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City of Dublin Planning and Zoning Commission

# Planning Report

Thursday, July 9, 2015

## Ballantrae Woods

### Case Summary

Agenda Item	1
Case Number	15-004Z/PDP/PP
Proposal	Rezoning of 49.6 acres from R, Rural District and PLR, Planned Low Density Residential District (Ballantrae, Subarea S) to PUD, Planned Unit Development District for 138 single family dwellings (45 fee simple lots and 90 detached condominium units) and approximately 17 acres of open space.
Request	Review and recommendation of approval to City Council of a <u>rezoning with preliminary development plan</u> under the Planned District provisions of §153.050, and review and recommendation of approval to City Council of a <u>preliminary plat</u> under the provisions of the Subdivision Regulations, Chapter 152.
Site Location	East of Cosgray Road and north of the Conrail railroad tracks.
Owner/Applicant	Schottenstein Homes, represented by Linda Menerey, EMH&T.
Case Manager	Devayani Puranik, Planner II   (614) 410-4662   <a href="mailto:dpuranik@dublin.oh.us">dpuranik@dublin.oh.us</a>
Planning Recommendation	<b><i>Approval of the rezoning with preliminary development plan with nine conditions; and Approval of the preliminary plat with one condition.</i></b>

In Planning's analysis, the rezoning with preliminary development plan proposal complies with the rezoning/preliminary development plan criteria and the existing development standards within the area. The proposal for the preliminary plat complies with the preliminary plat criteria and a recommendation to City Council for approval of both requests is 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 than provided are explored for sound abatement prior to the final development plan.

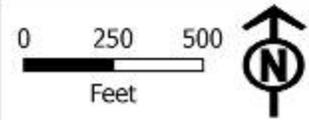
- 2) That the two landmark trees between unit 78 and unit 79 within Subarea B are incorporated within appropriate open space reserve and maintenance responsibilities by appropriate home owners association.
- 3) That the traffic study is finalized to address additional staff and Franklin County Engineer's concerns prior to the City Council hearing.
- 4) That the infrastructure improvements and financial contributions to off-site improvements will be made based on the final traffic study and incorporated into the final development plan or a separate infrastructure agreement, to the satisfaction of the City Engineer.
- 5) That the proposed sidewalk connection to Cramer Street next to unit 82 is coordinated with the Franklin County Engineer's Office.
- 6) That the proposed mounding near the intersection of Cosgray Road and Churchman Road is modified to accommodate intersection sight visibility for the northern most site intersection.
- 7) That the windows with grids detail is incorporated within the development text.
- 8) That the decks are not permitted as an outdoor amenity for Subarea B.
- 9) That the construction plans, right-of-way dedication, and responsibility for Phase 2 and 3 of the Churchman Road project is finalized for the final development plan.

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"> <li>• The site is currently being farmed.</li> <li>• 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.</li> <li>• 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.</li> <li>• CSX railroad tracks run along the west property line. These tracks are currently very active.</li> </ul>
Site History/Case Background	<p><b>2001</b>              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><b>2014</b>              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 generally supported 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</p>

## Facts

area and emphasized the importance of screening from the railroad tracks and providing more access to the open spaces.

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.

2015

A Concept Plan was presented to the Planning and Zoning Commission on April 2, 2015. The Commission supported the 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 that would be 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 Engineer's 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. Franklin County maintains the Rings Road railroad crossing, and is not currently in support of a quiet zone. The Commission members provided additional input on the issue to ensure the developer makes the significant use of the railroad clear to the potential buyers at the time of sales.

The Planning and Zoning Commission reviewed the rezoning application and preliminary development plan and preliminary plat on May 21, 2015. The proposed architectural theme (Carpenter Gothic) for the condominium subarea was appreciated. The Commission cautioned the applicant to reflect the architectural details represented on the illustrative concepts in the development text to ensure the intent of the quality and unique architecture is met. The Commission suggested the applicant reconsider the architectural styles for the single family subarea to balance the quality of the architecture in terms of materials and details with the condominium subarea. The Commission mentioned that the project is on the right track

## Facts

but would benefit by revising the development text and single family subarea architecture. Majority of the conditions recommended for the details to be finalized prior to the final development plan are reciprocally resolved.

### Update

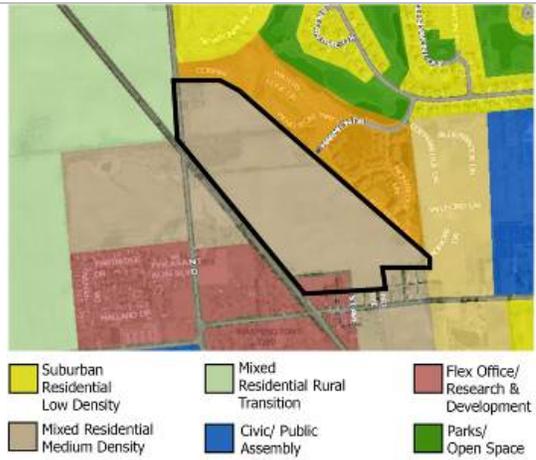
Since the Planning and Zoning Commission review on May 21, 2015, the applicant has been working with staff to address the Commission's concerns. In summary, the applicant has made the following revisions:

- Updated the standards of the development text to incorporate many of the conditions previously proposed as development requirements.
- Addressed Commission discussions in terms of architectural elements, materials, and architectural details by revising the development text and providing illustrative examples for both subareas.
- Updated the preliminary development plan and preliminary plat to include open space and maintenance responsibilities and setback information.
- Updated the tree survey to include the changes due to Churchman Road right-of-way.
- Updated the Traffic Impact Study (TIS) to address the comments by the City Engineer.

The applicant is working with the staff to finalize the developer participation for the construction of the Phase 2 and 3 of the Churchman Road construction project.

In addition, Engineering staff contacted the Franklin County Engineer's Office to explore the vehicular connection to the right-of-way to the south. The Franklin County Engineer's Office supports the shared-use path connection to the right-of-way within their jurisdiction in Amlin, but not a vehicular connection.

<b>Details</b> <span style="float: right;"><b>Rezoning with Preliminary Development Plan</b></span>	
<b>Process</b>	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.
<b>Proposal</b>	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.
<b>Community Plan</b> <i>Future Land Use</i>	The recommended future land use for this site is Mixed Residential Medium Density which is described having greater walkability and pedestrian orientation at a village scale, at a 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.



## Details

## Rezoning with Preliminary Development Plan

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

This site is within the Southwest Area Plan (Avery to Railroad Focus Area) which recommends that the Village of Amlin's unique and quaint character 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 of the roadway with variable width medians, greater setbacks, landscape treatments and other techniques to maximize aesthetic benefit.

## 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, with 2.2 acres, will be dedicated for the Churchman Road right-of-way.

Access to Churchman Road is from three points, with two public streets, one near the center of the site opposite Marmion Drive in Ballantrae and the new Ballantrae Woods Boulevard serving Subarea A. The third access point is a private drive at the south end of the site serving Subarea B.

Approximately 18.1 acres of open space is within the setbacks of the adjacent roads, a central green area in Subarea B, and the buffer along the railroad tracks. A larger portion of the site in the northwest corner is heavily wooded and is incorporated into a reserve. A stormwater retention basin is proposed at the southern tip of the site.

## Details

## Rezoning with Preliminary Development Plan

### Development Details

#### Subarea A

This portion of the development is 23.1 acres with 45 fee-simple single family lots in the north of the site. The development text does not require a minimum lot size or depth. The required lot width is a minimum of 60 feet at the building line. Front and rear yard setbacks are 20 feet and the required side yard setback at 5 feet.

#### Subarea B

This subarea is 24.3 acres with 90 detached condominiums units in the south portion of the site. The front yard setback is 14 feet for from the sidewalk or from the back of curb if there is no sidewalk. A minimum 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 are required to be 25 feet.

#### Subarea C

Subarea C is 2.2 acres provided for right-of-way for Churchman Road

#### Setbacks

The text requires a 100-foot setback along the railroad tracks, with the exception of condominium lots 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.

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. Previously, this decrease was addressed in the Churchman Road Open Space section. The applicant has since updated the development text to address staff concerns.

### Architecture

The Commission had expressed 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 during the previous review. The updated development text includes the 100 feet railroad buffer with minimum 6 feet tall mounds, trees and fence to mitigate the visual impact and also the windows sound transmission class (STC) level details. Staff recommends exploring further the use of the windows with higher STC levels to match the recommended levels for sound abatement for the windows facing the railroad tracks.

The Planning and Zoning Commission also expressed concerns regarding the architectural styles for the single family subarea and urged the applicant to balance the quality of the architecture in terms of materials and details with

## Details

## Rezoning with Preliminary Development Plan

the condominiums shown at the May review. The Commission appreciated the Gothic Carpenter style proposed for the condominium subarea but had cautioned the applicant to translate the details from the graphics in the development text. As a result of the Commission's concerns, architectural standards make up the most significant update to the development text. The applicant has detailed permitted home styles and provided illustrative examples of these styles, specific design elements details.

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 updated development text includes character descriptions indicating that the home design will follow the "Traditional" vocabulary. This provides for visual consistency by use of natural tone colors, materials, and traditional design elements. These design elements will also help to tie the Subarea A with Subarea B while maintaining their separate identity.

The buildings will incorporate at least two or three design elements as listed in the development text along all four sides, depending on the building location (four-sided architecture). Either covered stoops (2 feet deep) or porches (6 feet deep) with specific decorative elements such as square columns, railings, and surface are required on all homes. Porch roof material is a 30 year dimensional asphalt shingle of weathered wood color or standing seam metal, colored silver, black or bronze.

Permitted cladding materials are vertical or horizontal fiber cement siding, cultured stone, and board and batten siding. Cultured stone when used as a cladding material must encompass entire design element. Cultured stone is required from grade to minimum 24 inches along all sides. Specific natural tone color palette is used for the homes in Subarea A.

All windows have either shutters or minimum 3½ inch trim. The illustrative concepts show the windows with grids along all elevations. This detail should be incorporated within the development text, minimum for the street facing façade.

The front doors are single solid color fiberglass doors.

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 have options for either decorative elements above or decorative brackets or transoms. The garage door color will complement the main structure.

## Details

### Rezoning with Preliminary Development Plan

The proposed standard for the garage door opening for front facades is maximum 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 for garage door openings of more than 18 feet to 36 feet to 45%. Planning previously recommended the garage door openings meet the Appearance Standards. However, the Planning and Zoning Commission agreed with the deviating from the Appearance Standards where the third car garage has a greater setback.

Permitted roofing materials include 30-year dimensional asphalt shingles with weathered wood color. Roof slopes is minimum of 6/12 except for the porch roofs, which is consistent with the Appearance Standards.

Other special elements include dormers, chimneys, trim, fascia, and soffits.

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

Outdoor amenities such as patios are permitted.

#### Architecture Subarea B

The architectural vocabulary for the "Cottages" in Subarea B is from the Central Ohio farmhouses, 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 Subarea A and includes fiber cement siding and boards and batten siding. Cultured stone is required along all sides for up to 18 inches from grade. A specific shade of white will be used for all the cottages to provide backdrop for the landscaping colors.

Either covered porch or stoop is required for all homes with specific standards for roof form, columns, railings and surface.

All windows have either shutters or minimum 3½ inch trim. Special trim elements as listed on the illustrative concepts are required for windows facing the private drive. The homes facing the private drive without porches will have a planter box below the window. The illustrative concepts show windows grids along all elevations. This detail should be incorporated within the development text, at least for the private drive facing façade.

The front doors are single solid color fiberglass doors.

All homes in this Subarea have minimum two-car garages with front-loaded or auto-court access. All front-loaded garages are set a minimum of 2 feet from the front façade and have a minimum of driveway length of 19 feet from the back of the sidewalk or the curb where no sidewalk is present. Side

## Details

### Rezoning with Preliminary Development Plan

load or auto-court garage are set back 15 feet from the sidewalk or the curb where no sidewalk is present. Garage doors will have options for either decorative elements above or decorative brackets or transoms. The garage door color will complement the main structure. A maximum 40% of garage door opening will be allowed for the front façade. Garage doors will include decorative elements such as windows, panels, hardware, etc. Shared driveways are permitted.

Permitted roofing materials include 30-year dimensional asphalt shingles with weathered wood color. Roof slopes is min. 6/12 except for the porch roofs which is consistent with the Appearance Standards.

The development text is updated to include the architectural and decorative design elements to address the concerns of the staff from previous review.

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 deep. Building elements and/or other types of screening will be used for the privacy between outdoor amenity areas. Maximum 6-foot in height solid privacy fencing. Screening details will be finalized with the final development plan.

The development text does address decks as an outdoor amenity. In other developments in the city it has been challenging for staff to monitor the uniformity of outdoor amenities for condominium units. To prevent this the applicant should clarify the development text by specifically not permitting decks.

## Traffic & Access

The applicant has submitted a Traffic Impact Study (TIS) as required for a rezoning application. The TIS should be finalized to address additional staff and Franklin County Engineer's concerns prior to the City 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. The north half of Churchman Road between Cosgray Road and Marmion Road is expected to be constructed first, followed closely by the south half, which includes a roundabout at the intersection of Rings Road. A roundabout at the intersection of Cosgray Road and Churchman Road is not yet programmed for construction, and may not be needed for several years, however, necessary right-of-way must be dedicated by the applicant. Other infrastructure improvements will be needed based on the final traffic study and will be finalized with the final development plan or in a separate infrastructure agreement.

## Details

## Rezoning with Preliminary Development Plan

The applicant should continue to work with the staff to finalize financial contributions for off-site intersections to the satisfaction of City Engineer.

The proposed road for Subarea A, will be a public street (50-foot right-of-way) while those in the Subarea B will be private drives (43-foot easements). 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.

The proposed mounding near the intersection of Cosgray Road and Churchman Road must be modified to accommodate intersection sight visibility for the northernmost intersection.

At the informal review in September 2014, the Commission members expressed their concerns regarding the private drives with a preference to provide public streets for the entire development. Council has also expressed concerns in the past regarding the future maintenance costs borne by a limited number of property owners. The 90 condominium owners will be responsible for maintaining the private drives for Subarea B through a forced funded association.

The applicant has included a requirement in the development text to distinguish the private drives by using different street sign colors or other appropriate means as permitted by Engineering.

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 had recommended a vehicular connection between Inchcape Lane and Eva Loop South. However, the layout is not changed based on the Planning and Zoning Commission preference for not having a private drive abutting the green buffer area and units 65 and 73 at the May 21<sup>st</sup> review.

A pedestrian access is available by a shared-use path toward Rings Road to the south. A shared-use path connection will be constructed along the north side of Churchman Road. The applicant is responsible for constructing a shared-use path along the roundabout and west property line in accordance with the City of Dublin Bikeway Plan, accessing the open space (Reserve B), and continuing along the railroad buffer area along the west property line. Engineering contacted the Franklin County Engineer's Office regarding the pedestrian and, potentially vehicular, connections to their existing right-of-way in Amlin. The County supports the shared-use path, but not a vehicular connection.

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

## Details

## Rezoning with Preliminary Development Plan

have sidewalks along at least one side. The applicant is responsible for constructing the sidewalk on the south side of Churchman Road along the site frontage. The applicant needs to coordinate the sidewalk connection between unit 82 and Cramer Street in Amlin with the Franklin County Engineer's Office.

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 has agreed to work with the staff to finalize the parking locations for the final development plan.

Centralized mailboxes locations and related parking for Subarea B will be detailed with the final development plan.

## Open Space



Approximately 18.1 acres of open space are created 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.

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

Reserves 'D' – 'F' with 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 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 a more diverse palette of plant materials. The applicant has agreed to work with staff to identify the appropriate combination of plant material for the buffer for final development plan.

The two landmark trees between unit 78 and unit 79 within Subarea B should be incorporated within the maintenance responsibilities by appropriate homeowners association.

### Landscaping and Screening

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, fences, dry stacked walls, and other features.

In addition, staff is recommending no-mow areas for the east side of railroad track buffer abutting the railroad property line to augment the buffer. This possibility will be reviewed with the final landscaping plan.

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 is updated to reflect the changes due to Churchman Road right-of-way.

The proposal includes the preservation of two landmark trees, a 56-inch Silver Maple and a 62-inch Red Oak near the southern border with Amlin, between Units 78 and 79 in Subarea B. 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 applicant has agreed to work with staff to identify the protection zone for critical root zone at construction.

Details <span style="float: right;">Rezoning with Preliminary Development Plan</span>	
Utilities	<p><b>Sanitary Sewer</b>                      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><b>Water</b>                      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><b>Stormwater Management</b>                      Stormwater management is provided by creating a retention basin located at the southeast portion of the site. In addition, public storm sewer is proposed along with storm structures placed at appropriate intervals throughout the development.</p>

Analysis <span style="float: right;">Rezoning with Preliminary Development Plan</span>	
Process	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.
1) Consistency with Dublin Zoning Code	<b>Criterion met:</b> This proposal is consistent with the purpose, intent and applicable development standards of the Zoning Code requirements except as modified in the proposed development text.
2) Conformance with the adopted plans	<p><b>Criterion met:</b> The Community Plan shows the land use for the site as Mixed Residential Medium Density at a typical density of up to 5.0 dwelling units per acre. The proposed development is within the recommended density.</p> <p>The proposed development establishes the pedestrian and bike connections as recommended in the Bikeway Plan and Southwest Area Plan. All attempts have been made to preserve existing tree cover and woodlots as recommended in the Southwest Area Plan.</p>

Analysis	Rezoning with Preliminary Development Plan
<p>3) Advancement of general welfare and orderly development</p> <p><i>Condition 1</i></p>	<p><b>Criterion met with Condition:</b> 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 providing certain sound transmission class (STC) level windows but encouraged to use windows and exterior walls with higher STC ratings for sound abatement for the side of the homes facing the railroad tracks.</p>
<p>4) Effects on adjacent uses</p>	<p><b>Criterion met:</b> The development is appropriately located within the city and is compatible with existing development while providing housing options.</p>
<p>5) Adequacy of open space for residential development</p>	<p><b>Criterion met with Condition:</b> 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>6) Protection of natural features and resources</p> <p><i>Condition 2</i></p>	<p><b>Criterion met:</b> 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.</p> <p>The two landmark trees between unit 78 and unit 79 within Subarea B should be incorporated within the appropriate open space reserve and maintenance responsibilities by appropriate homeowners association. The applicant is proposing to preserve other landmark trees in good condition.</p>
<p>7) Adequate infrastructure</p>	<p><b>Criterion met:</b> Infrastructure is adequate interior to the site and the applicant is providing stormwater management facilities.</p>

Analysis	Rezoning with Preliminary Development Plan
<p>8) Traffic and pedestrian safety</p> <p><i>Condition 3, 4, 5, 6</i></p>	<p><b>Criterion met with Condition:</b> 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 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.</p> <p>The TIS has been updated since the last review but should be finalized to address additional staff and Franklin County Engineer's Office concerns prior to the City Council hearing.</p> <p>Other infrastructure improvements and financial contributions to off-site improvements should be resolved based on the final traffic study and incorporated into the final development plan or a separate infrastructure agreement, to the satisfaction of the City Engineer.</p> <p>The applicant needs to coordinate the sidewalk connection between unit 82 and Cramer Street in Amlin with the Franklin County Engineer's Office.</p> <p>The proposed mounding near the intersection of Cosgray Road and Churchman Road must be modified to accommodate intersection sight visibility for the northern most site intersection.</p>
<p>9) Coordination &amp; integration of building &amp; site relationships</p>	<p><b>Criterion met:</b> 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> <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. The applicant has agreed to clearly mark the public shared-use path entrances to this open space to open it to the public.</p>

Analysis	Rezoning with Preliminary Development Plan
<p>10) Development layout and intensity</p>	<p><b>Criterion met:</b> This proposal does not hinder the orderly development of land within the city. The density, use, setbacks, open space and public infrastructure are consistent with the Community Plan.</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.</p>
<p>11) Stormwater management</p>	<p><b>Criterion met:</b> 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><b>Criterion met:</b> The proposal will provide additional housing options. The detached homes intended to target empty nesters provides an additional housing option that can encourage multi-generational living within Ballantrae.</p> <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>Pedestrian and vehicular connections will improve after the Churchman Road-Cosgray-Rings connector is completed.</p>
<p>13) Design and appearance</p> <p><i>Condition 7, 8</i></p>	<p><b>Criterion met with conditions:</b> The fee simple single family homes (Subarea A) are designed according to "Traditional" design style. The natural tone color palate and additional design elements provide visual and design consistency.</p> <p>The proposed architecture for the detached condominiums (Subarea B) creates a cohesive neighborhood with specific architectural details.</p> <p>The development text should include illustrative concepts showing the window grids along all elevations for the facades facing the streets or drive.</p> <p>The development text is silent on decks as an outdoor amenity. The development text should specifically prohibit decks.</p>

Analysis <span style="float: right;">Rezoning with Preliminary Development Plan</span>	
14) Development phasing	<p><b>Criterion met:</b> The anticipated timing to begin construction is the first quarter of 2016. Phase 1 will start with mass excavation, the extension of utilities, stormwater management, public roads, the single family lots in Subarea A and a portion of the site work/private drives necessary to sell condominium homes in Subarea B. Depending on market conditions, the developer anticipates continuing with the balance of the condominium homes thereafter.</p>
15) Adequacy of public services	<p><b>Criterion met:</b> 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>
16) Infrastructure contributions  <i>Condition 9, 10</i>	<p><b>Criterion met with Condition:</b> The applicant should continue to 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 for the final development plan.</p> <p>The applicant should continue to work with the Engineering staff to finalize financial contributions for off-site intersections based on the final traffic study.</p>

Recommendation <span style="float: right;">Rezoning with Preliminary Development Plan</span>	
Approval	<p>In Planning's analysis, this proposal complies with the rezoning/preliminary development plan criteria and the existing development standards within the area. Approval with six conditions is recommended.</p>
Conditions	<ol style="list-style-type: none"> <li>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 than provided are explored for sound abatement prior to the final development plan.</li> <li>2) That the two landmark trees between unit 78 and unit 79 within Subarea B are incorporated within appropriate open space reserve and maintenance responsibilities by appropriate home owners association.</li> <li>3) That the traffic study is finalized to address additional staff and Franklin County Engineer's concerns prior to the City Council hearing.</li> <li>4) That the infrastructure improvements and financial contributions to off-site improvements will be made based on the final traffic study and incorporated into the final development plan or a separate infrastructure agreement, to the satisfaction of the City Engineer.</li> <li>5) That the proposed sidewalk connection to Cramer Street next to unit</li> </ol>

Recommendation	Rezoning with Preliminary Development Plan
	<p>82 is coordinated with the Franklin County Engineer's Office.</p> <ol style="list-style-type: none"> <li>6) That the proposed mounding near the intersection of Cosgray Road and Churchman Road is modified to accommodate intersection sight visibility for the northern most site intersection.</li> <li>7) That the windows with grids detail is incorporated within the development text.</li> <li>8) That the decks are not permitted as an outdoor amenity for Subarea B.</li> <li>9) That the construction plans, right-of-way dedication, and responsibility for Phase 2 and 3 of the Churchman Road project is finalized for the final development plan.</li> </ol>

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 for Churchman Road and Ballantrae Woods Drive are provided.</p> <p>Private drives within Subarea B have 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	The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.
Plat Information and Construction Requirements <i>Condition</i>	<b>Criteria met with Condition:</b> 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.

Analysis Preliminary Plat	
Street, Sidewalk, and Bike path Standards	<b>Criteria met:</b> The plat includes a street section for the streets. Sidewalks and shared-use paths are provided throughout the development.
Utilities	<b>Criteria met:</b> The plat makes appropriate provisions for utilities.
Open Space Requirements	<b>Criteria met:</b> 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 "B," "P," and "F," which range from railroad buffer to large open space with the woodlot. Approximately 11.3 acres within these reserves will be owned and maintained by the City of Dublin. There is total of 18.1 acres of open space. The Churchman Road open space (setback) will be owned and maintained by the home owners association.

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.