

Planning Report

Thursday, May 21, 2015

Ballantrae Woods

Case Summary

Agenda Item	3
Case Number	15-004Z/PDP/PP
Proposal	A residential development comprising of 45 single-family lots and 90 detached condominiums on approximately 49.6 acres
Request	Review and recommendation to City Council of a <u>rezoning with preliminary development plan</u> under the Planned District provisions of Zoning Code Section 153.050, and a <u>preliminary plat</u> under the provisions of the Subdivision Regulations, Chapter 152.
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	Disapproval of the rezoning with preliminary development plan; and Approval of the preliminary plat with 1 condition

Based on Planning's analysis, the rezoning with preliminary development plan proposal fails to meet all the rezoning/preliminary development plan criteria and disapproval is recommended.

The proposal for the preliminary plat complies with the preliminary plat criteria and a recommendation to City Council for approval is recommended.

Should the Commission wish to consider an approval for this development, the following conditions are recommended:

Preliminary Development Plan Conditions

- 1) That the proximity to active railroad tracks is clearly stated in writing during the sales process and the options to install windows and exterior walls with higher STC levels for sound abatement are explored prior to the final development plan.

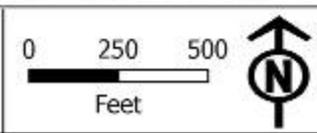
- 2) That the applicant works with Staff to identify the appropriate combination of the plant material and landscaping elements for Amlin and railroad buffer.
- 3) That the applicant works with the Staff to finalize the access points through the woods and the shared-use path alignment by taking updated right-of-way lines for Cosgray Road roundabout and Churchman Road into consideration.
- 4) That the applicant works with the Staff to finalize the appropriate dimension of the protection zone and fence details to protect the landmark trees' critical root zone during construction.
- 5) That the tree survey and replacement plan is updated to reflect the changes due to Churchman Road construction for the final development plan.
- 6) That the traffic impact study is updated to the satisfaction of the City Engineer prior to a City Council hearing of the rezoning to address the comments listed by the City Engineer.
- 7) That the applicant differentiates the private drives visually by using different street sign colors or other appropriate means as permitted by Engineering.
- 8) That the applicant works with Staff to finalize locations for additional visitor parking in Subarea B.
- 9) That the applicant provides a vehicular connection between Inchcape Lane and Eva Loop to improve connectivity.
- 10) That the two fee simple single family lots (#44 and #45) south of Ballantrae Woods Drive adjacent to the detached condominiums are replaced with the detached condominiums for consistent setback and streetscape at the main entry point to the development.
- 11) That the setback deviations for all lots and screening details for outdoor amenities, are clarified in the development text in the appropriate section for each Subarea.
- 12) That Subarea A architecture and Design Matrix be revised to show a dominant masonry front façade for all homes, and that these details and accents illustrated on the conceptual elevations for single family homes and detached condominiums are clearly reflected in the architectural design guidelines.
- 13) That the three-car garage percentage in Subarea A is limited to 45% per the Appearance Standards as opposed to 50% per the development text.
- 14) That the applicant work with the Staff to finalize the construction plans, right-of-way dedication, and responsibilities for Phase 2 and 3 of the Churchman Road project.

Preliminary Plat Condition

- 1) That the applicant ensures that any minor technical adjustments to the plat are made prior to the City Council submittal.



15-004Z/PDP/PP
Ballantrae Woods
Cosgray Road



Facts

Site Area	49.6 acres (2.2 acres for Churchman Road right-of-way)	
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 currently being farmed. • The site includes a large mature tree cluster in the northern portion. There are also mature trees along the west property line and the railroad tracks. Landmark sized trees are also present on the property. • 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. These tracks are currently very active. 	
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 the Ballantrae neighbors in anticipation of the proposed development. The applicant conducted a neighborhood meeting on September 9, 2014.</p> <p>This Planning and Zoning Commission informally reviewed a proposal 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. They were generally supportive of the proposed architecture, and while they did not see a need to integrate the condominiums with the single-family homes, the Commission preferred a greater degree of connectivity. Commissioners also requested a larger open space for the condominium area and emphasized the importance of screening from the railroad tracks and providing more access to the open spaces.</p>	

Facts

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.

A Concept Plan was presented to the Planning and Zoning Commission on April 2, 2015. The Commission was supportive of the overall concept and provided positive feedback regarding the proposed uses and density. The Commission was concerned about the fence treatment for the property line between the proposed development and the Village of Amlin to the south, and suggested a buffer, which is visually appealing from both sides of the property line. The Commission members noted the architectural concepts presented at the informal review meeting had better character and details. The Commission asked the applicant to reconsider the elevations to include the elements from the concepts presented at the informal review. The predominant use of natural materials such as stone was supported and the Commission found it gave a unique, quaint character to the condominium concepts presented at the informal review. The Commission members recommended revising the layout adjacent to the roundabout for consistent setbacks.

Additionally, the Franklin County Engineers' Office voiced their concerns about the quiet zones for the CSX railroad tracks and stated that establishing quiet zones is a multijurisdictional process and takes a long time to implement. The Commission members provided additional input on the issue to ensure the developer makes the proximity to the active at-grade railroad tracks clear to the potential buyers at the time of sales.

Details

Rezoning with Preliminary Development Plan

Process

Rezoning to a Planned Unit Development requires approval of a development text to serve as the zoning regulation; the Zoning Code covers all requirements not addressed in the development text. A preliminary development plan is also required. The proposed development text establishes a new Planned Unit Development District (Ballantrae Woods). The text creates three subareas and includes development regulations that apply to the entire site.

Proposal

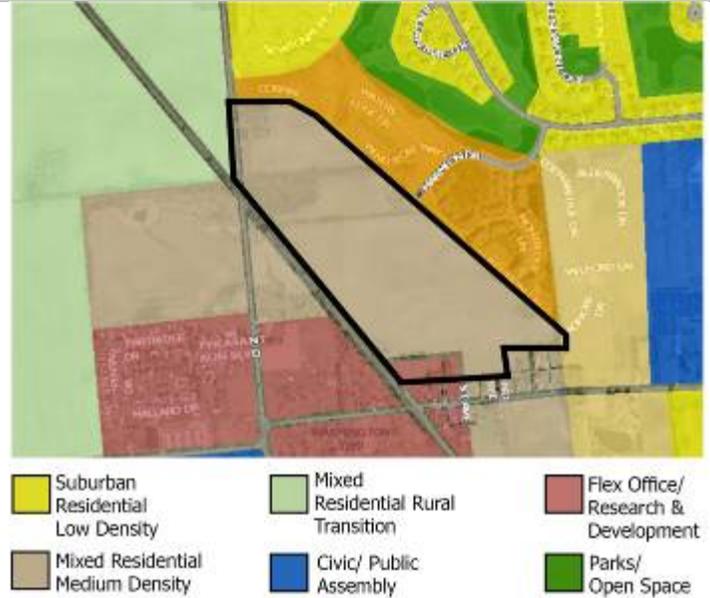
This proposal includes 45 fee simple single-family lots and 90 detached condominiums on 49.6 acres with a net residential density of 2.72 du/ac.

Details

Rezoning with Preliminary Development Plan

**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 135 units are at a density of 2.72 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 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 bypass (Churchman Road) will also provide an opportunity to create clear gateway features that will further signify the special importance of the village area.



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. The Plan notes that regional and local connectivity is needed to maintain Dublin's standards for quality and considers visual character, and that variable width medians, setbacks, landscape treatments and other techniques should be implemented where possible to maximize aesthetic benefit.

Details

Rezoning with Preliminary Development Plan

Layout



The site is divided in three subareas. The 45 units in the north section are single family fee simple ownership (Subarea A) and the remainder as condominium ownership (Subarea B). Subarea C includes 2.2 acres for the Churchman Road right-of-way.

Access is from three points, with the main entrance opposite Marmion Drive in Ballantrae. Proposed Ballantrae Woods Boulevard extends from the main entry east and north to intersect with future Churchman Road in Subarea A. Ballantrae Woods Boulevard is the only public street serving the development. The third access point is a private drive at the south end of the site in Subarea B.

Approximately 18.1 acres of open space are within the setbacks of the adjacent roads and the railroad tracks. A larger portion of the site in the northwest corner is heavily wooded and is incorporated into a reserve. A large stormwater retention basin is proposed at the southern tip of the site.

Development Details

Subarea A is 23.1 acres with 45 fee-simple single family lots in the north section of the site. No minimum lot size or lot depth is required. The required lot width is minimum 60 feet at the building line and the development text requires a minimum of 65 feet of buildable depth in accordance with Code. Front and rear yard setbacks are 20 feet and the required side yard setback at 5 feet.

Subarea B is 24.3 acres with 90 detached condominiums units in the south portion of the site. The front yard setback off the private drives is 14 feet for from the sidewalk or from the back of curb if there is no sidewalk. A minimum distance of 12 feet is required between homes and 45 feet is required between the backs of homes, exclusive of patios. Sides of homes adjacent to the rear of a home have to maintain a distance of 25 feet.

The text requires a 100-foot setback along the railroad tracks, with the exception of condominiums 65 and 73 that are permitted a setback of 70 feet due to property boundary irregularities.

Condominiums adjacent to single-family homes and condominiums along the south boundary must maintain a 25-foot setback, while patios are required to maintain a minimum of 10 feet from single family homes and the southern property line.

Details

Rezoning with Preliminary Development Plan

A 100-foot setback is required along Churchman Road. Lots 1 and 3 are shown at a 45-foot setback from Churchman Road on the preliminary plat and the development text addresses this decrease in the Churchman Road Open Space section. The setback deviations for all lots should be clarified in the development text in the appropriate section for each Subarea.

The layout shows two, fee simple single family lots (#44 and #45) south of Ballantrae Woods Drive next to the detached condominiums. Planning recommends that these two lots be detached condominiums to keep the consistent setback and streetscape from the main entry point to the development.

Architecture

The Planning and Zoning Commission discussed the architectural concept during the concept plan discussion in April and urged the applicant to revise the elevations particular for the single family homes to be more reflective of the drawings provided at the informal review.

The Commission noted concerns about the proximity of the proposed development to the active at-grade railroad tracks and the impact (visual, sound, vibrations) on day-to-day life of the residents. The development text includes the 100 feet railroad buffer with minimum 6 feet tall mounds, trees and fence to mitigate the visual impact. However, the applicant should explore the options to provide windows and exterior walls with higher Sound Transmission Levels (STC) to mitigate the impact with sound abatement.

The Commission also noted concerns about primary building materials and encourage the applicant to consider masonry, especially on the fronts of the homes, rather than siding.

The development text includes architectural requirements for each Subarea as well as conceptual character drawings to illustrate the intended character. Details are discussed below.

Architecture Subarea A

The development text includes character descriptions for the single-family homes including Traditional (Classical Colonial, Revival and American Period Revival styles) Victorian, and Craftsman. The text also provides architectural guidelines. Front porches with a minimum 6 feet depth are required on all homes. In addition to the porches, other details such as dormers, chimneys, transom windows, door styles, porch column styles have been provided differentiating between the architectural styles.

Permitted cladding materials are brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (e.g. Hardiplank). Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications.

Details

Rezoning with Preliminary Development Plan

Permitted roofing materials include 30-year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials.

An architectural diversity matrix is provided for the front building facades for the single-family homes.

The architectural design guidelines state and the illustrative elevations show horizontal cement board as a primary material for the homes. Although the cement board is intended to provide cohesiveness to the neighborhood, the Commission has clearly expressed concerns of the dominance of the siding material and preference for the incorporation of additional natural materials such as stone, especially on the front of the homes.

All homes have minimum two-car garages. All garages are set 2 feet behind the front façade. A front load garage has a minimum driveway length of 19-feet exclusive of sidewalks. No more than two garage doors are located on the same plane. Garage doors include decorative elements such as windows, panels, hardware, etc. The garage door color will be complementary to the main structure.

The proposed standard for the garage door opening for front facades is a maximum of 45% for a two-car garage and a maximum of 50% for a three-car garage. The Appearance Standards of the Zoning Code limit the percentage of the home frontage for garage door openings of more than 18 feet to 36 feet to 45%. Planning recommends the garage door openings meet the Appearance Standards.

Roof slopes is min. 6/12 except for the porch roofs which is consistent with the Appearance Standards.

Windows with the grid pattern will be used on all sides of the building. Some of the windows will have full size shutters with the hardware. The use of the shutters should be appropriate to the architectural style. This detail should be included in the design guidelines.

Outdoor amenities such as patios are permitted for the single family homes.

Architecture Subarea B

The architectural vocabulary for the "Cottages" in Subarea B is from the Central Ohio farm houses of the 1840s and '50s, a style known as Carpenter Gothic. The character of Subarea B varies from single story to a maximum of one and a half stories in height.

The material palette is consistent with the proposed Subarea A standards and includes brick, stone, stucco, wood siding, and cementitious siding. The building elevations propose white, vertical and horizontal siding and panels providing varying textures. Secondary materials for trim and ornamentation include gypsum reinforced

Details

Rezoning with Preliminary Development Plan

fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications.

Permitted roofing materials include 30-year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate.

The architectural design guidelines list additional details and standards for porches, windows and doors, special elements such as dormers, chimney etc. However, the proposed standards do not reflect all the accent details such as accent brackets, gable accents, dormers, railings, garage accents etc. as illustrated on the concept elevations. These details will have to be incorporated as part of the Final Development Plan.

All homes in this Subarea have minimum two-car garages with front loaded or auto-court access. All garages are set minimum 2 feet from the front façade in the front-loaded garage configuration. The front load garage setback is a minimum of 19 feet from the back of the sidewalk or the curb where no sidewalk is present. Side load or auto-court garage have setbacks at 15 feet from the sidewalk or the curb where no sidewalk is present.

The percentage of garage door opening to the overall front façade is proposed to be greater than 35% but less than 40%. Garage doors will include decorative elements such as windows, panels, hardware, etc. The garage door color will be complementary to the main structure. Shared driveways are permitted in Subarea B.

Roof slopes will be min. 6/12 except for the porch roofs which is consistent with the Appearance Standards.

Windows with the grid pattern will be used on all sides of the building. Some of the windows will have full size shutters with the hardware. This detail should be included in the design guidelines.

Outdoor amenities such as patios are permitted. The patios may not be greater than the width of the home and are limited to 15 feet in depth. Building elements and/or other types of screening will be used for the privacy between outdoor amenity areas. Maximum 6-foot in height solid fencing is permitted for the privacy. Screening details will be finalized with the final development plan. In addition, the screening details should be incorporated in the appropriate section for this Subarea.

Details

Rezoning with Preliminary Development Plan

Traffic & Access

The applicant has submitted a Traffic Impact Study (TIS) as required for a rezoning application. Staff has provided comments on the report. The applicant should continue to work with Staff to finalize the details prior to the Council hearing.

Churchman Road along the eastern property line will connect to Cosgray Road to the north and Rings Road to the south, with roundabouts at the Rings Road and the Cosgray Road intersections as future phases.

All three entrances include left turn lanes with the construction of Churchman Road. Right-of-way needs for the future roundabout at Churchman Road and Cosgray Road should be dedicated by the applicant.

Roads for the Subarea A, will be public streets (50-foot right-of-way) while those in the Subarea B will be private drives (43-foot right-of-way). Private drives will be maintained through the forced and funded condominium association fees established by the developer. The private streets are adequate to handle the traffic requirements in Subarea B.

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.

The Council has expressed concerns in the past regarding the future maintenance costs borne by a limited number of property owners. The applicant is proposing private drives for the Subarea B for the 90 detached condominium units for which the forced and funded condominium owners association 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 if approved.

The network of private drives provides access to residential units and open spaces. To improve the connectivity for the emergency response, incident management, and more access points, Staff recommends a vehicular connection between Inchcape Lane and Eva Loop S. While the Commission did not express a particular concern with this lack of connectivity, Planning still recommends the connection to avoid a long dead end private drive and generally improve the ability to reach all areas of the development.

A pedestrian access is available by a shared-use path to Rings Road to the south. A shared-use path connection is also shown along Churchman Road, along the roundabout and west property line according to the City of Dublin Bikeway Plan, accessing the open space (Reserve B), and continuing along the railroad buffer area along the west property line. Coordination between the applicant and Franklin County needs to occur at the shared-use path connection into the Franklin County right-of-way at the south end of the site. The applicant should continue to work with

Details

Rezoning with Preliminary Development Plan

the Staff to finalize the alignment and access point locations for the shared-use path connections. Midblock crossings should be avoided.

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.

The site plan also shows the parallel parking spaces for the visitor parking within Subarea B at the ratio of 1 per 4 units. These spaces do not appear to be in convenient, useable locations. In addition, head-in parking should be the preferred parking arrangement, especially along the narrower sections of private drives. The applicant should continue to work with the Staff to finalize the design and locations for additional visitor parking spaces.

Centralized mailboxes are proposed. The mailbox locations and parking for the mailboxes within Subarea B should also be detailed with the final development plan.

Open Space



Approximately 18.1 acres of open space with 11.2 acres dedicated to the City.

Reserve 'B' is 4.5 acres in Subarea A and has existing mature tree cover and paths. This reserve will be owned and maintained by the City of Dublin.

The four acres of Reserves 'C' and 'P' are in the setback from the railroad. These reserves will have combination of mounds, trees, and fence to buffer and screen from railroad tracks. A shared-use path also runs through reserves providing north-south connectivity. These reserves will be owned and maintained by the City of Dublin to ensure public safety and the public shared-use paths.

Reserves 'D' – 'F' total 7.5 acres, including the Churchman Road setback at the front of the site. The entry feature designs and open space frontage along Churchman Road will be similar in character to the adjacent Ballantrae development. Large vertical stone slabs will be incorporated at entries along Churchman Road and augmented with trees and landscaping. The rock/rubble wall sections with informal character will also be installed for the Churchman Road frontage. Reserve 'F' includes a stormwater detention area. This reserve will be owned and maintained by the City of Dublin.

Reserve 'L' is a .5 acre central green in Subarea B which is intended as a passive recreational space.

Details

Rezoning with Preliminary Development Plan

A buffer is provided along the south property line at the rear of the condominium homes abutting Cramer Street - the Amlin alley. A concept has been provided which includes a combination of shrubs, deciduous, and evergreen trees. The buffer design may benefit from using diverse palette of species. The applicant should work with Staff to identify the appropriate combination of plant material for the buffer.

Landscaping and Screening

The detailed landscaping plans will be provided for Churchman Road setback and entry features, Amlin buffer, railroad tracks buffer, and Cosgray Road setback at the final development plan. These areas will have a combination of mounds, trees, fence, Dublin's character dry stacked wall, and other features.

In addition to the setback and buffer landscaping, screening and landscaping is provided between single family homes and detached condominium units. The landscaping is also provided for the back to back detached condominium units to augment the outdoor amenity area screening. Landscaping and screening is provided where rear yards of the detached condominium units are visible from the drives.

The edge of the stormwater pond will be enhanced with sections of rock outcroppings and landscaping beds.

Detailed landscaping plans will be finalized at the final development plan.

Tree Preservation

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.

The tree survey included a few Oak trees in good condition (trees #474-490) but they have recently been removed for the road construction. These trees appear to be candidates for replacement by the developer. The applicant will need to work with the Staff to finalize the tree replacement numbers. Other tree clusters closer to the Churchman Road have been removed for the Churchman Road construction since the tree survey was conducted. These areas will need to be updated on the tree inventory prior to final development plan.

The proposal includes preserving two landmark trees near Amlin. The construction protection zone should but at least 25-feet on all sides of these trees, but, at a minimum should be at the drip line for the tree canopy.

The proposal includes keeping a large Oak tree (#192) on lot #20. This will be difficult as the critical root zone will likely be disturbed through the construction. The applicant should provide further information regarding the protection of this tree during construction the final development plan.

All other landmark trees are either in poor condition, will be removed and replaced, or preserved within the woods.

Details Rezoning with Preliminary Development Plan	
Utilities	<p><i>Sanitary Sewer</i> This site proposes that public sanitary sewer main be installed with this development to serve the residential units. This network of sewer will ultimately connect into an 8-inch sanitary sewer main located near Marmion Drive.</p> <p><i>Water</i> Access to public water will be provided by connecting to two 8-inch water mains that will be constructed with the Churchman Road Improvements. New public water main and fire hydrants are proposed to be installed to serve the Single Family section of the development.</p> <p>The condominium section of the development will have access to public water through a master metered private water and fire protection system.</p> <p><i>Stormwater Management</i> Stormwater management is provided by creating a retention basin located at the southeast portion of the site.</p> <p>In addition to the proposed pond, public storm sewer is proposed along with storm structures placed at adequate intervals throughout the development.</p>

Analysis Rezoning with Preliminary Development 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>
Process	<p>Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.</p>
1) Consistency with Dublin Zoning Code	<p>Criterion met: This proposal is consistent with the purpose, intent and applicable development standards of the Zoning Code requirements except as altered in the proposed development text.</p>
2) Conformance with the adopted plans	<p>Criterion met: As previously discussed, the Community Plan shows the land use for the site as 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. The proposed development is well under the recommended density of the Community Plan.</p> <p>The proposed development establishes the pedestrian and bike connections as recommended in the Bikeway Plan and Southwest Area Plan. All attempts have</p>

Analysis	Rezoning with Preliminary Development Plan
	<p>been made to preserve existing tree cover and woodlots as recommended in the Southwest Area Plan.</p>
<p>3) Advancement of general welfare and orderly development</p> <p><i>Condition 1</i></p>	<p>Criterion met with Condition: This proposal is compatible with the surrounding neighborhoods and will not impede the normal and orderly development and improvement of the surrounding areas.</p> <p>The streets and paths within the development contribute to the walkability and connectivity. The Churchman Road setback will be enhanced with the landscaping similar in character to the Ballantrae development. The preserved woodlot and central green open space will provide active and passive recreational opportunities to the residents and general public.</p> <p>The proposed development is adjacent to the very active at-grade railroad tracks. The applicant should make this fact clear to the potential buyers during sales. The applicant is encouraged to explore the options for the windows and exterior walls with higher Sound Transmission Class (STC) ratings for sound abatement for homes close to the railroad tracks prior to the Final Development Plan.</p>
<p>4) Effects on adjacent uses</p> <p><i>Condition 2</i></p>	<p>Criterion met with Condition: The development is appropriately located within the City and is compatible with existing development while providing housing options.</p> <p>The applicant should work with the staff to identify the appropriate combination of the plant material and landscaping elements for Amlin buffer and railroad buffer.</p>
<p>5) Adequacy of open space for residential development</p> <p><i>Condition 3</i></p>	<p>Criterion met with Condition: The applicant has provided sufficient open space for this community and the City as a whole. An appropriate mix of passive and active open spaces has been programmed. A demarcation will be provided between the lots and public paths accessing the open space to ensure that the paths are for public use.</p> <p>The central green is provided as an amenity to the residents in Subarea B as do the woodlot in Subarea A.</p> <p>The applicant should work with the Staff to finalize the access points through the woods and also to finalize the shared-use path alignment by taking updated right-of-way lines for Consgray Road roundabout and Churchman Road into account.</p>

Analysis	Rezoning with Preliminary Development Plan
<p>6) Protection of natural features and resources</p> <p><i>Condition 4, 5</i></p>	<p>Criterion met with Conditions: The development text requires tree replacement per Code. The lots and proposed infrastructure are laid out to preserve tree stands, and natural vegetation to the greatest extent possible. The applicant is proposing to preserve the landmark trees in good condition. However, the protection zone required to protect the critical root zone during construction is not clear. The applicant should work with the Staff to finalize the appropriate protection zones.</p> <p>Some of the tree clusters have been removed for the Churchman Road construction. The tree survey and replacement plan should updated to reflect the changes for the Final Development Plan.</p>
<p>7) Adequate infrastructure</p>	<p>Criterion met: Infrastructure is adequate interior to the site and the applicant is providing stormwater management facilities as well as adequate access and circulation through the site.</p>
<p>8) Traffic and pedestrian safety</p> <p><i>Condition 6, 7, 8, 9</i></p>	<p>Criterion met with Conditions: 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>The proposed street and path system will accommodate adequate pedestrian and bike circulation so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians. The applicant should finalize the alignment of the shared-use paths with Staff.</p> <p>The traffic impact study must be updated to the satisfaction of the City Engineer prior to a City Council hearing of the rezoning to address comments by the City Engineer.</p> <p>The applicant should work with the Staff to finalize the parking the locations for additional visitor parking in Subarea B.</p> <p>The applicant should differentiate the private drives visually by using different street sign colors or other appropriate means as permitted by Engineering.</p> <p>Planning continues to be concerned about the long dead end segment of Inchcape Lane and recommends this drive be connected through to Eva Loop.</p>
<p>9) Coordination & integration of building & site relationships</p>	<p>Criterion met: The proposed development coordinates the relationship of proposed lots and the sensitive areas of the site. A majority of the homes have open space access within 400 feet.</p>

Analysis	Rezoning with Preliminary Development Plan
	<p>The buildings are laid out in order to protect as much existing tree cover as possible. Staff is concerned about privatizing the open space with the single family homes backing to the preserved woodlot. It will be necessary to clearly mark the public shared-use path entrances to this open space to open it to the public.</p>
<p>10) Development layout and intensity <i>Condition 10, 11</i></p>	<p>Criterion not met: This proposal meets the criterion for ensuring that the plan is overall acceptable and will not hinder the orderly development of land within the city. The density, use, setbacks, open space and public infrastructure are as per the Community plan recommendations.</p> <p>The proposed layout includes streets in accordance with City standards including shared-use paths and sidewalks as well as adequately sized tree lawns. Street connectivity as discussed in the Community Plan is provided within the development and to surrounding neighborhoods and with the inclusion of the street connections and the possible future Rings Road connection.</p> <p>The proposed streets and paths within the development and the connections proposed contribute to the walkability and connectivity. However, the Commission has expressed a concern about the amount of private drives serving this development. A similar concern has been expressed by City Council, particularly with respect to the financial ability of a homeowners association to provide adequate funds for long term maintenance. The applicant may consider having some public streets for the development, with shorter segments of private drives that could reduce overall maintenance requirements.</p> <p>The layout shows two, fee simple single family lots (#44 and #45) south of Ballantrae Woods Drive next to the detached condominiums. These two lots should be the detached condominiums instead to keep the consistent setback and streetscape adjacent to the main entry point to the development.</p> <p>The setback deviations for all lots, screening details for outdoor amenities, should be clarified in the development text in the appropriate section for each Subarea.</p>
<p>11) Stormwater management</p>	<p>Criterion met: Adequate provision is made for stormwater management, storm drainage within and through the site to maintain usual and normal swales, water courses and drainage areas.</p>
<p>12) Community benefit</p>	<p>Criterion met: The proposal will provide additional housing options and as stated above, the design and site arrangement of a majority of the proposal is consistent with the intent of the Planned Development District regulations.</p> <p>The detached homes intended to target empty nesters provides an additional housing option that can encourage multi-generational living within Ballantrae.</p>

Analysis	Rezoning with Preliminary Development Plan
	<p>The proposal preserves many of the natural features on this site, and the proposed layout creates an attractive public realm by providing ample open space. The Churchman Road setback will be enhanced with landscaping complementing the existing Ballantrae character.</p> <p>Connections for vehicles, bikes, pedestrians, deliveries and services will improve after Churchman Road- Cosgray- Rings connector is completed.</p>
<p>13) Design and appearance</p> <p><i>Condition 12, 13</i></p>	<p>Criterion not met: The fee simple single family homes (Subarea A) differ in architectural styles than the proposed Gothic Revival style of the detached condominiums. All the details and accents should be reflected clearly in the development text.</p> <p>The proposed architecture does not include the masonry as discussed by the Commission during the concept plan review. The architectural illustrations and requirements only provide for siding as a primary material. The text must be revised to show a masonry façade for the fronts of the homes as requested by the Commission.</p> <p>In addition, the larger three-car garage percentage in Subarea A is not acceptable and should be limited to 45% as required by the Appearance Standards.</p> <p>The proposed architecture for the detached condominiums (Subarea B) creates a cohesive neighborhood with specific architectural details. However, all the details and accents should be reflected clearly in the development text.</p>
<p>14) Development phasing</p>	<p>Criterion met: It is anticipated that the project will begin concurrent with the construction of the first phase of Churchman Road. Phase 1 of Ballantrae Woods will start with overall mass excavation of the site, the extension of utilities, the stormwater management area, public roads, the single family lots in Subarea A and a portion of the Subarea B. The anticipated timing for the commencement of the project will be the fourth quarter of 2015. Depending on market conditions, the developer anticipates continuing with the balance of the condominium homes in the spring of 2016.</p>
<p>15) Adequacy of public services</p>	<p>Criterion met: There are adequate services for the proposed development existing and/or planned. Necessary public improvements will not impair the existing public service system for the area.</p>

Analysis		Rezoning with Preliminary Development Plan
16) Infrastructure contributions <i>Condition 14</i>	<p>Criterion met with Condition: The applicant should work with the City to finalize the construction plans, right-of-way dedication, and responsibility for Phase 2 and 3 of the Churchman Road project.</p>	

Recommendation		Rezoning with Preliminary Development Plan
Disapproval	<p>In Planning's analysis, this proposal fails to comply with the rezoning/preliminary development plan criteria, as described below.</p> <p>The proposal fails to comply with the following criteria:</p> <p><i>10) Development layout and intensity:</i> the Subarea B is served only by the network of private drives. The Commission has expressed a concern about the amount of private drives serving this development. A similar concern has been expressed by City Council, particularly with respect to the financial ability of a homeowners association to provide adequate funds for long term maintenance.</p> <p><i>13) Design and appearance:</i> the proposed architecture does not include the masonry as discussed by the Commission during the concept plan review. The architectural renderings and requirements only provide for siding as a primary material. The text should include the masonry for the front facades of the homes, especially in Subarea A as requested by the Commission.</p> <p>In addition, the larger three-car garage percentage in Subarea A is not appropriate and should be limited to 45% as required by the Appearance Standards.</p>	
Potential Conditions	<p>Should the Commission wish to recommend approval of this application, an additional 14 conditions are recommended.</p>	
Conditions	<ol style="list-style-type: none"> 1) That the proximity to active railroad tracks is clearly stated in writing during the sales process and the options to install windows and exterior walls with higher STC levels for sound abatement are explored prior to the final development plan. 2) That the applicant works with Staff to identify the appropriate combination of the plant material and landscaping elements for Amlin and railroad buffer. 3) That the applicant works with the Staff to finalize the access points through the woods and the shared-use path alignment by taking updated right-of-way lines for Cosgray Road roundabout and Churchman Road into consideration. 4) That the applicant works with the Staff to finalize the appropriate dimension of the protection zone and fence details to protect the landmark trees' 	

Recommendation

Rezoning with Preliminary Development Plan

critical root zone during construction.

- 5) That the tree survey and replacement plan is updated to reflect the changes due to Churchman Road construction for the final development plan.
- 6) That the traffic impact study is updated to the satisfaction of the City Engineer prior to a City Council hearing of the rezoning to address the comments listed by the City Engineer.
- 7) That the applicant differentiates the private drives visually by using different street sign colors or other appropriate means as permitted by Engineering if approved.
- 8) That the applicant works with Staff to finalize locations for additional visitor parking in Subarea B.
- 9) That the applicant provides a vehicular connection between Inchcape Lane and Eva Loop to improve connectivity.
- 10) That the two fee simple single family lots (#44 and #45) south of Ballantrae Woods Drive adjacent to the detached condominiums are replaced with the detached condominiums for consistent setback and streetscape at the main entry point to the development.
- 11) That the setback deviations for all lots and screening details for outdoor amenities, are clarified in the development text in the appropriate section for each Subarea.
- 12) That Subarea A architecture and Design Matrix be revised to show a dominant masonry front façade for all homes, and that these details and accents illustrated on the conceptual elevations for single family homes and detached condominiums are clearly reflected in the architectural design guidelines.
- 13) That the three-car garage percentage in Subarea A is limited to 45% per the Appearance Standards as opposed to 50% per the development text.
- 14) That the applicant work with the Staff to finalize the construction plans, right-of-way dedication, and responsibilities for Phase 2 and 3 of the Churchman Road project.

Details		Preliminary Plat
Plat Overview	<p>The proposed preliminary plat subdivides 49.7 acres of land into 45 fee simple single-family lots (Subarea A), 7 reserves for the detached condominium residential units (Subarea B), 9 reserves of open space, and 2.2 acres for Churchman Road right-of-way. All streets within Subarea A are public with a typical residential section with 50-foot rights-of-way. Sidewalks are included on each side of the street. Rights-of-way included in the plat are for:</p> <ul style="list-style-type: none"> • Churchman Road • Ballantrae Woods Drive <p>All drives within Subarea B are private with 43-foot access easements. Sidewalks are included on one side of the drives.</p> <p>The preliminary plat shows existing conditions, proposed development sections and includes setback requirements, lot depths and widths as well as the appropriate development standards. The plat includes the open space acreages with ownership and maintenance responsibilities.</p>	

Analysis		Preliminary Plat
Process	<p>The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.</p>	
1) Plat Information and Construction Requirements <i>Condition 1</i>	<p>Criteria met with Condition: The applicant has included all necessary information and construction requirements appropriately on the preliminary plat. The applicant should ensure that any minor technical adjustments to the plat, are made prior to City Council submittal.</p>	
2) Street, Sidewalk, and Bike path Standards	<p>Criteria met: The plat includes a street section for the streets. Sidewalks and shared-use paths are provided throughout the development.</p>	
3) Utilities	<p>Criteria met: The plat makes appropriate provisions for utilities.</p>	

Analysis		Preliminary Plat
4) Open Space Requirements	Criteria met: The Subdivision Regulations require the dedication of 8.41 acres of open space based on the size of the site and the maximum number of units proposed. The plat includes reserves labelled B, P, and F, which range from railroad buffer to large open space with the woodlot. These reserves will be owned and maintained by the City of Dublin which amount to approximately 11.3 acres. The total open space amounts to 18.1 acres. The Churchman Road open space (setback) will be owned and maintained by the forced and funded home owners association for the street frontage consistency.	

Recommendation		Preliminary Plat
Approval	This proposal complies with the preliminary plat criteria and a recommendation to City Council for approval of this request is recommended with one condition.	
Conditions	1) That the applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal.	