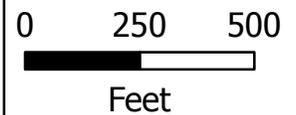


15-004Z/PDP/PP
 Rezoning/ Preliminary
 Development Plan/Preliminary Plat
 Ballantrae Woods
 Cosgray Road



PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 21, 2015

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

**3. Ballantrae Woods Cosgray Road
15-004Z/PDP/PP Rezoning/Preliminary Development Plan/Preliminary Plat**

Proposal: A single-family residential development on 49-acre site to include up to 138 units at a total density of 2.78 units per acre and approximately 17 acres of open space. The site is located east of Cosgray Road and north of the Conrail railroad tracks.

Request: Review and recommendation of approval to City Council of a rezoning with Preliminary Development Plan under the provisions of Zoning Code Section 153.050 and review and recommendation of approval to City Council for a Preliminary Plat under the provisions of Chapter 152, the Subdivision Regulations.

Applicant: Paul Coppel, Schottenstein Homes.

Representatives: Jack Reynolds, Smith and Hale and Linda Menerey, EMH&T.

Planning Contact: Devayani Puranik, Planner II.

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

MOTION: Mr. Brown moved, Ms. Salay seconded, to **TABLE** this application for a Rezoning with Preliminary Development Plan and Preliminary Plat.

VOTE: 6 – 0.

RESULT: The Rezoning with Preliminary Development Plan and Preliminary Plat was **TABLED**.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Absent
Stephen Stidhem	Yes

STAFF CERTIFICATION

Claudia D. Husak, AICP, Planner II

Mr. Stidhem inquired about a barrier or fencing between this and the housing on the behalf of the residents. Mr. Hunter responded there are no plans for a fence.

Mr. Schottenstein said the entry feature has not been designed yet and promised to work with the neighbors. He said they are considering a community garden, also where the residents can plant their own vegetables on individual plots.

For another resident, Mr. Stidhem asked what stage is this designed because it appears to have been presented to the residents as a final design and it is clearly not the case.

Mr. Hunter confirmed this is a Concept Plan.

Mr. Brown said the Commission is representing the residents but at the same time, it is an opportunity to create a nice buffer between you and what Hyland-Croy Road is going to be. He encouraged the residents to keep an open mind and work with the developers. He encouraged the developers to work with the residents particularly on the entrance and what it means to their neighborhood; it is not just their backyard, this is the entry because of the situation with ODOT.

Ms. Salay encouraged the developers to be sensitive to the neighbors considering your own home and what you would want to live next to.

The Chair called for a five minute recess.

3. Ballantrae Woods Cosgray Road
15-004Z/PDP/PP Rezoning/Preliminary Development Plan/Preliminary Plat

The Chair, Ms. Newell, said the following application is a request for review and recommendation of approval to City Council for a rezoning to a Planned Unit Development District for a single-family residential development on a 49-acre site, east of Cosgray Road and north of the Conrail railroad tracks. She said this is also a request for review and recommendation of approval to City Council for a Preliminary Plat for the lots, reserves, and rights-of-way.

Devayani Puranik presented the site and said this development has been reviewed several times. She noted a Cosgray Rings Road connector is proposed along eastern property line - Churchman Road. She said east of Churchman Road is the Links at Ballantrae, a multi-family development and further east is the Woodlands at Ballantrae. She said parcels along southwest corner of the property are within Washington Township in the Village of Amlin, which is outside of the Dublin corporate boundary. She described the character of this area as village residential with limited commercial activity along Rings Road where a pizza shop is located. She said the existing tree cover is present within the northern section and mature tree rows are present along the railroad tracks.

Ms. Puranik stated this case was presented informally to the PZC on September 18, 2014. She said the Concept Plan was presented on April 2, 2015. She said today's stage is the first formal stage to establish a Planned Unit Development. She said depending on the Commission action this evening, it could move forward to City Council for final approval.

Ms. Puranik explained there are two zoning classifications for this site. She said the northern portion of the property is zoned PLR-Planned Low Density Residential and the southern portion of the site is zoned R-Rural.

Ms. Puranik presented the Future Land Use/Southwest Area Plan maps. She said the Community Plan recommends "Mixed residential- Medium Density" for this site, which is meant for walkable, pedestrian

oriented, village scale development up to 5 units per acre for density. She said this site is also part of the Southwest Special Area Plan, which recommends preserving Amlin's quaint character as adjacent development occurs. She noted future residential development should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and surrounding area. She said the plan provided recommendations for preserving the natural features and integrating woodlots and fencerows in the design. She said the plan also recommends establishing a roadway network that preserves existing character and regional and local connectivity should be maintained.

Ms. Puranik presented the Concept Plan presented at the Planning and Zoning Commission meeting in April, 2015. She noted the total acreage for the site is 51 acres; out of which 4.6 acres are for Churchman Road right-of-way. She said the Commission suggested a buffer and consistent setbacks. She said the comments also focused on the architecture requesting more detail.

Ms. Puranik said the applicant is proposing a combination of single-family and detached condominium development for this site. She pointed out the northern section: Subarea A, which consists of 23.1 acres for 45 fee-simple single-family lots and Subarea B is 24.3 acres for 90 detached condominium lots within the southern section. She said the proposed density is less than presented in April. She said the density is now 2.72 units per acre and the approximate open space is 18.1 acres. She said Subarea C is the right-of-way for Churchman Road, south of Marmion Drive. She said the family homes will be served by a public street and the condominiums will be served by private drives. She said a 100-foot buffer is proposed from Churchman Road. She pointed out the main stormwater retention pond. She said the existing wood lots around the northern portion of the site will be preserved.

Ms. Puranik presented the main revisions from the April 2nd plan including the revisions for Lots 43 and 44, single-family road alignment, and tree preservation. She said there are now consistent setbacks from Cosgray Road and Churchman Road. She said a condominium unit was removed to preserve two landmark trees.

Ms. Puranik presented the Open Space Plan and noted the sidewalk connectivity and bike path connections. She said the applicant is proposing three different homeowner associations: Subarea A (HOA), Subarea B (COA), and Master's Owners Association (MOA). She pointed out that the street frontage area is to be owned and maintained by the MOA, the blue area is the City's responsibility that includes the stormwater pond as well as the railroad track buffer, and the center half acre is the condominium green to be maintained by COA. She said the private drives within the condominium subarea are also to be maintained by the COA.

Ms. Puranik presented the conceptual Landscape Plan with details to be finalized with the Final Development Plan.

Ms. Puranik presented the architecture for the single-family, fee-simple homes in three different styles: Traditional, Craftsman, and Victorian. She said the primary materials proposed are cementitious siding, and secondary materials are stone/brick. She noted three-car garages will be included in some of the elevations.

Ms. Puranik presented the proposed architecture for the condominiums, which is Carpenter Gothic – Farmhouse character. She described the front elevations with gable accents, porches, brackets, etc. which include several details. She said all condominium units will have two-car garages. She said the primary material is cementitious siding but it is white and used in different forms and textures.

Linda Menerey, EMH&T, introduced the project team. She explained they are down three units overall, the density is down a bit, and the open space up. She said they heard the last time that the proximity to Cosgray Road was an issue and where they made the biggest change. She said they eliminated the mid-

block crossing. She said a lot of details need to be worked out with the bikeway plan. She indicated they created a more green buffer by Amlin.

Ms. Menerey said through this process they have received a lot of feedback. She said the architecture section now contains a diversity matrix. She said there are still 14 conditions, 11 of which are pretty simple but wish to discuss three or four of those left.

The Chair invited public comment.

Mike Wallen, 5016 Foxtail Drive, Hilliard, Ohio, said he is the administrator for Northwest Chapel and owns property that borders this proposal. He requested more trees and bushes along Amlin as it is an alleyway.

Ms. Puranik went over the 16 criteria for the Rezoning/Preliminary Development Plan Review. She said the first 9 are either met or met with condition, #10 is about private drives and have been a concern of the Commission specifically about the financial burden on residents for maintenance. She said 11 and 12 are met but #13 is Design and Appearance, which have not been met: single-family architecture; materials for both products; and the third car garage exceeds the width for frontage. She said the applicant has provided three options for three-car garages that fit the lot but does not fall within the restricted 45% requirement. She said criteria 14 – 16 are met. She explained that Staff believes that criteria 10 and 13 are very important to the review of this application. Staff will continue to work with the applicant to resolve those issues, but at this point Planning is recommending disapproval of the case.

Ms. Puranik said the Preliminary Plat meets criteria so approval is recommended but it is related to the Development Plan.

Ms. Puranik presented the 14 possible 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 considerations;
- 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; and
- 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.

Chris Brown inquired about the three-car garage percentage. Ms. Puranik confirmed the calculation was based on the percentage of the front elevation.

The Chair asked the applicant if they wanted to do the presentation on the architecture.

Paul Coppel, co-owner of Schottenstein Homes asked to respond to the 14 conditions and the three reasons for Planning's recommendation of disapproval and part of that will include a full presentation of the architecture. He said the first big issue had to do with the private drives in the condominium section. He said he does not know of any condominium project that has public streets. He explained their whole concept in that area is to have the yards, buildings, and roofs maintained by the condominium owner's association. He said the drives will be built to Dublin standards and the association will be fully funded. He said they have prepared a full maintenance budget for the drives as well as replacements to establish proper reserves. He stated they are fine with conditions 1 through 8 and 9 is the vehicular connection. He said they have completed a concept to do that but believe what they have proposed is better. He said with his plan, the units are siding to the railroad area and the only way to connect would be to have the units front on the railroad area and believe that is an inferior plan. He addressed condition 10 and said they could return those to two condominium units. He said conditions 11 and 14 are fine. He said George Acock will address conditions 12 and 13.

George Acock said in order for these condominiums to be a success, they all needed to have the same materials, details, and a consistency of quality throughout the whole condominium development. He said this was important unlike the single-family homes where the residents will want the homes custom built to their preferences. He said there will be a lot of options available to make the homes unique and individualized. He explained continuity of architecture will be seen with the condominiums by using a Carpenter-Gothic style, which came about with the scroll saw. He said this saw easily mass-produced interesting architectural details in the 1800s. He indicated this can all be replicated today on the computer generated machines to keep the cost down. He said the applicant raised the first floor of each of the units about 18 inches so the stone base can be emphasized and they ended up with a very delightful cottage look. He added with all this detail, the eye does not go directly to the garage and softens the scale and emphasizes the other elements. He noted for the single-family garages, they have exceeded the garage requirement by three feet, which equates to 48% instead of 45% but the driveway does not relate to the third car garage as those are set back and with proper landscaping, that third

garage will not be noticeable in a couple of years. He said they have included the third garage because they found it is in demand in today's market. He indicated it is an important element to have for additional storage.

Mr. Coppel said the remaining issue on the single-family units was the predominance of stone. He explained the applicant is going to offer stone options on all of those homes but in a style a little differently than the neighboring communities. He indicated the applicant may have caused confusion with staff by listing cementitious siding as the predominant material but they are amenable to amending that statement to say "and/or stone". He said they are going to allow the market to dictate it.

Mr. Acock said from an architectural standpoint what is important is that the stone is used for protruding elements that would make a nice statement to the street. He indicated it would be great to have an all-stone house but people are not going to pay that much money.

Cathy De Rosa requested the price points for the condominiums.

Mr. Coppel responded they anticipate three different condominium sizes: the smallest starting slightly under \$300,000; the middle size being \$325,000; and the largest with all options will be offered at \$375,000. He said the single-family homes will be low \$300,000 and average around \$400,000.

Amy Salay inquired about the size of the homes.

Mr. Coppel said the smallest home size is 2,200 square feet and the largest is around 3,100 square feet or possibly up to 3,500 square feet.

The Chair invited public comment since she had allowed the applicant to speak again. [Hearing none.] Chris Brown said the Commission can get hung up on brick and stone. He said Carpenter-Gothic is one of his favorite styles of all times. He said he is slightly refreshed from what he normally sees in Dublin; it is a nice change of pace. He indicated it would make a very quaint condominium community and would like to see it carried through to the single-family side. He stated he is not opposed to cementitious siding as a material and not opposed to the percentages; he likes the stone foundations. He said he understands the market demand for three-car garages. He said it is important that it be balanced with the entire façade of the house. He said it should not appear as the main presentation on the façade. He said three-car garages in Dublin are hard to come by. He said he can be supportive if it is tucked back and treated in an appropriate manner.

Mr. Brown addressed condition 9; he said that connection is not crucial. He said for condition 10, he believes it is more appropriate to have Lots 44 & 45 be part of the single-family homes and not the condominiums and then Lots 43 and 42 balance off with Lot 44. Overall, he said the conditions staff recommends do not really strike him as deal breakers at all. He concluded he loves the architecture that is a nice change of pace from the typical development.

Ms. De Rosa stated she also very much liked the architecture of the condominiums. However, she said she did not quite feel the same about the single-family homes. She requested more prescribed brickwork or percentages of brick. She said she likes the continuity of the condominiums but would like to see the single-family illustrations with brick. She indicated richness is missed on the single-family homes and the absence of detail will make it feel more monotonous than quaint. She said she likes the latest version of Lots 44 & 45. She said she likes the change made on the first few parts of the lot; it is a nice improvement. She said she did not understand where the parking is for the condominiums.

Ms. Menerey said on the old plan, they showed parallel spaces on streets; Staff asked them to remove those but she will work through that at the Final Development Plan.

Ms. De Rosa said she did not feel strongly either way about the connector.

Mr. Brown said he agrees with Ms. De Rosa. He indicated the single-family architecture does not stand out as much as the condominiums. He said some improvements can be done using the proper proportions. He said sometimes gables get lost in elevations as opposed to renderings and he would like to see more of the intent in the final plan.

Bob Miller stated he was in total agreement with Mr. Brown and Ms. De Rosa.

Ms. Salay said she was in agreement as well. She said she would like to see more stone on the single-family homes; she does not like the all siding all the time look. She indicated she loved the architecture for the condominiums. She inquired about the detail and thought it would require a lot of painting and upkeep over the years. She asked if that will be the responsibility of the HOA.

Victoria Newell responded that it would occur about every ten years.

Ms. Salay noted the window boxes on a couple of these and no landscaping but if the stone foundation can be seen in some places that would be important. She said she loved the detailing of the plant material in the window boxes but does not know how you make that happen because somebody will need to water the plants. She concluded the details improved this proposal.

Steve Stidhem concurred; he really liked the window boxes with flowers. He said he visited the area and asked if Cosgray Road could be connected to Rings Road as an option.

Tina Wawszkiewicz answered that is a public Franklin County right-of-way and not incorporated into the City of Dublin. She explained that at the time the applicant annexed the piece of land adjacent to that, they asked if there would be vehicular connectivity and indicated that would not be their preference.

Mr. Stidhem asked for clarification on who made that statement. Ms. Wawszkiewicz said Franklin County Engineers Office.

Mr. Stidhem said he agreed with 46 and 45. He said the biggest issue was the train sound. He emphasized some sound proofing into the buildings and suggested clear communication for the prospective buyers.

Ms. Newell said she really liked the architecture of the condominiums in the design sketches presented. As an architect, she said there are some really great looking details and scroll work and does not want to see that get lost when it gets constructed. She said the text is not really protecting is currently. She inquired about how some of those features were actually going to be constructed on the elevations. She said she likes buildings when they can be constructed all in one material and is not against cementitious siding. After reviewing the text and the illustrations, she said she was left with the impression that the single-family homes would be predominantly siding, also. She indicated she would be fine if developed with the same character, if that is what the applicant is going to stick with. She suggested other elements to be offered besides cementitious siding and stone. She said the designs need to go further and text needs to reflect that as well. She said she is fine with the locations of the single-family Lots 44 & 45; it makes a much nicer entry and makes this feel more like a community. Unless there is an issue with fire access or engineering, she said the connection is not better for the residents. She said it would take away buffer space. She stated she liked the improvement at the other entry drive. She concluded she was still in favor of this project.

Mr. Coppel said the applicant heard what the Commission said about the single-family homes and thought maybe the problem was with the way they presented the elevations. He believes the Commission

will be pleased with their submission at the Final Development Plan. He asked that the application be moved forward with the conditions and that a recommendation of approval be made to City Council.

Ms. Newell said if her vote was requested tonight with the text in front of her, she would vote no. She said she likes this project and would like to see it move forward but is not comfortable voting when the architectural details are not there. She said sometimes the property is not developed and then the Commission is stuck with that text.

Ms. Salay agreed and asked if the Preliminary Plat could be moved along. The Chair said it could not be moved forward.

Ms. Salay said she would like to see this application tabled.

Mr. Miller agreed.

Ms. De Rosa said the applicant is so close to achieving a recommendation of approval.

Ms. Menerey requested suggestions as to how the Commission would like to see the development text refined. She said it would be really helpful if they could spend a few minutes discussing what specific things would make this Commission more comfortable with the current verbiage.

Ms. Newell said an example of a community of all siding is Seaside in Florida. She said it is completely sided with very unique buildings that have a lot of great architectural detail. She said she would be happy if the applicant came up with a community that was using a mix of stone and siding to develop that character. She said pictorial examples were needed for the text. She said if there are to be central features of the single-family homes, show those examples and that those options are available.

Ms. Menerey said Avondale Woods text includes a sketch showing some of the gable detailing and detailing on the stoop cover.

Mr. Brown said he agreed with what Ms. Newell was saying. He said the example of Seaside, FL is one of his favorite places and one of the first really great form-based architecture zoned communities that was so successful. He said there is such a great feel to the entire community and they defined it in their text in conjunction with diagrams. He recommended the applicant pin it down; establish and define a character and it will be easy to agree to.

Ms. Menerey said they choose to table the application if that is the choice of the Commission.

Motion and Vote

Mr. Brown made a motion, Ms. Salay seconded, to table this application for a Rezoning with Preliminary Development Plan and Preliminary Plat. The vote was as follows: Ms. Newell, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Salay, yes. (Approved 6 – 0)

Communications

Ms. Husak said there are some projects coming up that might prompt a second meeting in July. She said there is only one meeting currently scheduled for that month. She said the proposed dates are July 16th, or 21st and requested responses via email.

The Chair adjourned the meeting at 10:51 p.m.

As approved by the Planning and Zoning Commission on _____, 2015.

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

APRIL 2, 2015

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

- | | | |
|----------------------|--|--------------------------------------|
| 1. | Ballantrae Woods
15-004CP | Cosgray Road
Concept Plan |
| Proposal: | Request for review and feedback for a residential development on 49.6 acre site to include 138 units at a total density of 2.78 units/acre. The site is located east of Cosgray Road and north of the Conrail railroad tracks. | |
| Request: | Review and non-binding feedback of a concept plan under the provisions of the Zoning Code Section 153.050. | |
| Applicant: | Schottenstein Homes, Jack Reynolds, Smith & Hale LLC. | |
| Planning Contact: | Devayani Puranik, Planner II. | |
| Contact Information: | (614) 410-4662, dpuranik@dublin.oh.us | |

RESULT:

STAFF CERTIFICATION

Devayani Puranik
Planner II

“eclectic” to “balanced” and to correct page 9, second paragraph from the bottom and insert “Fly ash composite” before the word siding.

Motion and Vote

Ms. Newell moved, Ms. De Rosa seconded, to approve the March 12, 2015 meeting minutes as amended. The vote was as follows: Mr. Brown, yes; Ms. Salay, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 7 – 0)

Chair Newell briefly explained the rules and procedures of the Planning and Zoning Commission. She determined that due to the request of citizens that Case 2, NE Quad, Subarea 3, Treplus Communities would be heard first. [The minutes reflect the order of the published agenda.]

1. Ballantrae Woods 15-004CP

Cosgray Road Concept Plan

The Chair said the following Concept Plan application is a request for review and non-binding feedback for a residential development on a 49.6-acre site to include 138 units at a total density of 2.78 units per acre located east of Cosgray Road and north of the Conrail railroad tracks.

Devayani Puranik presented the site and noted the surrounding neighborhoods. She said in November, 2014, an annexation was approved to include this portion of the land from Washington Township to the City of Dublin. She said the northern portion of the site is currently part of the Ballantrae PUD, Planned Unit Development. She said the northern portion of the site was approved in 2003 for 70 condominium units. She said the southern portion of the site is zoned Rural District. She said a future application intends to combine these two zoning categories into one single PUD. She noted the existing tree cover and tree rows shown on the aerial view. She said the character of the surrounding area is residential and limited commercial activity along Rings Road.

Ms. Puranik presented the Future Land Use map from the Community Plan, which recommends “Mixed Residential-Medium Density” as a walkable, pedestrian oriented, village scale development for a density of up to five units per acre. She explained this site is also part of the Southwest Area Plan, which recommends preserving Amlin’s quaint character as adjacent development occurs. She added future residential development should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area. She said the plan provided recommendations for preserving the natural features and integrating woodlots and fencerows in the design. She said the plan also recommends establishing a roadway network that preserves existing character and that regional and local connectivity should be maintained.

Ms. Puranik provided an overview of the Planned Unit Development Process. She said this application was informally reviewed by the Planning and Zoning Commission on September 18, 2014. She explained the current Concept Plan stage is similar to the Informal Review and if the application were to move forward, the next step would be the Rezoning with a Preliminary Development Plan and Preliminary Plat.

Ms. Puranik presented existing photos of the site, which is still being farmed as seen from Woodlands of Ballantrae. She noted the tree rows along the railroad tracks as well as a street that is used as an alley by the Village of Amlin residents.

Ms. Puranik showed the proposal as presented to the Commission in September of last year. She said it included two subareas, one for single-family lots and one for detached condominiums. She reported the Commission was supportive of the overall concept of the plan. She said comments were made on the open space to be more usable and accessible to the entire development as well as public streets for the benefit of the entire development.

Ms. Puranik presented a map outlining Subareas A and B for this proposal, which is very similar to what was presented and reviewed last year and noted the future 2.2 acres for the Churchman Road right-of-way. She explained Subarea A is about 22.5 acres with 46 fee-simple-ownership, single-family lots and Subarea B is 25 acres with 92 detached condominium units resulting in a density of 2.78 units per acre. She said similar to last year, a 100-foot buffer from Churchman Road is proposed and noted the few lots where there are changes as well as the 100-foot setback along the railroad tracks. She said a six-foot fence is proposed along the southern property line and the buildings sit about 25 feet from that property line. She added a large stormwater basin is proposed at the southeastern tip of the site.

Ms. Puranik presented a map showing the Open Space and Circulation Plan for the site. She pointed out that public streets are proposed for Subarea A and private drives are proposed for Subarea B. She said approximately 17.5 acres of open space is proposed that includes the tree cover area, buffers, setbacks, stormwater and central green area. She indicated the 4.5 acre tree cover area will be owned and maintained by the City of Dublin and the rest will be the responsibility of the Homeowner's Association. She noted the red lines indicate the sidewalks for pedestrian connectivity and will be provided along both sides of the street for Subarea A and on one side for Subarea B. She said the blue lines are for the proposed bike paths, which enter the development along Marmion Drive, cross the drive to enter the open space, and continue along the railroad track buffer to the south. She added the applicant is also proposing paths through the tree preserve, which are marked with yellow dotted lines.

Linda Menerey, EMH&T, 5500 New Albany Road, Columbus, Ohio 43054, reiterated this was reviewed by the PZC last September and after receiving feedback and putting in a lot of work the applicant thought it was time to present to the new Commission before moving to the next step. She complimented Devayani for her overview of the proposal. She said the top part was part of Ballantrae but the whole piece will be developed. She reported the applicant completed the annexations next to Amlin. She said it will also facilitate the Churchman Road extension from Cosgray Road to connect to the portion of the roadway provided with the Links of Ballantrae development. She said this piece is not part of the City of Dublin schools but rather Hilliard City Schools.

Ms. Menerey said the preservation of the woodlot and a lot of open space has been shown on a number of different plans. She reiterated there is a 100-foot setback that is continuous from the railroad tracks within the single-family section and how that can be treated has been described in the development text. She said there is a transition to Amlin, which has changed in that area from what was shown before. She said it is proposed as one community with two distinctive products.

Ms. Menerey noted the single-family portion, which feels like a typical Dublin project, a curbed linear street, a public street, typical lot sizes, but with architecture that is a little different. She pointed out the fixed entrances and at the mid-point entrance there is the ability to have detached condominiums on one side and single-family homes on the other. She said the upscale condominiums are geared to someone that has lived in Dublin and wants to move within Dublin but downsize. She said every unit is 400 feet or less from open space. She said the connectivity of paths is good and the entire community is linked. She reiterated the density number is well-below what is recommended in the Community Plan and the open space is just under 40% and does not include all the green space behind each of the units. She said it is well-defined in the development text as to who maintains the various green spaces.

Ms. Menerey referred to the Conceptual Architecture drawings and said George Acock has been working with EMH&T on these and has new drawings to present tonight, which are an evolution of what is in the Commission's package.

Claudia Husak said materials now being presented were not included in the Commission's packet and was not reviewed by Staff but since this is a Concept Plan, they can be distributed.

Ms. Menerey showed elevations with various material options. She said in the detached condominium area, the applicant wants to have a more cottage look of one or one and a half story units. She said in the single-family homes, they would do a ranch unit but believe it will be predominantly two-story homes. She said when Mr. Acock made his presentation last fall the theme of this neighborhood would be more reminiscent of historic neighborhoods. She provided a review page-by-page showing the various materials and color options including brick, stone, stucco, wood siding, and Hardi-plank with the primary materials as stone and cementitious siding. She said a diversity matrix was included in the development text. She concluded by saying she welcomed feedback from the Commission.

Ms. Puranik said in the Planning Report, there is a list of items that Staff would like to address if this application were to move forward to the Preliminary Development Plan and she presented a few highlighted issues on a slide. She said Staff is recommending:

- The dead end turnaround at the west end of Inchcape Lane should be eliminated and a connection provided through to Eva Loop for improved connectivity.
- Lot 3 in Subarea A should be removed to maintain a consistent setback along Churchman Road and avoid proximity to the roundabout.
- Unit B-86 should be removed to avoid a very awkward maneuvering to enter the garage/driveway.
- The City Engineer has determined that pedestrian and shared-use path crossings should be moved to intersections and not cross at mid-block.
- 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.

Ms. Puranik presented the discussion questions:

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

Ms. Puranik referred to question one and asked if the plan should have two significantly different looks - does the condominium area need a completely different look than the single-family area or should it be more integrated.

Ms. Puranik referred to question two and asked if the applicant should consider the possibility of providing a larger, central open space that could be identified with, and used by both subarea residents.

Ms. Puranik referred to question three and said the plan shows a network of public streets and private drives and asked for feedback on the private drives.

Ms. Puranik referred to question four and said Ms. Menerey provided updated architectural concepts but asked the Commission if this was appropriate.

Amy Salay inquired about the width of the lots. Paul Coppel, co-owner Schottenstein Homes, 140 Mill Street, Suite A, Gahanna, Ohio, said the single-family lots are 62 feet wide.

Ms. Salay asked if the cottages were two or three bedroom units. Mr. Coppel said there would be three different plans, small, medium, and large. He said the medium and large will have upstairs storage units.

Ms. Menerey said minimum square footages would be discussed at the next step. She thought the applicant was proposing 1,600 square feet for the condominiums, 2,000 square feet for the ranch single-family, and 2,200 for the two-story single-family home.

Bob Miller asked the applicant to describe the central green and asked about the activities intended for that area. Mr. Coppel said the development is empty-nester targeted so it will not have playground equipment. He said it is largely just a green and the applicant has not yet decided on a gazebo or seating. Ms. Menerey said this green is now a half-acre when before it was just a tenth of an acre and was set up now as the focal point so the units all look out onto that green space.

Chris Brown asked about Staff's suggestion about the roof lines. Ms. Puranik said in the previous concepts, the condominiums looked like they had all the same height without changing the height of the rooflines.

Steve Stidhem asked if this development was close to a park in any way such as a playground for the single-family homes. Ms. Husak said the Links at Ballantrae was the closest playground.

Mr. Miller asked about the fences that were evidently an issue previously. Ms. Salay said a fence was not talked about before. She said they talked about how to integrate the area in Amlin.

Mr. Coppel said the applicant was trying to distinguish themselves from Amlin. Ms. Salay asked about the location of the fence.

Ms. Menerey said one thing that may be a little confusing is the piece that was annexed at the bottom. She said some of those lots did not have frontage on the road; they had their frontage on the alley. Ms. Salay said there are right-of-way challenges in Amlin.

Ms. Salay wanted to know Staff's opinion of a six-foot fence. Ms. Devayani said the character of the area is very different than the proposal and the applicant does not wish to integrate or associate with.

Ms. Husak said a fence has been used for screening at Avondale Woods against a railroad track as a psychological/physical buffer; nobody really expects that to be a noise barrier. She said Staff had discussions with the applicant regarding how to best address that. She said the other option would be to locate the drive on the south side and have the units north of that be a natural area or incorporate the alley that is already there.

Ms. Devayani said the zoning inspector recommended using a combination of evergreens, shrubs, and deciduous trees to create a fence as a buffer between this development and Amlin.

Ms. Salay said she does not have a huge objection to a fence because of the location but the maintenance of the fence has to be considered and if it is wood, the condo association would have to support that.

The Chair invited public comment.

Brent Welch, representing the Franklin County Engineers Office, 97 Dublin Road, Columbus, Ohio, 43215, said they do not have an issue with the land use or the zoning but just wanted to make the Commission aware they have been working with the City of Dublin on instituting quiet zones along the railroads for the at-grade crossings. He said he is aware not of it in this particular area yet but there are some down the line and apologized he did not have all the details. He said they have found at other crossings that it has been rather extensive to achieve and gets expensive. He said it does not seem likely that if a quiet zone were requested it would be supported given its proximity to the Cosgray Road crossing with CSX or the Rings Road crossing. He said they are looking into it because there have been complaints from other residents in the established sections of the Ballantrae subdivisions. He said they wanted to get on the record to say that they have looked at it and it just does not seem very likely for them to support that at this time. He said they will get back with engineering on the bike paths. He said there are no immediate plans to extend the bike path through Amlin.

Mr. Brown asked Mr. Welch to define a quiet zone.

Mr. Welch said a railroad is required to sound their horn at at-grade crossings but there is a blast of the horn between 20 – 15 seconds prior to a crossing and then there is a pattern that they are supposed to follow until the train reaches the at-grade crossing. He said there are railroads all throughout this area and some of the residents have expressed concern over the noise. He said unfortunately, it is very expensive to properly mitigate for a quiet zone.

Tina Wawzkiewicz said there were some investigations to at least pursue a consideration of a quiet zone in this area including five crossings. She explained one is under the City of Dublin's jurisdiction, it is the crossing at Cosgray Road at the north or west end of this site. She said three of the crossings are in the jurisdiction of Franklin County, one of them at the south end of this site, at Rings Road, and they also have Hayden Run Road and Houchard Road and Avery Road, which is under the jurisdiction of the City of Columbus. She said in order for that whistle requirement to be waived, there has to be some supplemental safety measure implemented at the crossings so people are not driving around the end of a gate and putting themselves in harm's way. Creating that physical barrier she said, is what makes a quiet zone expensive. She indicated the barrier could be two arms on each side of the road as opposed to just one arm; or to physically separate one side from the other with a curbed median. She said the other concern from the Franklin County perspective is at the intersection of Hayden Run and Avery Road that backs up to the point of the crossing at certain times of the day when traffic is heavy. She said if gates were installed, there is potential of a vehicle getting caught between two gates, which is an obvious safety concern.

Ms. Husak added that even with a quiet zone in place, it is up to the discretion of the train engineer to sound the horn.

Ms. Wawzkiewicz said the other noise that will continue to occur is the clanging of the bells in the gate system.

Don Neilson, 6934 Forest Haven Loop, Dublin, 43016, indicated the Planners have done a very good job with the houses and putting curbed linear streets in for the single-family homes and asked why not for the condominiums. He said the condominiums are in rows and very close together, appearing like an army barracks. He said he was also interested about the space between the condominiums. He said he likes the 100-foot setbacks both from the railroad and from Churchman Road. He asked if the Commission could consider the same sort of setback to the Woodlands area on the other side. He asked why the new folks get the setback and the residents that have already paid for their houses do not. He brought up the discussions about stadium and train noise. He said the train will honk twice, as there are two crossings, and they are made to be very loud. He suggested that before the City agrees to put more population close to the railroad, there needs to be coordination with the other communities and counties and whoever is involved in those crossings and control that noise or the City should expect to continue to get complaints. He said the Woodlands are farther away but in the middle of the night the trains can still wake you up. He said he heard the City engineer say it was too expensive but having Dublin as a high quality community with good quiet zones is also important to the people that want to live in quality housing.

The Chair invited public comment. [Hearing none.]

Ms. Salay said it looks to her like Lots 3 – 7 are very close together. She said she is envisioning being in the backyard of Lot 6 and have Lots 4, 5, and 3 right there. She indicated it is not as good as it could get; definitely Lot 3 should be removed. She asked that all those lots be reconfigured. She inquired about the setbacks.

Ms. Puranik confirmed that Lot 7 is 50 feet from Cosgray Road.

Ms. Salay emphasized the more space the better. She said the horns from the trains are very loud and the community needs to come together and talk to City Council about the need for the quiet zones and partnering with the county to get those created. She said it really affects the quality of life. She said she lives a mile and a half to two miles from here and in the dead of winter, the horns can be heard as well as the roar of the train going down the track and she can only imagine how loud they get closer than that. She has heard from residents of Ballantrae for years that speak of the noise.

Ms. Salay asked about the retention basin and if it was the only stormwater feature necessary and if it is wet all the time or dependent on the weather. Ms. Puranik said it is a wet pond. She said she has discussed other possible locations with the applicant but the drainage of the site is all going south. Ms. Salay said the Public Service Committee is working on something; she would like to see the City adopt that pond and to be responsible for maintaining it.

Ms. Salay said she is curious about the private drives. She said Council is really sensitive due to maintenance and long-term costs to the homeowners. She asked why private drives were chosen. Mr. Coppel said they wanted private drives because of the intimate feel desired for the condominium community.

Ms. Salay inquired about the width of the private drives. The applicant answered the pavement width is 22 feet.

Mr. Coppel said because the drives are narrower, it affects the yield. He reported the applicant is already well under the 5 units per acre. He said it is going to be a zero maintenance community. He said we are going to mow the grass, take care of the exterior elevations, the roofs, and snow removal will be part of that. He said there will be a condominium association with dues and they are setting aside reserves for sealing, maintaining, and eventually resurfacing the streets. He said the applicant expects the overall condominium fees to be about \$250 – \$300 per month.

Ms. Salay said the pizza shop in Amlin is adjacent to D76 and D77. She said those homeowner's should be made aware of the close proximity of that restaurant as well as the train horns.

Mr. Coppel said the applicant has had a lot of discussions with Staff about the train situation and supports a quiet zone but have been informed that is not going to happen tomorrow. He said the applicant plans to create a mound with a forest by the railroad tracks to buffer but it will not take care of the whistle. He said they plan to put everyone on notice of the noise as part of their documentation.

Ms. Salay indicated she was really excited the first time she saw the architecture because there was a lot of stone. She said it is important to do the front treatments with mostly masonry at a minimum. She said she understands the applicant wants to give the consumer options because of financial concerns. She said the best communities in terms of longevity and appearance have a mix of materials consisting mainly of stone and brick on the front and not just masonry on the water table. She said she is not interested in seeing siding in the single-family area. She said connectivity was not such an issue as this is not a community where there will be through traffic. She said Lots B67, 68, 74, 75 will be much nicer if that road is not connected. She said normally she supports connectivity but in this case does not believe it would do much.

Ms. Menerey said Alan Perkins looked at the stub and the applicant widened the pavement and he felt comfortable with that length and turnaround.

Ms. Salay said this also has an extra place for people to park. She said a resident asked about the location of Churchman Road and asked how that right-of-way was determined and if it could be pulled away a little bit from the Woodlands. Ms. Husak said the roadway was included in the Ballantrae

development when that started in the early 2000s. She explained the setbacks off that roadway were established at that point, also.

Chris Brown said Cosgray Road may not be busy now but someday it will be. He said Lots 7 and 8 are a little close. He indicated he understands what the applicant is trying to do with the layout of the condominium area. He reiterated that he has lived in a zero-lot line house where he looked at a blank wall, but that side was completely landscaped so his dining room looked out at something nice, and did not care about the other side. He said when looking at all the single-family lots with free standing homes in Dublin, most of the side yards are negligible and almost a missed opportunity. He recalled it was a wonderful way to live, especially for a little house.

Mr. Brown said he is glad the path connects to Amlin but understands the fence. He said he anticipates Amlin to grow up eventually as the southwest area plan develops.

Mr. Brown said he loves some of the elevations that Mr. Acock has prepared architecturally. He said he is not opposed to siding but opposed to the quantity of siding. He indicated he loves it in a Greek Revival Form. He noted one elevation with a porch but sees a free-standing door there that could be roofed over, included in a porch, or some other added interest to the front of those. He said it is a street-connected unit and would love to see that personal connection where there is a front porch and somebody is sitting out front. He said where he lived before the elderly folks liked to sit out front as well as the younger ones and he got to know all of those people and those were the only ones he really got to know. He indicated it was a great thing so he encouraged the applicant to explore that more. He stated overall, he is not opposed to this proposal but suggested more refinement. He said the two condominium units that face Ballantrae Woods Drive are kind of odd, as they appear to just be left out there.

Deborah Mitchell said her only comment would echo what Ms. Salay said about the use of stone or masonry for the condominiums. She indicated the more siding the more she thinks of army barracks.

Cathy De Rosa asked Staff about the zoning and plans for retail in that area. Ms. Puranik said the Southwest Area Plan envisions how the character would be for the Village of Amlin. She said it is not part of the City of Dublin but it is in Washington Township. She said if and when it annexes to the City the vision would be to have a mixed-use village center in that area.

Ms. De Rosa said she loved the point that everyone is a few hundred feet from some green space. She said compared to the last plan discussed tonight, that felt incredibly tight, even though the houses are small and the cottages are small, the way this is laid out, it is quite nice. She said she liked the connectivity of the bike paths.

Bob Miller said this was a great project. He reported he has visited the site, twice. He said he would not live there but only because of the trains. He said he would like to see a definition of the fence area. He said he lived in Dallas, Texas, long enough to have these board fences in his head and does not like it. He said if there was a different way to put a barrier up, he would prefer it.

Steve Stidhem said he thinks the proposal is great. He asked if there was an option to make the buildings better insulated to reduce noise. He said behind Lots 1 and 2, there is a large green space. He said he is partial to parks and believes there is potential for a lot of kids in that area and asked if something could be added in there for kids or around Lots 17, 18, 20, and 21.

Victoria Newell said overall she liked this concept. She said she had concerns with Lots 1 – 7. She noted a roundabout at the intersection at Lot 7 that has a side yard and back yard that will face the roundabout and stated more clearance would be better. She understands the landscape plan is not fully developed at this point but how those lots and corner are treated is important.

Ms. Newell indicated she still has concerns carried over from the first plan with regards to the fence line along Amlin. She reiterated her comment that the fence needed to be treated sensitively and what she meant was it did not just become a fence line. She said now units are running straight along that fence with little room for landscaping. She said the fence needs to become an amenity, possibly with masonry, and not just a barricade.

Ms. Newell indicated the green space is a little bit better than it was before. She said she likes this arrangement because it feels more like a green space in this particular scheme.

Ms. Newell said she has the same comment as Ms. Salay in regards to the stone. She said after reviewing the original sketches, she envisioned a lot more refined architectural details. She said she understands the new elevations were just presented this evening but there appears to be a little less detail as the elevations are getting developed. She said it is important to have a mix of materials between the stone and the siding. She recalled the presentation from before where porches were envisioned for a lot of these buildings and wanted to have the street connection. She said that was one of the features she had really liked and yet tonight she is seeing less porches and less character. She said given the close proximity of the zero lot line, the porches are critical. She encouraged the applicant to expand upon that. She concluded that overall she is supportive of the project.

Mr. Brown inquired about the bike path where it cuts across between Lots 18 and 19. He asked what issue Staff has with that. Ms. Wawzkiewicz said from engineering's perspective, having a crossing at the point of vehicular intersection reduces the number of conflict points and increases driver awareness that a pedestrian or cyclist may be in the street.

Mr. Brown said it is on a curve and the drivers may not see them coming but he said he does not always believe that is a deal breaker. Ms. Wawzkiewicz said it does not have to be; we can overcome it. She said the first preference is to consolidate those conflict points at intersections.

Mr. Brown said he would like to see as much connectivity to that green space as can be achieved.

Ms. Menerey referred to the exhibit with the red circles that noted the plan revisions and inquired about the comment made about the circle over the south drive. Ms. Puranik responded it is the sidewalk link that is missing. Ms. Menerey said they would revise the plans to include that link.

**2. NE Quad, Subarea 3, Treplus Communities
15-024INF**

**Wyandotte Woods Boulevard
Informal Review**

The Chair said this application is a request for an informal review and feedback for a proposed 86-unit multiple-family development on a vacant property within Wyandotte Woods Subdivision located west of Wyandotte Woods Boulevard, 1,000 feet north of the intersection with Emerald Parkway within NE Quad PUD, Subarea 3.

Jennifer Rauch said this is an Informal Review for a site located on the southwestern portion of Wyandotte Woods Boulevard, adjacent to the new roundabout. She stated the site was zoned as part of the NE Quad in 1994 as Subarea 3, which permits multiple-family dwelling units with a density indicated in the text of 120 units with this proposal at a total of 86 units. She said there are setbacks and buffering requirements as well as minimal architectural standards. She indicated the informal review will provide review and feedback prior to the applicant submitting a Final Development Plan application.

Ms. Rauch said this site has extensive history stating that from 2007 - 2010 an application was submitted for a multiple-family development that had 19 -20 buildings located throughout the site with an internal loop road with extensive stormwater ponds. She reported the Planning and Zoning Commission



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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.