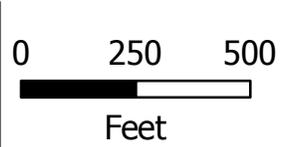


15-004CP
 Concept Plan
 Ballantrae Woods
 Cosgray Road





City of Dublin

Land Use and Long
Range Planning

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600

fax 614.410.4747

www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

SEPTEMBER 18, 2014

The Planning and Zoning Commission took the following action at this meeting:

**3. Ballantrae, Subarea S and Liggett Property
14-083INF**

**Cosgray Road
Informal Review**

Proposal: A potential residential development of 141 residences consisting of with detached condominiums and single family lots on approximately 49 acres, east of Cosgray Road and the Conrail railroad tracks.

Request: Informal review and feedback on a potential future rezoning application.

Applicant: Schottenstein Homes, represented by Jack Reynolds and Paul Coppel.

Planning Contact: Devayani Puranik, Planner II.

Contact Information: (614) 410-4662, dpuranik@dublin.oh.us

RESULT: The Commission provided informal comments and feedback on a proposal for a potential residential development of 141 residences consisting of detached condominiums and single-family lots on approximately 49 acres, east of Cosgray Road and the Conrail railroad tracks. The Commission generally favored the proposal and provided positive feedback regarding the proposed uses and the proposed density. Commissioners preferred public streets for the development; were supportive of the proposed architecture; did not see a need to integrate the condominiums with the single-family homes but preferred connectivity; requested a larger open space for the condominium area; emphasized the importance of screening from the railroad tracks; and providing more access to the open spaces.

STAFF CERTIFICATION



Devayani Puranik, Planner II

The Chair said there were three motions and three votes before them.

Mr. Close said the difficulty with this project, when dedicating more than 40 percent of the value to open space, is that there are constrictions on what can be done. He said 37 lots is about where the applicant can make this happen. He estimated Romanelli & Hughes Building Company have 40 percent of the lots already reserved and understands architecture can be a matter of taste, but with those comments in mind, he asked the Commission to table this application.

The Chair said to provide clear direction, the Commission is not necessarily asking the applicant to lose any lots, but maybe reconfigure the way the structure might be set on the lot.

Mr. Close said the reality is these homes are going to be \$700,000 and up as they are proposed now. He said if they lose another lot, then economics stop working.

The Chair said that was not the request of the body here.

Mr. Close said they can fix the driveways and look into the architecture.

Ms. Kramb said she was fine with the number of lots as this is what the Commission decided upon in the Preliminary Development Plan so she expected these would be tight.

Mr. Close said he understood what was said about side elevations.

Ms. Amorose Groomes said it was not as much the lots themselves as it is the setting of the structures on the lots, what we have seen, and what we might like to see.

The Chair asked if there was a motion on the floor to table this application.

Motion and Vote

Mr. Taylor moved, Ms. Salay seconded, to **table** this application for a Final Development Plan and Final Plat. The vote was as follows: Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Ms. Amorose Groomes, yes; Ms. Salay, yes; and Mr. Taylor, yes. (Approved 7 – 0)

3. Ballantrae, Subarea S and Liggett Property 14-083INF

Cosgray Road Informal Review

The Chair Chris Amorose Groomes introduced this application for a request for a potential residential development of 141 residences consisting of with detached condominiums and single family lots on approximately 49 acres, east of Cosgray Road and the Conrail railroad tracks.

Devayani Puranik said this is an informal review for Ballantrae Subarea S and Liggett property for residential development. She presented the site, which is located east of Cosgray Road, north of Rings Road, east of CSC railroad tracks and a Cosgray Rings Road connector is proposed along eastern property line of Churchman Road. She showed where the Links at Ballantrae are located east of Churchman Road consisting of a multi-family development and where the Woodlands at Ballantrae are further east. She explained that all the parcels along the southwest corner of the property are within Washington Township, Village of Amlin, outside of Rings Road.

Ms. Puranik said the character of these areas is large lot residential with some limited commercial activity along Rings Road. She said the northern portion of the property is zoned PLR-Planned Low Density Residential, Ballantrae Subarea S and a 70-unit condominium development is approved as part

of that PUD, and the lower portion is zoned R-Rural. She said the applicant is processing a parallel application to annex the southwest corner of the site from Washington Township.

Ms. Puranik presented the existing conditions showing: the site still being farmed as seen from Woodlands at Ballantrae; the view of some mature tree rows along the railroad tracks from the southwest corner; and the view of the road south in the township that is essentially used as an alley by the village residents.

Ms. Puranik presented the Community Plan (future land use plan) that recommends Mixed Residential Medium Density land use that is five units per acre. She said the areas are anticipated to have greater walkability and pedestrian orientation at a village scale and are part of the Southwest Area Plan. She said the Village of Amlin has a unique and quaint character that should be protected as adjacent development occurs and 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. She indicated the Plan also shows linkages from the site toward east to Churchman Road and from the development south to Rings Road for easy access to Village Center.

Ms. Puranik presented the proposed site plan that showed three entrances off of Churchman Road, one of which is a continuation of Marmion Drive through the Woodlands at Ballantrae. She explained the total site is 51 acres of which 4.6 acres are for Churchman Road. She said the proposal consists of 47 single-family lots within the northern section of the site and 94 detached condominium lots within the southern section. She stated that density is 3.01 units per acre. She said the setback along Churchman Road is 200 feet, along the railroad tracks is 100 feet, and 30 – 50 feet is proposed along the southern property line. She said a total of 14 acres of open space is provided, which includes the existing tree cover.

Ms. Puranik said the first discussion point relates to the layout of the site. She said since the Community Plan is recommending: mixed residential, medium density, more walkable/pedestrian friendly, and should integrate the single-family lots with condominium units as opposed to two separate isolated sections for single-family and condominium units. She said the plan also talks about integrating open space as part of the development and having the connectivity of pedestrian links.

Ms. Puranik noted the second discussion question, which refers to the character of the western and southern setback. She said the Commission recently approved 100-foot setbacks from the railroad tracks, which included the buffer that is a combination of mound/fences and landscaping. Regarding the southern setback, she said the Plan recommends that The Village of Amlin's unique and quaint character should be protected as adjacent development occurs, and 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.

Ms. Puranik said the third discussion question relates to the street connectivity. She said entrances are provided along Churchman Road and if this project were to move forward, another connection would be necessary around the western setback. She explained that Engineering recommended that all right angle turns be avoided and to rework the network around the central gazebo area. She said Planning and Engineering is recommending public streets for the entire development for simplifying maintenance responsibilities. She added the stormwater detention pond will have to be reworked to provide adequate distance between Churchman Road and the ponds. She said the Southwest Plan illustrates connection from the site to Rings Road to the south and a pedestrian connection might be beneficial for the residents of proposed development to walk to Village Center as envisioned development occurs.

Ms. Puranik addressed the fourth discussion question and presented the proposed architecture for single-family homes. She said the elevations are two-story homes with porches, garages with arches, and dormers and the materials are stone and cementitious siding. She said detailing reflects village

character and most of the elevations have front loaded garages while there is an auto-court access option. She presented the proposed architecture for the detached condominiums. She said they are a story and a half ranch style with the majority of the elevations having front loaded garages. Again, she said the detailing reflects village character like the single-family homes and material treatments are consistent creating rhythmic patterns.

Ms. Amorose Groomes asked if the applicant was present and would like to add to the presentation.

Paul Coppel, co-owner of Schottenstein Homes, said this was their first venture in the City of Dublin, although not new to the area. He said Schottenstein Homes is named after his partner, Steve and their genesis is MI Homes as Steve was COO for that organization for many years. He reported that they have one project currently in the Dublin school district but not in the City of Dublin. He said between the current four projects, they plan to close between 90 and 100 homes this year. He said their intention with this project is to do something that satisfies the existing neighborhoods in Ballantrae. He indicated they have had meetings with the leadership of the two Ballantrae Homeowner's Associations. He said Linda Menerey would go over the plan and respond to some of the concerns along with Jack Reynolds and George Acock.

Linda Menerey, EMH&T, said one thing this plan achieves is connectivity through Churchman Road, the pedestrian ways, and open space. She said they have extensive buffers and corrected Ms. Puranik's statement about setbacks; the setback off of Churchman Road and the railroad track is actually 100 feet. She said there is a varied setback along the Amlin alley, from 30 – 50 feet. She said they took into account all the surrounding areas. She highlighted the single family homes in the north portion, which follow the typical Dublin style and in the lower, condominium area they made the transition to what was happening in the Amlin neighborhood. Ms. Menerey said she believes they can work within the stormwater ponds and wanted to keep those along the frontage as a design amenity to give recognition to this particular area. She noted that most of the houses front Churchman Road, with a large setback providing green space.

George Acock, Acock Associates Architects, Columbus, Ohio said he resides in Granville, Ohio. He said they are trying to provide affordable housing in a way that is consistent with the architecture that has been built in small towns. He said in the 50s & 60s, when TV and air conditioning appeared on the scene, things changed. He said people pulled their car into the garage that was the first element you saw, living in the family room in the back of the house, and porches were removed. He said they are trying to bring porches back and soften the power of a 16-foot garage door in appropriate scale to what he considers regional architecture that is very simple, mostly wood houses with 15-foot front setbacks. He said this will provide a neighborhood feel to promote engagement amongst neighbors; it will feel like a community. He said they have designed simple materials and proportions including standard windows and details that have been around for a long time, proving to be charming.

Mr. Coppel showed samples of the plot plans of the two varying kind of products, pointing out the single- family elevations and the condominiums. He said they have deemphasized the garage and added porches in all of them. He said their target market for these condominiums is obviously mature adults or empty nesters, and that the markets for those now are detached units and not attached units. He stated many of the people that respond to this analysis do side-yard outdoor living whereas we think it is better to have rear-yard outdoor living in those detached units. He said they are trying to provide a little different architecture than Ballantrae but be very compatible with no exposed foundations and using all natural materials.

The Chair invited public comment from anyone that would like to speak on behalf of this application. [Hearing none.]

Richard Taylor asked for clarification on the different plans.

Mr. Acock noted the first ones they were working on and said they will use those but it is the same type of style and floor plan.

Ms. Amorose Groomes said the last four elevations are the same. Mr. Taylor confirmed they were all single-family units.

Ms. Menerey clarified that some of the elevations were mislabeled. She pointed out, some were condominiums, one that could be both elevations, and there are a couple that are the single-family style.

Mr. Taylor said at some future date with an update to this proposal, he would like to see for the detached condominium units maybe show a few of those in context because they are not going to sit isolated the way the elevations are currently shown. He would like to see how 7 – 10 units would play together on streetscape.

Ms. Menerey presented a line drawing that reflects what Mr. Taylor requested. Mr. Taylor said it gave him a whole different prospective.

Ms. Menerey presented the single-family board.

Mr. Taylor said he appreciated the small town perspective. He stated in the overall site plan he sees some contradictions to what Mr. Acock said about the small town arrangement. For example, he said, in the center of the attached condominiums, there is a really tiny green space with a gazebo and this should be much larger. He said he was a little confused about the reason for the big setback off of Churchman Road, which put all of that green space, the pods, and everything on the outskirts of this development, which further isolates it from the rest of the community. He said bringing those things into the middle, make them amenities for the whole neighborhood to enjoy and allow this development to push out to the borders a little bit more and possibly engage more fully with the communities next door. He said the existing grove of trees looks like it is remaining untouched. He asked if there was some way to rearrange the street network to run along the borders of that grove to provide an amenity for all instead of as a backyard for a few. He said there is a grove of trees in the middle of Brandon Way neighborhood and the streets run on several sides of that and is heavily used by the residents. He indicated the paths are very informal as they are not paved. He concluded he liked the concept and the density that is being proposed that is less than what is allowed, but believes the applicant could go further in making this more village- like and using the green spaces and amenities that are accessible to everyone as opposed to pushing to the perimeter and isolate the whole community.

John Hardt said he agreed with Mr. Taylor as the fundamentals are headed in the right direction. He said he appreciates that the density is less than what is allowed. He noted on the drawings received in their packet there is a space across from the proposed road, where the road appears to pass within a few feet of the drive-way of the development on the other side and he wondered if that was accurate or not. He said if it is he suggests Churchman Road not to be straight. He said that is an oddity that needs to be resolved.

Mr. Hardt addressed the discussion questions. He said he agrees with the applicant that he does not think it makes sense to integrate the single-family homes and condominiums with each other but he said it does make a lot of sense to connect them to the different areas not only to each other but to things outside this development getting more connectivity to the streets.

Mr. Hardt inquired about the 30-foot setback to the south and asked if the whole area should be oriented so that the pattern of development and the streets respect the layout of Amlin. He said the residents of Amlin may think that is a horrible idea but he thought there is an opportunity to take the charm that is already there and expand on it rather than turning your back to it.

Mr. Hardt said the level of detail they are looking at for architecture is heading in the right direction. He is concerned that when seen all together, there are a lot of different variations of detached condominiums that all have the same rooflines. He encouraged the applicant to mix the rooflines up and get the massing a little bit different; varying the material is not going to be sufficient.

Mr. Hardt said the western setback along Cosgray Road should more or less match what is north on Cosgray Road to the balance of Ballantrae. He said the south 100-foot setback that is the railroad track, is appropriate, generally. He indicated he assumed the trees that were there today would be protected, maintained, and augmented.

Amy Salay agreed about providing access to the woods and perhaps having a bike path available to everyone. She indicated she is concerned about the proximity of the railroad tracks because the sounds of the train horns can be so loud and interruptive into family life. She suggests as development continues, the Commission consider a railroad quiet zone. She said she would like to see the green by the gazebo expanded. She is not in favor of any private streets; she wants Dublin standard public streets. She said single-family units and condominiums should be mixed. She said she loved the architecture, the detail, the idea of the village, but wants to make sure the front porches are actually deep enough to be useful. She indicated some of the front porches in Dublin neighborhoods are so narrow you can barely fit a chair. She questioned the term "affordable". She would like to see a limit on the use of cementitious siding and prefers the mix of Hardieplank and stone. She said all lap siding might be preferable to some prospective residents because it would be less expensive than all stone. She asked if Churchman Road has to be straight because it looks strange here. She said she is pleased that the applicant has met with the neighbors.

Todd Zimmerman said it is nice to see the decrease in density from five units per acre to three units per acre. He addressed the discussion questions:

- 1) He asked if integration could be changed slightly without giving up the density ratio or green space.
- 2) He said he is all for the mounds, evergreens, or whatever if it is possible to keep the mature trees but is really not a fan of fencing as it is not natural and becomes a maintenance issue down the road.
- 3) He would like to see public streets for both projects.
- 4) He likes the architecture and housing stock, something that Dublin does not have.
- 5) He would like to see a matrix of the detached condominiums so we could have a good mix of variation for the 94 condominium units at the end. He suggested working with Staff to achieve this variety.

Amy Krumb said the two products do not need to be integrated, there needs to be more connectivity. She said her biggest issue was having useable open space. She noted the wonderful tree grove that only the 15 lots that back up to it will see. She said with the ponds up front, she thinks access may be limited. She said when the applicant comes back, she wants to see the sidewalks; walking paths; bike paths; how residents will be able to get around the site; and how the residents would be able to get down to Rings Road to use the open space. She does not like the southern end how it backs up to Amlin. She suggested a better transition or treatment there than putting up a bunch of vegetation and starting this new development. She said the architecture was going in the right direction, and she was generally supportive of the concept, density, and location.

Victoria Newell said the two products do not have to be intermixed in terms of integration but she would like to see the pedestrian connections intermixed and developed little further. She would like the green space at the gazebo larger. She said the sites along Amlin should be treated sensitively. She questioned the setbacks and the buffer along the railroad tracks.

Ms. Menerey explained it was a hand-drawn sketch that Ms. Newell was referring to which was not to scale and would ensure the 100-foot setback by the railroad tracks.

Ms. Newell continued, for developing the internal green space, the setback off of Churchman Road can be reduced. She said she really liked the porches.

Ms. Amorose Groomes said she admittedly did not drive through the site so she does not know what the back of the adjacent properties look like. She indicated the alleyway does need to integrate into something that was not going to add value. She said she wanted to drive through the site before making much of a statement at the next step. She stated she agreed with everything that had been said by her fellow Commissioners and appreciates the use of materials and the historical perspective on the architecture. She indicated 'what is old should become new again' in most situations and seems appropriate here.

The Chair said she would give the applicant time to respond if there were any questions or needed clarification.

Mr. Coppel said he just had one question on the land plan. He said he thought there was a consensus of the Commission that the setback be reduced along Churchman Road.

The Chair said for the point of clarity, what she thought the applicant heard this Commission say was that they wanted a larger, useable green space that would be consistent with the type of architecture shown and are willing to give some other green spaces to accommodate that. She said she also heard from several of her fellow Commissioners there was an opportunity to interact with the grove of trees, either by relocating the street or by putting a bike path through there.

The Chair called for public comment from anyone that wanted to address this Commission with regards to this application.

Patrick O'Brien, 5646 Marmion Drive, said he resided exactly across the street from Churchman Road as proposed. He said the Woodlands of Ballantrae residents have been very comfortable with this project on a whole because of the existence of this 100-foot buffer along Churchman Road. He said they have attached housing and this is 147 units to contrast with the existing 64 units. He said the green space and water effects are significant and aesthetically and functionally isolating the Woodlands from whatever the applicant has in this project, which we know is not going to be attached like the existing product. He said the idea of converting some of that buffer space into the gazebo type area is very nice in terms of just that project on its own but it does not necessarily reflect the entrance of people on the other side of the street. He said there needs to be a balancing of interests when that is redesigned.

Don Seager, 6890 Foresthaven Loop, said he was a resident of Woodlands of Ballantrae and was on the Woodland's and Ballantrae's Boards. He reported they liked the 100-foot setback and do not want to see that changed. He said he agreed to put a bike path through the grove of trees but would not want a street to mess up the trees. He suggested that Amlin not be integrated as they are not cute little houses. He said he agreed with making the streets larger as there are issues with private streets. He emphasized the setback is what they like.

The Chair said for the point of clarity, the Commission does not necessarily want to put something through these woods, just provide access to the perimeter of them.

Ms. Newell said she wanted to clarify an earlier comment; she did not want to see a wall of landscaping not treated sensitively and should not be one big wall between this project and Amlin but rather a nice amenity.