the area is village residential with limited commercial uses along Rings Road. • CSX railroad tracks run along the west property line.
Site History	<p>The northern portion of the site is part of Ballantrae, Subarea S, approved in 2001 as a 70 unit condominium development with specific development standards for setbacks, landscaping, street network, architecture etc.</p> <p>Planning encouraged the applicant to reach out to Ballantrae neighbors in anticipation of the proposed development. The applicant conducted a neighborhood meeting on September 9, 2014.</p>

Details	Informal
Proposal	This proposal includes 47 single family lots and 94 detached condominium "lots" on 46.8 acres with a net residential density of 3.01 du/ac.
Use	The proposed development differs from the existing zoning text for north portion of the site (Ballantrae, Subarea S). The south portion of the site is zoned Rural (R) which would require lots at a minimum size of 40,000 square feet. The applicant is proposing a rezoning to a Planned Unit Development for the entire site to provide a consistent development text.

Details

Informal

**Community Plan
*Future Land Use***

The recommended future land use for this site is Mixed Residential Medium Density where greater walkability and pedestrian orientation at a village scale are desired, at a typical density of 5.0 du/ac.



- Mixed Residential Rural Transition
- Mixed Residential Medium Density
- Mixed Residential Low Density
- Suburban Residential Low Density
- Mixed Use Village Center
- Civic/Public Assembly
- Parks/Open Space

The proposed residential density of 3.01 du/ac for this project is less than the recommended density in the Community Plan.

**Community Plan
*Southwest Area Plan (Avery to Railroad Focus Area)***

This site is within the Southwest Area Plan (Avery to Railroad Focus Area) which recommends that the Village of Amlin’s unique and quaint character should be protected as adjacent development occurs. Future residential development in the area should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area. Construction of the Rings Road (Churchman Road) bypass will also facilitate an opportunity to create clear gateway features that will further signify the special importance of the village area.



The Plan also provides recommendations for preserving natural features which are critical visual components for the area. As development occurs, all fencerows and woodlots should be integrated into the design of open space systems. Public space should be incorporated to act as a buffer for residents and clear connectivity should be provided throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit.

Furthermore, the Plan recommends establishing a roadway network that preserves existing character. The existing rural roadway network will not be sufficient to meet future needs of the area. Regional and local connectivity is needed to maintain

Details		Informal
	<p>Dublin’s standards for quality and considers visual character. Variable width medians, setbacks, landscape treatments and other techniques should be implemented where possible to maximize aesthetic benefit.</p>	
Layout	 <p>The proposed site plan shows 47 single family lots (62’X120’) in the north section of the site and 94 detached condominiums “lots” (50’X115’) in the south. An approximately 200-foot buffer is proposed along Churchman Road which includes stormwater retention areas. A 100-foot buffer is proposed along railroad tracks to the west.</p> <p>Access is provided from future Churchman Road (Rings Road-Cosgray Connector) with three curb cuts including the continuation of Marmion Drive from the east. A network of public and private drives will provide access to the lots.</p> <p>Approximately 14 acres of open space is provided with existing mature tree cover and setbacks. The site plan indicates that the existing mature tree row along the railroad tracks will be preserved.</p>	
Architecture	<p>Architectural conceptual drawings are provided for detached condominium section of the development. The character of these condominiums varies with ranch-style options to two-story options with front loaded garages for most. An auto-court access is shown for one of the elevations.</p> <p>Primary materials shown on the elevations are stone and cementitious siding. Front porches and dormer windows are some main features of the architecture reflecting the village character details. The building materials palate is consistent with the materials required per Ballantrae Subarea S development standards and includes brick, stone, stucco, wood-siding, and hardi-plank.</p>	

Details		Informal
Traffic & Access	<p>Churchman Road along eastern property line is proposed to connect to Cosgray Road to the north and Rings Road to the south with roundabouts at the Rings Road and the Cosgray Road intersections.</p> <p>Access to the site is provided from Churchman Road with three curb cuts, one of which is a continuation of Marmion Drive from Woodlands of Ballantrae.</p> <p>Streets for the single family section of the site will be public while those in the detached condominium section of the site will be private.</p> <p>There is a single connection/intersection between single family and condominium development. No connection is provided between the proposed development and Rings Road to the south.</p>	
Open Space	<p>The site plan shows that the larger chunk of open space includes existing mature tree cover within northern section of the site. Open space also includes setbacks along all sides of the property which include stormwater detention areas.</p> <p>A smaller gazebo area is shown within the condominium section of the development as part of the open space.</p>	

Analysis		Informal
General	<p>Planning recommends the Commission consider this proposal with respect to the site layout, design features, architectural concept, and compatibility with surrounding development. The following analysis provides additional details.</p>	
<p>Layout <i>Discussion Questions</i> 1. Should the development be more integrated?</p>	<p>Planning supports the proposed use and density. The recommended future land use for the site is Mixed Residential Medium Density where greater walkability and pedestrian orientation at a village scale are desired.</p> <p>The development may benefit from a more integrated approach of mixed residential development reflecting village residential character as opposed to isolating sections for single family and condominium uses.</p> <p>This integrated approach can also be for open spaces, especially for preserved open space which can become a great amenity by providing passive recreational opportunities and pedestrian connections continued through the setbacks and other open spaces.</p>	

Analysis	Informal
<p>2. What should be the character of the western and southern setback?</p>	<p>The buffer treatment for the CSX railroad tracks along western property line can be in the form of mounds, fence, and evergreens and, wherever possible, through mature tree rows. A 100-foot setback from the railroad was recently been approved by the Commission for a multiple family development.</p> <p>The street along the southern property line is used as an alley by the Village of Amlin residents. A few large residential lots with minor commercial fronting on Rings Road back onto the alley. Approximately 50 feet setback is proposed from the alley on the site plan. The Southwest Area Plan recommends that the future residential development in the area should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area.</p>
<p>3. What are the possible options to improve the connectivity?</p>	<p>The site plan shows a network of public and private streets. Engineering prefers public streets for entire development to simplify maintenance responsibilities.</p> <p>An additional vehicular connection will be needed between single family and condominium sections to improve connectivity. The right angle street turns within the condominium section should be avoided. Also, the street connections around the gazebo area should be reworked for better traffic distribution.</p> <p>The Southwest Area Plan illustrates an additional connection to Rings Road from proposed development. This connection can be vehicular or pedestrian. Since the Rings Road and Churchman Road intersection is proposed to have a roundabout, it may be appropriate to direct the traffic from proposed development to Churchman and further to Rings Road. A pedestrian connection may work well for the residents to access village commercial along Rings Road when it develops as envisioned.</p>
<p>Architecture 4. Is the proposed architectural concept appropriate to the surrounding area?</p>	<p>The proposal includes architectural illustrations for the detached condominiums. There are variations shown for building forms, garage orientation, windows placements, and dormers with consistent visual theme followed through. The color and materials palate consists of natural materials and tones.</p>

Recommendation	Feedback
Summary	<p>The Informal Review provides the opportunity for feedback for an applicant in the first stage of contemplating development. It is intended to allow staff and the Planning and Zoning Commission to provide non-binding feedback to an applicant regarding the intended land use and development pattern. Planning recommends the Commission consider this proposal with respect to the Community Plan in terms of use, and compatibility with surrounding development. Summarized below are suggested questions to guide the Commission discussion.</p>
Discussion Questions	<ol style="list-style-type: none">1. Should the development be more integrated?2. What should be the character of the western and southern setback?3. What are the possible options to improve the street connectivity?4. Is the proposed architectural concept appropriate to the surrounding area?5. Other considerations by the Commission.