

Planning Report

Thursday, April 2, 2015

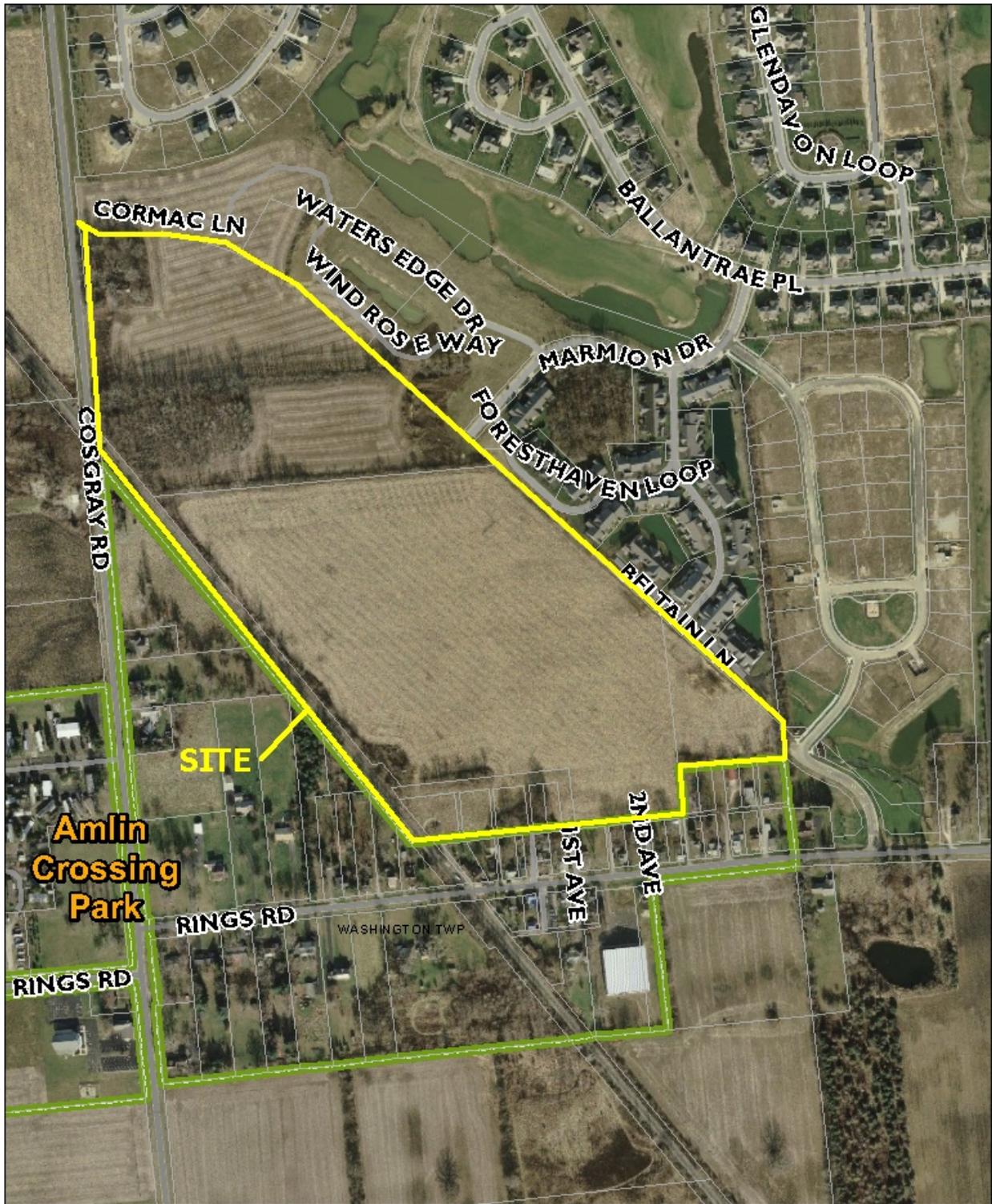
Ballantrae Woods

Case Summary

Agenda Item	1
Case Number	15-004CP
Proposal	A potential residential development to include 46 single family lots and 92 detached condominiums on approximately 49.6 acres.
Request	Review and non-binding feedback for a Concept Plan application under the provisions of Zoning Code Section 153.050.
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	Planning recommends the Commission consider this concept plan with respect to the land use, density, design features, and compatibility with surrounding development. The following analysis provides additional details.

Discussion and Feedback

1. Is the overall development character appropriate?
2. What should be the character of the open spaces?
3. What should be the nature of the street network?
4. Is the proposed architectural concept appropriate for the proposed Subareas?
5. Other considerations by the Commission.



 <p>City of Dublin</p>	<p>15-004CP Concept Plan Ballantrae Woods Cosgray Road</p>	<p>0 250 500 Feet</p> 
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Facts

Site Area	49.6 acres; 2.2 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.</p> <p>The farmland west of Cosgray Road is zoned R, Rural District. Land between the CSX railroad tracks and Cosgray Road west of the property line, and land to the south are part of the Amlin, Washington Township outside of City of Dublin corporate boundary.</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 in the northern portion. There are also some mature tree rows along the west property line and the railroad tracks. • Parcels to the west and south are currently in Amlin, Washington Township. 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 and architecture.</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> <p>This case was presented informally to the Planning and Zoning Commission on September 18, 2014. The Commission was in support of the overall concept and provided positive feedback regarding the proposed uses and density. Commissioners preferred public streets for the development and were supportive of the proposed architecture, and while they did not see a need to integrate the condos with the single-family homes, the Commission preferred a greater degree of connectivity. Commissioners also requested a larger open space for the condo area and emphasized the importance of screening from the railroad tracks and providing more access to the open spaces.</p> <p>A 2.7 acre annexation was approved in 2014 to include a portion on land along the south property line from Washington Township to the City of Dublin.</p>

Details **Concept Plan**

Proposal This proposal includes 46 single family lots and 92 detached condominium "lots" on 49.6 acres with a net residential density of 2.78 du/ac.

Use The proposed development differs from the existing zoning text for the northern portion of the site (Ballantrae, Subarea S, existing development text provided in the meeting materials). The southern 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.

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 up to 5.0 dwelling units per acre. This would permit up to 245 units for this site. The proposed 138 units are at a density of 2.78 units per acre.

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.

Details

Concept Plan

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 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.

Layout



The site is divided in three subareas. All of the units in the northern section are single family fee simple ownership (Subarea A) and the remainder as condominium ownership (Subarea B).

Subarea A: 22.5 acres with 46 lots in the northern section of the site;

Subarea B: 24.9 acres with 92 detached condominiums units in the southern portion of the site; and

Subarea C: 2.2 acres for the Churchman Road ROW.

The proposal includes a 100-foot setback along the railroad tracks and along Churchman Road. Lot 3 is shown at a 50-foot setback from Churchman Road.

Approximately 17.5 acres of open space is provided to include existing mature tree cover and setbacks. The site plan indicates that the existing mature tree row along the railroad tracks will be preserved.

A large stormwater retention basin is proposed at the southern tip of the site.

Architecture

The conceptual character drawings show that Subarea A will be two-story with a majority of the homes using front loaded two- or three-car garages. The character of Subarea B varies, with ranch-style and two-story options with two-car front loaded garages and auto-court access option for one of the elevations.

Primary materials are stone and cementitious siding. Front porches and dormer windows are features reflecting the village character details. The materials palate is consistent with those required with the Ballantrae Subarea S and includes brick, stone, stucco, wood siding, and Hardi-plank.

Details	Concept Plan
Traffic & Access	<p>Churchman Road along the eastern property line connects 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 to the east.</p> <p>Roads for the Subarea A, will be public streets while those in the Subarea B will be private drives.</p> <p>A pedestrian access is available by a bikepath to Rings Road to the south. A bikepath connection is also shown along Churchman Road, entering along Ballantrae Woods Drive, accessing the open space (Reserve B), and continuing along the railroad buffer area along the west property line.</p> <p>A network of sidewalks is also shown on the plan within both subareas. All public streets have sidewalks on both sides of the street; all private drives have sidewalks along one side.</p>
Open Space	<p>Approximately 17.5 acres of open space is provided. The more significant areas are described below.</p> <p>Reserve 'B' is 4.5 acres in Subarea A and has existing mature tree cover and paths circulating from the streets through the Reserve.</p> <p>Reserves 'C' and 'P' are open space setback from the railroad, and total 4 acres.</p> <p>Reserves 'D' – 'F' total 7.5 acres, including the setback Churchman Road along the entire front of the site. Reserve 'F' includes a stormwater detention area.</p> <p>Reserve 'L' is a .5 acre central green in Subarea B.</p>
Tree Preservation	<p>The trees in good condition within the reserve will be preserved. Additional trees will be preserved and added within the buffer areas as required by the Code. There are a few landmark trees in good condition throughout the site.</p>

Analysis	Concept Plan
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>

Analysis	Concept Plan
Overall Development	<p>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. To achieve this, Planning recommends the following revisions.</p> <ul style="list-style-type: none"> • The dead end turnaround at the west end of Inchcape Lane should be eliminated and a connection provided through to Eva Loop. • The City Engineer has determined that pedestrian and shared-use path crossings should be moved to intersections and not cross at a mid-block. • Pedestrian facilities for Churchman Road and Foreland Lane should connect. • The Bikeway Plan shows a connection through the site on the east side of Cosgray Road, from Churchman Road to the railroad tracks. This route should be included in the plan. • The applicant should to coordinate with Franklin County Engineer's Office on the proposed shared-use path of Franklin County's public right-of-way. Discussion should also include the existing turnaround and pole at the north end of the right-of-way that appears to on the development site. • The applicant should provide detailed stormwater calculations with the development text. • The applicant is proposing to preserve all landmark trees on the Tree Survey table. However, the plans do not accurately reflect this. • Unit B-86 should be removed to avoid a very awkward maneuvering to enter the garage/driveway. • The parallel parking on the private drives within Subarea B should be revised by removing single spaces and providing usable spaces especially for critical areas such as mailbox locations where greater numbers of people are expected. • Additional areas should also be available as visitor parking in Subarea B given the relative lack of parking outside of the garage and driveway areas. • Lot 3 in Subarea A should be removed to maintain a consistent setback along Churchman Road and avoid proximity to the roundabout.
What should be the character of the open spaces?	<p>The proposed usable open space within Subarea A includes existing tree cover and paths. The proposed Open Space within Subarea B includes a 0.5-acre central green area. The remaining open space includes setback and buffer areas.</p> <p>One of the issues discussed at the informal review by the Planning Commission in September, 2014 included providing an accessible open space to all the residents within the development as opposed to privatizing it by backing the single family homes in Subarea A. A path system has been provided to allow access by other residents into Reserve 'B.'</p> <p>The central open space in Subarea B will be used by the condominium residents. The applicant should consider the possibility of providing a larger, central open space that could be identified with, and used by both Subarea residents.</p>

Analysis	Concept Plan
	<p>Passive or active use of the open spaces can be determined by the amenities provided within the usable open space. The applicant should provide details of the amenities planned for each usable open space, including details on tot lots, gazebos, or other features intended for the active open spaces.</p> <p>The applicant is proposing two separate HOAs for Subareas and one master association for the entire development. The master association will be responsible for maintaining the open spaces except for Reserve 'B' which will be owned and maintained by the City of Dublin.</p>
<p>What should be the nature of the street network?</p>	<p>The site plan shows a network of public streets and private drives. The Subarea A will be served by the public streets and Subarea B will have a network of private drives.</p> <p>At the informal review in September, 2014, the Commission members expressed their concerns regarding the private drives proposal. The preference was to provide public streets for the entire development.</p> <p>The Council also has expressed concerns in the past regarding the new private drives especially regarding the future maintenance costs borne by a limited number of property owners.</p> <p>The applicant is proposing private drives for the Subarea B for the 92 detached condominium units for which the condominium HOA will be responsible for maintaining. The applicant should differentiate the private drives visually by using different street sign colors or other appropriate means as permitted by Engineering.</p>
<p>Is the proposed architectural concept appropriate for the proposed Subareas?</p>	<p>The conceptual neighborhood character illustrations reflect the small town concept. The proposal includes four different types of elevation treatment that can be used in both Subareas. Seven different elevations are available for the ranch style condominium units. The variations are shown for building forms, garage orientation, windows placements, and dormers.</p> <p>The variations, colors, materials, porches, detailing, and massing were supported at the informal review by Planning and Zoning Commission in September, 2014. However, it was suggested that more variety was needed within Subarea B for the roof lines to avoid monotony in styles.</p> <p>Although a consistent visual theme is followed throughout the development, the two Subareas are not very distinguishable as four of the building elevations can be used in either Subarea. If preferred by the Commission, one method to separate the Subareas is for Subarea B to have only have ranch style buildings.</p>

Recommendation	Feedback
Summary	<p>The concept plan is the first stage when establishing a Planned Unit Development District 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 Concept Plan with respect to the Community Plan in terms of open space, street network, and other issues identified by the Commission.</p>
Discussion Questions	<ol style="list-style-type: none">1. Is the overall development character appropriate?2. What should be the character of the open spaces?3. What should be the nature of the street network?4. Is the proposed architectural concept appropriate for the proposed Subareas?5. Other considerations by the Commission.