



To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Date: November 17, 2016
Initiated By: Vincent A. Papsidero, FAICP, Planning Director
Devayani Puranik, Planner II
Re: Final Plat – Ballantrae Woods (15-119FDP/FP)

Summary

This is a request for approval of a Final Plat to subdivide 47.206 acres into 45 single-family lots, reserves for 90 detached condominiums, private drives and rights-of-way and nine reserves for open space located south of Cosgray Road and west of Churchman Road.

Background

The Planning and Zoning Commission approved a final development plan and recommended approval of a final plat, on March 10, 2016. City Council approved Ordinance 50-15 for the rezoning and preliminary plat of approximately 49 acres from R, Rural District and PLR, Planned Low Density Residential District (Ballantrae Subarea S) to PUD, Planned Unit Development District, Ballantrae Woods, in September of 2015.

Description

The development proposal includes a total of 135 residential units, with 45 single-family lots along the public Ballantrae Woods Drive. Open Space reserves A (setback along Churchman Road and the railroad tracks), B (largest reserve for wooded area preservation), C (buffer area along railroad tracks), and D (setback along Churchman Road) are also included in this section.

The single-family section contains rights-of-way for the public street, Ballantrae Woods Drive, from which each lot will be accessed. Ballantrae Woods Drive also connects to Churchman Road, providing two entrances from Churchman Road.

The lot sizes range from approximately 0.17-acre to up to 0.4-acre in size. These lot sizes are consistent with the development text and meet all applicable development standards.

The condominium section contains eight reserves for 90 detached condominium units (H, I, J, K, M, N, O, S), and six reserves for open space. The open space reserves include E (setback along Churchman Road), F (reserve for detention basin), L (central reserve for passive/active recreation), P (buffer area along railroad tracks), Q (setback along Churchman Road), R (reserve for landmark trees) in 18.6 acres. Reserve G contains private drives - Inchcape Lane, Foreland Lane, Eva Loop, Frances Drive, from which the condominium units will be accessed. Inchcape Lane connects to Ballantrae Woods Drive to the north, providing connection to the single-family section and Churchman Road to the east.

Open Space reserves: Reserve A is 1.747 acres, Reserve B is 4.384 acre, Reserve C is 2.162 acres, Reserve D is 2.536, Reserve E is 1.507 acres, Reserve F is 3.065 acres, Reserve L is 0.479 acres, Reserve P is 1.660 acres, Reserve Q is 0.260 acres, Reserve R is 0.114 acres and Reserve S is 0.707 acres for a total of 18.6 acres. The plat accurately reflects the open space ownership and maintenance responsibilities.

The lots, reserves, rights-of-way and private drives are consistent with the development text and meet all applicable development standards.

Recommendation of the Planning and Zoning Commission

Final Development Plan

The Commission reviewed and approved a final development plan at the March 10, 2016 meeting with five conditions. The applicant has provided plans fulfilling the conditions.

Final Plat

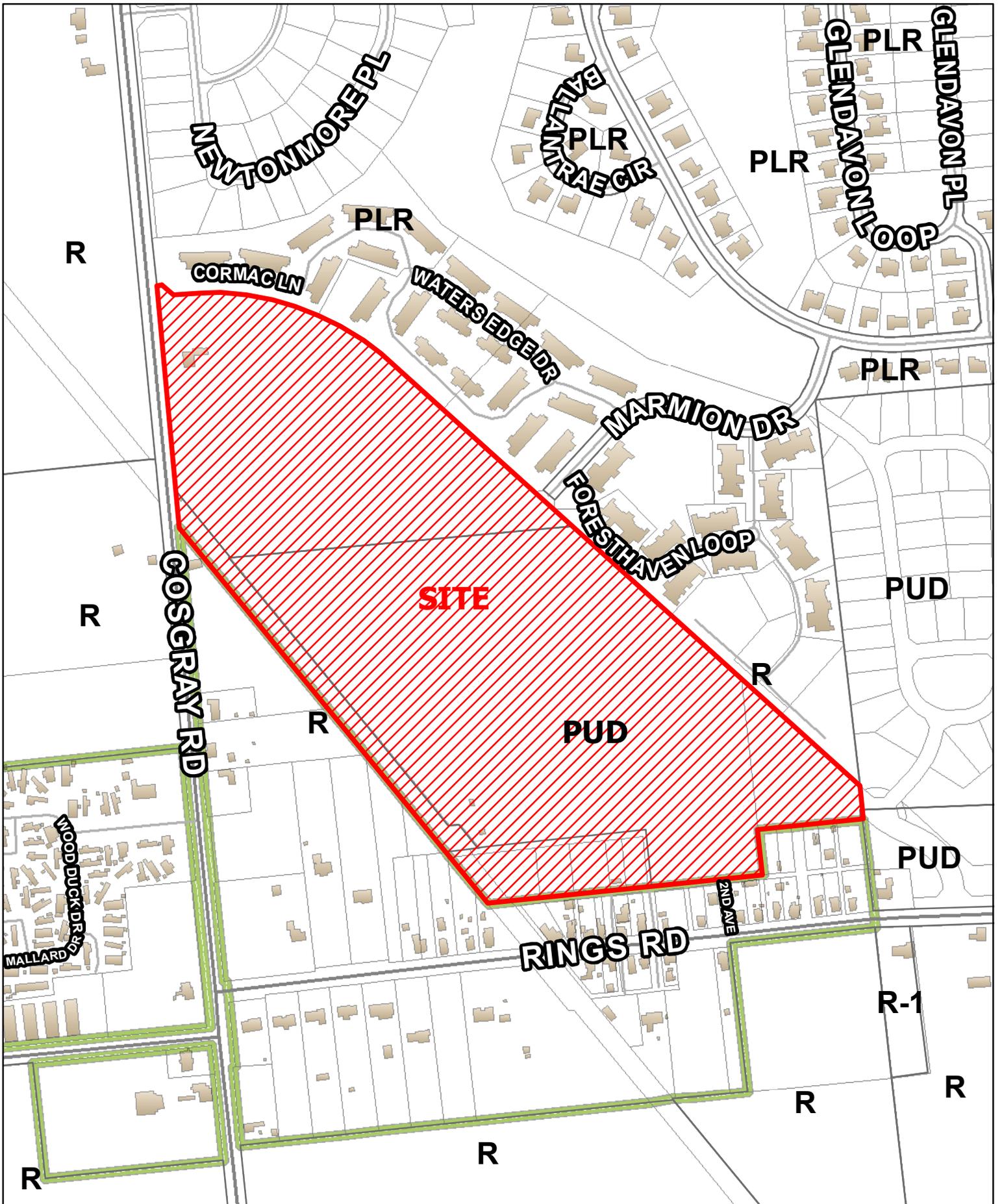
The Commission reviewed and recommended approval to City Council of the final plat at the March 10, 2016 meeting with two conditions:

- 1) The applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal; and,
- 2) The applicant revises the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved development text.

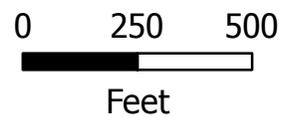
The applicant has met the conditions for the final plat.

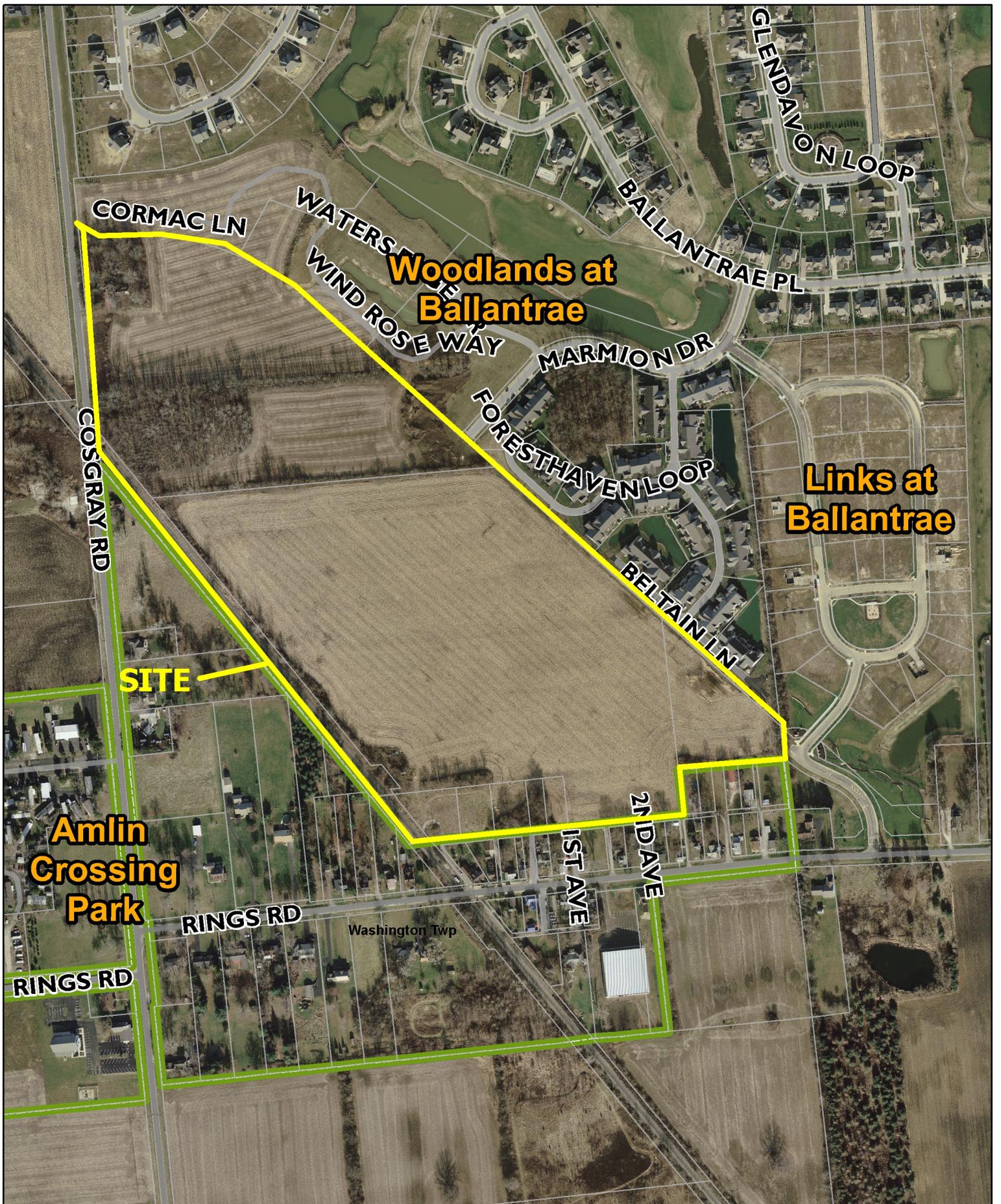
Recommendation

Staff recommends approval of the Final Plat for Ballantrae Woods at the November 21, 2016 City Council meeting.



15-119FDP/FP
 Final Development Plan/ Final Plat
 Ballantrae Woods
 Cosgray Road





**Woodlands at
Ballantrae**

**Links at
Ballantrae**

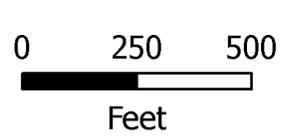
SITE

**Amlin
Crossing
Park**

Washington Twp



15-119FDP/FP
Final Development Plan/ Final Plat
Ballantrae Woods PUD
Cosgray Road





CITY OF DUBLIN

Land Use and
Long Range Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236
Phone/ TDD: 614-410-4600
Fax: 614-410-4747
Web Site: www.dublin.oh.us

PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

I. PLEASE CHECK THE TYPE OF APPLICATION:

<input type="checkbox"/> Informal Review	<input type="checkbox"/> Final Plat (Section 152.085)
<input type="checkbox"/> Concept Plan (Section 153.056(A)(1))	<input type="checkbox"/> Conditional Use (Section 153.236)
<input type="checkbox"/> Preliminary Development Plan / Rezoning (Section 153.053)	<input type="checkbox"/> Corridor Development District (CDD) (Section 153.115)
<input checked="" type="checkbox"/> Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Corridor Development District (CDD) Sign (Section 153.115)
<input type="checkbox"/> Amended Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Standard District Rezoning (Section 153.018)	<input type="checkbox"/> Right-of-Way Encroachment
<input type="checkbox"/> Preliminary Plat (Section 152.015)	<input type="checkbox"/> Other (Please Specify): _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es): Cosgray Road	
Tax ID/Parcel Number(s): 274-000342, 274-000305, 274-000330 272-000100, 272-000113, 272-000063, 272-000208	Parcel Size(s) (Acres): 47.19 acres
Existing Land Use/Development: PUD - Planned Unit Development (Case 15-004)	

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:

Proposed Land Use/Development: Single family and condominium residential development
Total acres affected by application:

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): See attached sheet	
Mailing Address: (Street, City, State, Zip Code)	
Daytime Telephone:	Fax:
Email or Alternate Contact Information:	

IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Paul Coppel	Applicant is also property owner: yes <input type="checkbox"/> no <input checked="" type="checkbox"/>
Organization (Owner, Developer, Contractor, etc.): Schottenstein Homes	
Mailing Address: 140 Mill Street, Suite A, Gahanna, Ohio 43230 (Street, City, State, Zip Code)	
Daytime Telephone: 614-478-1100	Fax: 614-478-3188
Email or Alternate Contact Information: Paul Coppel - pc@schottensteinhomes.com	

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: Shawn Goodwin, PE	
Organization (Owner, Developer, Contractor, etc.): American Structurepoint (Design Engineer)	
Mailing Address: 2550 Corporate Exchange Drive, Suite 300, Columbus, Ohio 43231 (Street, City, State, Zip Code)	
Daytime Telephone: 614-901-2235	Fax: 614-901-2236
Email or Alternate Contact Information: sgoodwin@structurepoint.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

<p>I <u>See Attached</u>, the owner, hereby authorize _____ to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.</p>	
Signature of Current Property Owner:	Date:

Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this _____ day of _____, 20 _____

State of _____

Stamp or Seal

County of _____ Notary Public _____

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

<p>I <u>Paul Coppel</u>, the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.</p>	
Signature of applicant or authorized representative: 	Date: <u>12/2/15</u>

VIII. UTILITY DISCLAIMER: The Owner/Applicant acknowledges the approval of this request for review by the Dublin Planning and Zoning Commission and/or Dublin City Council does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

I <u>Paul Coppel</u> the owner or authorized representative, acknowledge that approval of this request does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.	
Signature of applicant or authorized representative: <u></u>	Date: <u>12/2/15</u>

IX. APPLICANT'S AFFIDAVIT: This section must be completed and notarized.

I <u>Paul Coppel</u> , the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct, to the best of my knowledge and belief.	
Signature of applicant or authorized representative: <u></u>	Date: <u>12/2</u>

Subscribed and sworn to before me this 2 day of Dec, 2015
 State of Ohio
 County of Franklin

Notary Public

CHRISTINA LAMKIN
 Notary Public
 In and for the State of Ohio
 My Commission Expires
 August 01, 2020

FOR OFFICE USE ONLY			
Amount Received:	Application No:	P&Z Date(s):	P&Z Action:
Receipt No:	Map Zone:	Date Received:	Received By:
City Council (First Reading):		City Council (Second Reading):	
City Council Action:		Ordinance Number:	
Type of Request:			
N, S, E, W (Circle) Side of:			
N, S, E, W (Circle) Side of Nearest Intersection:			
Distance from Nearest Intersection:			
Existing Zoning District:		Requested Zoning District:	

BALLANTRAE WOODS

STATE OF OHIO, COUNTY OF FRANKLIN, CITY OF DUBLIN
 VIRGINIA MILITARY SURVEY NO. 6953
 FINAL PLAT

DEDICATION

Situated in the State of Ohio, County of Franklin, City of Dublin, being a 47.175 acre portion of Virginia Military Survey No. 6953, being a re-subdivision of all of Lot 1 of Dedication of Churchman Road and Easements, as recorded in Plat Book 119, Page 80, as said Lot 1 is described in a deed to **Ballantrae Woods, LLC**, of record in Instrument Number 201607070087318, being a subdivision of acreage and a re-subdivision of all of Lots 7 thru 14 inclusive and those adjacent parts of Cramer Street, First Avenue and three (3) abutting unnamed alleys, all of Ida M. Cramers & Others Amended Plat and Addition to the Village of Amlin, of record in Plat Book 8, Page 12A, (said Cramer Street, First Avenue and unnamed alleys having been vacated by the Franklin County Commissioners in Road Record 35, Page 197), said acreage Lots and vacated roadways and alleys being described in deeds to **Ballantrae Woods, LLC**, of record in Instrument Number 201607060086700, Instrument Number 201607070087317, and Instrument Number 201607060086701, and being a subdivision of a part of that 2.521 acre parcel and a part of that 29.834 acre parcel, both as described in a deed to **Ballantrae Woods, LLC**, of record in Instrument Number 201607060086700, all records referenced herein are on file at the Office of the Recorder for Franklin County, Ohio.

Ballantrae Woods, LLC and James Rost, Vice President, being all the owners and lien holders of the land platted herein, certify that the attached plat correctly represents our "Ballantrae Woods", a subdivision of Lots 1 to 45, both inclusive, and Reserves "A" through "S", both inclusive, do hereby accept this plat of same and dedicate to public use, as such, all or part of Ballantrae Woods Drive, Path Easements and Sidewalk Easements as shown hereon and not heretofore dedicated.

Easements are hereby reserved in, over and under Reserves "A", "B", "C", "D", "E", "F", "G", "L", "P", "Q", and "R" as designated on this plat. Each of the aforementioned designated easements permit the construction, operation, and maintenance of all public and quasi public utilities above, beneath and on the surface of the ground and, where necessary, for the construction, operation, and maintenance of service connections to all adjacent lots and lands and for storm water drainage. Within those areas designated "Utility Easement" on this plat, an additional easement is hereby granted to the City of Dublin for the purpose of constructing, operating and maintaining major storm water drainage swales and or other storm water drainage facilities, for the purpose of constructing, operating and maintaining sanitary sewers, and for the purpose of constructing, maintaining and operating water lines. No above grade structures, dams or other obstructions to the flow of storm water runoff are permitted within "Utility Easement" areas as delineated on this plat. Within those areas designated "Drainage Easement", easements are hereby reserved for the purpose of constructing, operating and maintaining major storm water drainage swales and or other storm water drainage and detention facilities. Within those areas designated "Sanitary Sewer Easement", easements are hereby granted to the City of Dublin for the purpose of constructing, operating and maintaining a sanitary sewer.

Within Reserve "G" as designated on this plat, an additional easement is hereby reserved for pedestrian and vehicular access. Additionally, within Reserve "G", a non-exclusive easement is hereby granted to the City of Dublin and other government employees or licensees for use in the course of providing police, fire, medical or other governmental services to lots and lands adjacent to said Reserve "G". Additionally, within Reserve "G", an easement is hereby granted to the City of Dublin for the purpose of constructing, operating and maintaining a sanitary sewer.

Areas designated "Sidewalk Easements" and "Path Easements" are hereby granted to the City of Dublin for the purpose of the construction, operation and maintenance of sidewalks and shared use paths.

The undersigned further agrees that any use of improvements made to this land shall be in conformity with all existing zoning, platting, health, or other lawful rules and regulations.

In witness thereof, James Rost, the Vice President of said Ballantrae Woods, LLC, has hereunto

set their hand this ____ day of _____, 20__.

Signed and acknowledge in the presence of:

Ballantrae Woods, LLC

Witness _____
 Print name: _____

Signed _____
 James Rost,
 Vice President

Witness _____
 Print name: _____

ACKNOWLEDGMENT

STATE OF OHIO
 FRANKLIN COUNTY

Before me a Notary Public in and for said County personally appeared James Rost, as Vice President of Ballantrae Woods, LLC, who acknowledge the signing of the foregoing instrument to be the voluntary act and deed and the voluntary corporate act and deed of said Schottenstein Homes LLC for the purposes expressed herein.

In witness whereof I have hereunto set my hand and affixed my official seal this ____ day of _____, 20__

By: _____

NOTE "A": Inchcape Lane, Foreland Lane, Colling Drive, Liggett Lane, Frances Drive, Eva Loop N. and Eva Loop S. as depicted hereon in Reserve "G" shall be private roads and the City of Dublin will not be responsible for the maintenance of said roads.

NOTE "B": All Reserves depicted hereon shall be owned and maintained by Ballantrae Woods, LLC until such time that the Reserves are conveyed to the entities listed in the table below.

Reserve	Acres	Ownership	Maintained By
A	1.747	HOA	MOA
B	4.384	CITY	CITY
C	2.162	CITY	CITY
D	2.536	HOA	MOA
E	1.507	COA	MOA
F	3.065	CITY	CITY
G	4.539	COA	COA
H	0.941	COA	COA
I	1.388	COA	COA
J	3.148	COA	COA
K	2.007	COA	COA
L	0.479	COA	COA
M	1.577	COA	COA
N	1.267	COA	COA
O	1.894	COA	COA
P	1.660	CITY	CITY
Q	0.260	HOA	MOA
R	0.114	COA	COA
S	0.707	COA	COA

Wherein: HOA = Ballantrae Woods Homeowner's Association
 COA = Ballantrae Woods Condominium Owner's Association
 MOA = Ballantrae Woods Mast Owner's Association
 CITY = City of Dublin, Ohio

NOTE "C": Reserves "A", "B", "C", "D", "E", "L", "P", "Q", "R", and "S" are for the purpose of open space. Reserve "F" is for the purpose of open space and storm water facilities. Reserves "A", "B", "C", "D", "E", "F", "G", "L", "P", "Q", "R", and "S" are non-buildable lots.

NOTE "D": All of Ballantrae Woods is in the Flood Hazard Zone X (areas determined to be outside of the 0.2% annual chance floodplain) as shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Map Number 39097C0100D (effective date June 18, 2010).

NOTE "E": Ballantrae Woods is adjacent to railroad tracks. Consequently, noise, including train whistles, horns and brakes, will occur from use of the tracks. No current or future of all or any portion of Ballantrae Woods shall have any claim against Ballantrae Woods, LLC, Schottenstein Homes, the City of Dublin, Ohio, any homeowner or condominium owners association serving Ballantrae Woods or their respective contractors or agents with respect to the location of the tracks and any noise or traffic disruptions that may occur.

Approved this ____ day of _____, 20__

 Director of Land and Long Range Planning
 City of Dublin, Ohio

Approved this ____ day of _____, 20__

 City Engineer
 City of Dublin, Ohio

Approved this ____ day of _____, 20__, by a vote of council, wherein all of the Ballantrae Woods Drive, Path Easement, and Sidewalk Easement dedications hereon are accepted as such by the Council of the City of Dublin, Ohio.

In witness whereof, I have hereunto set my hand and affixed my seal this ____ day of _____, 20__

 Clerk of Council
 City of Dublin, Ohio

Transferred this ____ day of _____, 20__

 Auditor
 Franklin County, Ohio

 Deputy Auditor
 Franklin County, Ohio

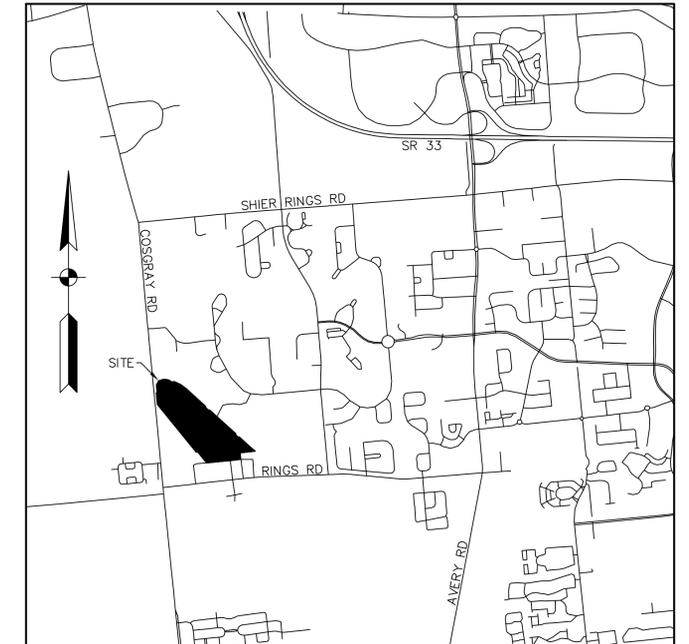
Recorded this ____ day of _____, 20__

 Recorder
 Franklin County, Ohio

At ____ am/pm

Fee \$ _____

Plat Book _____, Page _____ Instrument Number _____



LOCATION MAP
 Not to Scale

ACREAGE BREAKDOWN - The plat of Ballantrae Woods is comprised of the following Franklin County Parcel Numbers with the acreage being platted out of each.

Parcel Number 274-000342 - - - - - 14.698 Ac.
 Parcel Number 274-000305 - - - - - 28.802 Ac.
 Parcel Number 274-000330 - - - - - 1.658 Ac.
 Parcel Number 274-011993 - - - - - 0.599 Ac.
 Parcel Number 274-011994 - - - - - 0.450 Ac.
 Parcel Number 274-011992 - - - - - 0.469 Ac.
 Parcel Number 274-011996 - - - - - 0.225 Ac.
 Parcel Number 274-011995 - - - - - 0.274 Ac.

Total Plat Acreage - - - - - 47.175 Ac.

Acreage in Lots - - - - - 9.177 Ac.
 Acreage in Reserves - - - - - 35.382 Ac.
 Acreage in Dedicated Right of Way - - - 2.616 Ac.

BASIS FOR BEARINGS

Bearings described hereon are based on the bearing of North 05 degrees 28 minutes 57 seconds West for the centerline of Cosgray Road between Franklin County Geodetic Survey monuments 0049 and 2210, as measured from Grid North referenced to the Ohio Station Plane Coordinate System (South Zone) and the North American Datum 1983 (2007 adjustment), as established using a GPS survey.

SURVEYOR'S CERTIFICATION

We do hereby certify that we have surveyed the premises and prepared the attached plat and that said plat is correct and that all necessary survey monuments are correctly shown hereon. All dimensions are in feet and decimal parts thereof.

By: _____ Date: _____, 20__
 Brian P. Bingham
 Registered Professional Surveyor No. 8438

Surveyed and Platted By:

AMERICAN STRUCTUREPOINT INC.
 2550 CORPORATE EXCHANGE DR
 SUITE 300
 COLUMBUS, OHIO 43231-7659
 TEL 614.901.2235 FAX 614.901.2236
 www.structurepoint.com

Owner and Developer:

Ballantrae Woods, LLC
 140 Mill Street, Suite A
 Gahanna, Ohio 43230

BALLANTRAE WOODS
 FINAL PLAT

PLOT SCALE: 1:1 EDIT DATE: 11/30/15 - 4:01 PM EDITED BY: BBINGHAM DRAWING FILE: O:\2015\01840\0 - DRAWINGS\SURVE\201501840\SVZ015-11-30\FINAL PLAT.DWG

BALLANTRAE WOODS

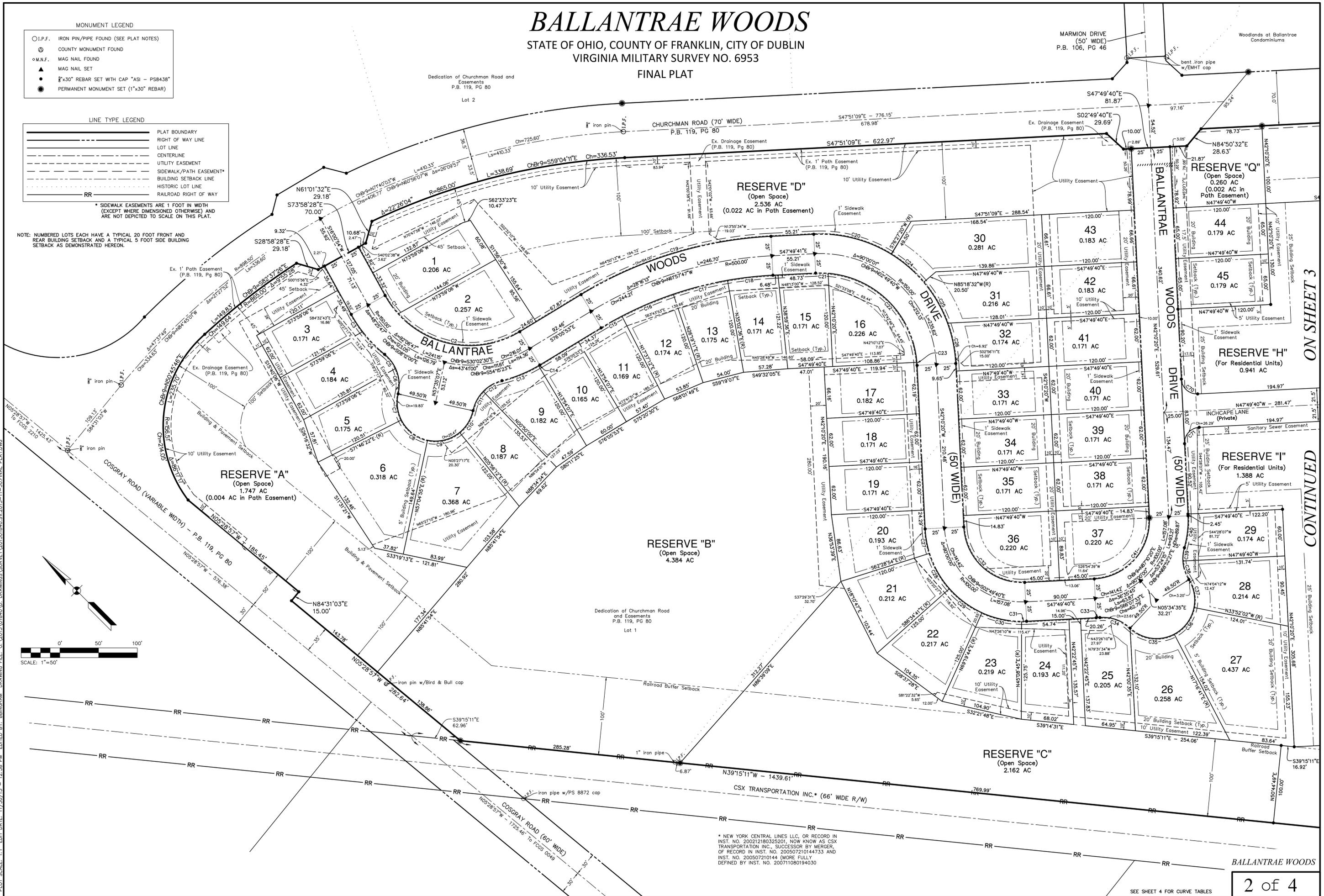
STATE OF OHIO, COUNTY OF FRANKLIN, CITY OF DUBLIN
VIRGINIA MILITARY SURVEY NO. 6953

FINAL PLAT

- MONUMENT LEGEND**
- I.P.F. IRON PIN/PIPE FOUND (SEE PLAT NOTES)
 - ⊙ COUNTY MONUMENT FOUND
 - ⊙ M.N.F. MAG NAIL FOUND
 - ▲ MAG NAIL SET
 - ⊙ 1"x30" REBAR SET WITH CAP "ASI - PS8438"
 - PERMANENT MONUMENT SET (1"x30" REBAR)

- LINE TYPE LEGEND**
- PLAT BOUNDARY
 - RIGHT OF WAY LINE
 - LOT LINE
 - CENTERLINE
 - UTILITY EASEMENT
 - SIDEWALK/PATH EASEMENT*
 - BUILDING SETBACK LINE
 - HISTORIC LOT LINE
 - RAILROAD RIGHT OF WAY
- * SIDEWALK EASEMENTS ARE 1 FOOT IN WIDTH (EXCEPT WHERE DIMENSIONED OTHERWISE) AND ARE NOT DEPICTED TO SCALE ON THIS PLAT.

NOTE: NUMBERED LOTS EACH HAVE A TYPICAL 20 FOOT FRONT AND REAR BUILDING SETBACK AND A TYPICAL 5 FOOT SIDE BUILDING SETBACK AS DEMONSTRATED HEREON.



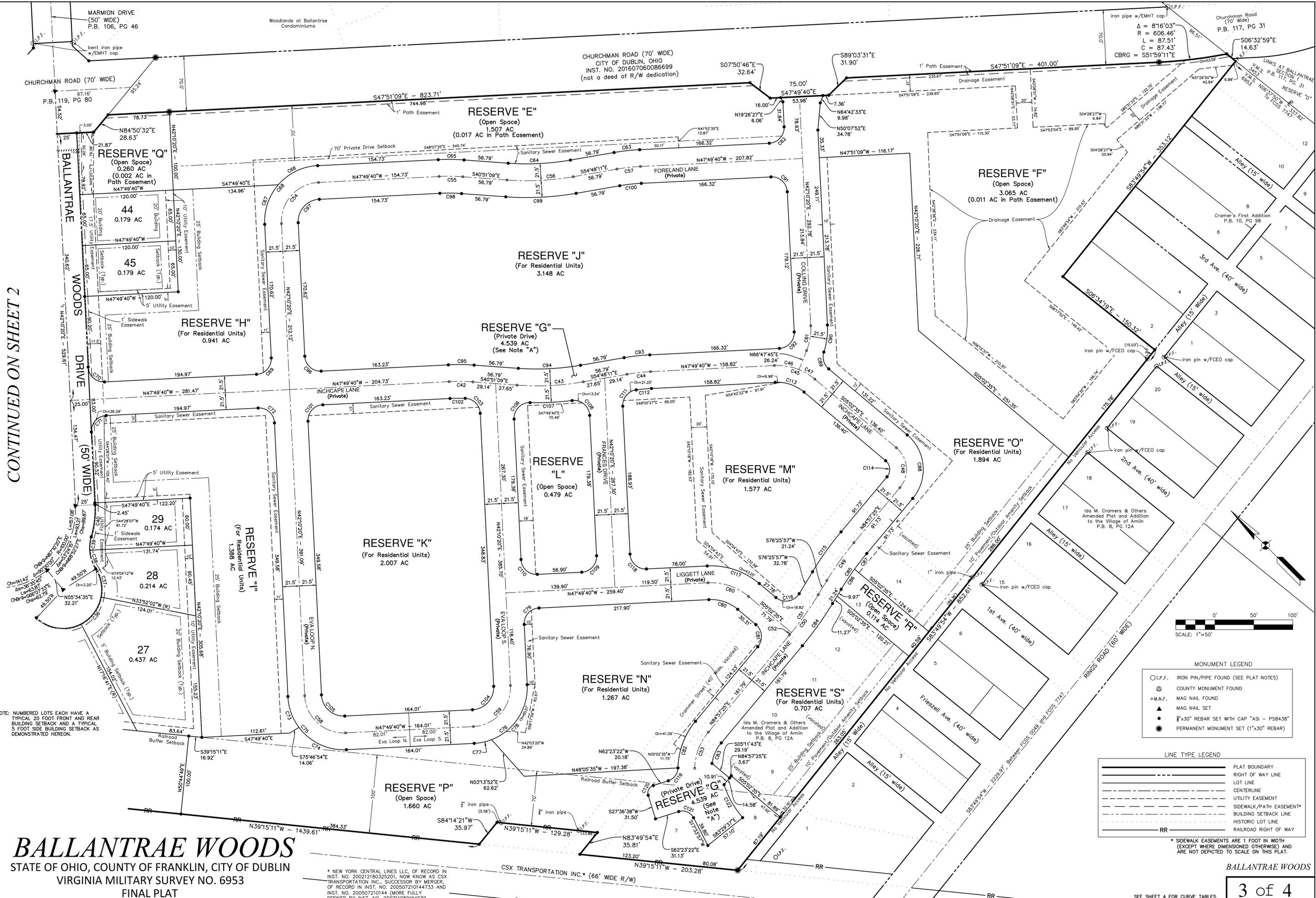
PLOT SCALE: 1:1 EDIT DATE: 11/30/15 - 12:58 PM. DRAWING FILE: Q:\2015\01840\01.DRAWINGS\SURVEY\201501840.SV.2015-11-30.FINAL.PLAT.DWG

* NEW YORK CENTRAL LINES LLC, OR RECORD IN INST. NO. 200212180325201, NOW KNOWN AS CSX TRANSPORTATION INC., SUCCESSOR BY MERGER, OF RECORD IN INST. NO. 200507210144733 AND INST. NO. 200507210144 (MORE FULLY DEFINED BY INST. NO. 200711080194030)

SEE SHEET 4 FOR CURVE TABLES

CONTINUED ON SHEET 2

PLOT SCALE: 1:1 EDIT DATE: 11/30/15 - 12:58 PM EDITED BY: BEINGHAM DRAWING FILE: C:\2015\01840\0 DRAWINGS\SURVEY\201501840\SV2015-11-30\FINAL PLAT.DWG



BALLANTRAE WOODS

STATE OF OHIO, COUNTY OF FRANKLIN, CITY OF DUBLIN
VIRGINIA MILITARY SURVEY NO. 6953
FINAL PLAT

NEW YORK CENTRAL LINES LLC, OF RECORD IN INST. NO. 200212180325201, NOW KNOWN AS CSX TRANSPORTATION INC., SUCCESSOR BY MERGER, OF RECORD IN INST. NO. 200507210144733 AND INST. NO. 200507210144 (MORE FULLY DEFINED BY INST. NO. 200711080194030

CSX TRANSPORTATION INC. (66' WIDE R/W)

MONUMENT LEGEND

○ I.P.F.	IRON PIN/PIPE FOUND (SEE PLAT NOTES)
⊙	COUNTY MONUMENT FOUND
⊙ M.N.F.	MAG NAIL FOUND
▲	MAG NAIL SET
●	3/8" X 30" REBAR SET WITH CAP "ASI - PS8438"
●	PERMANENT MONUMENT SET (1" X 30" REBAR)

LINE TYPE LEGEND

---	PLAT BOUNDARY
---	RIGHT OF WAY LINE
---	LOT LINE
---	CENTERLINE
---	UTILITY EASEMENT
---	SIDEWALK/PATH EASEMENT*
---	BUILDING SETBACK LINE
---	HISTORIC LOT LINE
RR	RAILROAD RIGHT OF WAY

* SIDEWALK EASEMENTS ARE 1 FOOT IN WIDTH (EXCEPT WHERE DIMENSIONED OTHERWISE) AND ARE NOT DEPICTED TO SCALE ON THIS PLAT.

SEE SHEET 4 FOR CURVE TABLES

BALLANTRAE WOODS

STATE OF OHIO, COUNTY OF FRANKLIN, CITY OF DUBLIN
VIRGINIA MILITARY SURVEY NO. 6953

FINAL PLAT

BALLANTRAE WOODS DRIVE RIGHT-OF-WAY CURVES (Refer to Sheet 2)

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C1	28.95'	125.00'	013°16'03"	28.88'	N09°22'52"E
C2	172.01'	125.00'	078°50'43"	158.76'	N36°40'32"W
C3	26.61'	175.00'	008°42'45"	26.58'	S11°39'31"W
C4	40.91'	175.00'	013°23'38"	40.82'	S00°36'20"W
C5	23.14'	50.50'	026°15'01"	22.94'	S07°02'01"W
C6	33.49'	50.50'	038°00'03"	32.88'	S39°09'34"W
C7	34.50'	49.50'	039°55'57"	33.81'	S38°11'37"W
C8	44.19'	49.50'	051°08'43"	42.73'	S07°20'43"E
C9	44.19'	49.50'	051°08'43"	42.73'	S58°29'26"E
C10	33.63'	49.50'	038°55'34"	32.99'	N76°28'25"E
C11	28.45'	50.50'	032°16'54"	28.08'	N73°09'05"E
C12	28.18'	50.50'	031°58'10"	27.81'	S74°43'23"E
C13	51.11'	175.00'	016°44'06"	50.93'	S67°06'21"E
C14	1.91'	175.00'	000°37'29"	1.91'	S75°47'09"E
C15	30.83'	475.00'	003°43'06"	30.82'	S74°14'20"E
C16	72.12'	475.00'	008°41'58"	72.05'	S68°01'48"E
C17	72.32'	475.00'	008°43'25"	72.25'	S59°19'07"E
C18	59.10'	475.00'	007°07'43"	59.06'	S51°23'32"E
C19	259.04'	525.00'	028°16'13"	256.42'	N61°57'47"W
C20	104.71'	175.00'	034°17'01"	103.16'	N30°41'10"W
C21	16.12'	125.00'	007°23'23"	16.11'	N44°07'59"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C22	176.27'	125.00'	080°47'40"	162.02'	N00°02'28"W
C23	3.96'	125.00'	001°48'59"	3.96'	N41°15'51"E
C24	55.70'	175.00'	018°14'08"	55.46'	N04°25'36"W
C25	61.32'	175.00'	020°04'30"	61.00'	N14°43'43"E
C26	53.16'	175.00'	017°24'22"	52.96'	N33°28'09"E
C27	31.97'	125.00'	014°39'14"	31.88'	S34°50'43"W
C28	52.57'	125.00'	024°05'46"	52.18'	S15°28'13"W
C29	52.56'	125.00'	024°05'35"	52.18'	S08°37'28"E
C30	52.76'	125.00'	024°10'59"	52.37'	S32°45'45"E
C31	6.49'	125.00'	002°58'25"	6.49'	S46°20'27"E
C32	117.81'	75.00'	090°00'00"	106.07'	N02°49'40"W
C33	4.74'	125.00'	002°10'26"	4.74'	S48°54'53"E
C34	42.63'	50.50'	048°21'40"	41.37'	S25°49'16"E
C35	61.41'	49.50'	071°04'54"	57.55'	S37°10'52"E
C36	44.19'	49.50'	051°08'43"	42.73'	N81°42'19"E
C37	37.44'	49.50'	043°20'23"	36.56'	N34°27'46"E
C38	25.43'	50.50'	028°51'05"	25.16'	N27°13'07"E
C39	17.20'	50.50'	019°30'35"	17.11'	N51°23'57"E
C40	41.41'	125.00'	018°58'55"	41.22'	N51°39'47"E
C41	117.81'	75.00'	090°00'00"	106.07'	S87°10'20"W

PRIVATE DRIVES CENTERLINE CURVES (Refer to Sheet 3)

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C42	30.44'	250.00'	006°58'31"	30.42'	N44°20'24"W
C43	85.22'	350.00'	013°57'02"	85.01'	S47°49'40"E
C44	30.44'	250.00'	006°58'31"	30.42'	N51°18'56"W
C45	56.01'	75.00'	042°47'05"	54.71'	N26°26'07"W
C46	32.23'	75.00'	024°37'25"	31.98'	N35°30'57"W
C47	23.77'	75.00'	018°09'40"	23.67'	N14°07'25"W
C48	56.55'	36.00'	090°00'00"	50.91'	N39°57'25"E
C49	59.51'	400.00'	008°31'29"	59.46'	S80°41'41"W
C50	63.23'	425.00'	008°31'29"	63.17'	N80°41'41"E
C51	59.30'	425.00'	007°59'38"	59.25'	N80°25'46"E
C52	3.94'	425.00'	000°31'50"	3.94'	N84°41'30"E
C53	50.36'	75.00'	038°28'09"	49.42'	S65°43'21"W
C54	78.54'	50.00'	090°00'00"	70.71'	S87°10'20"W
C55	30.44'	250.00'	006°58'31"	30.42'	N44°20'24"W
C56	85.22'	350.00'	013°57'02"	85.01'	S47°49'40"E
C57	30.44'	250.00'	006°58'31"	30.42'	N51°18'56"W
C58	78.54'	50.00'	090°00'00"	70.71'	S02°49'40"E
C59	78.54'	50.00'	090°00'00"	70.71'	N87°10'20"E
C60	56.01'	75.00'	042°47'05"	54.71'	N26°26'07"W
C61	32.23'	75.00'	024°37'25"	31.98'	N54°29'03"E

RESERVE CURVES (Refer to Sheet 3)

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C62	31.42'	20.00'	090°00'00"	28.28'	N87°10'20"E
C63	33.05'	271.50'	006°58'31"	33.03'	N51°18'56"W
C64	79.98'	328.50'	013°57'02"	79.79'	S47°49'40"E
C65	33.05'	271.50'	006°58'31"	33.03'	N44°20'24"W
C66	57.52'	71.50'	046°05'44"	55.98'	N70°52'32"W
C67	54.79'	71.50'	043°54'16"	53.46'	S64°07'28"W
C68	112.31'	71.50'	090°00'00"	101.12'	S87°10'20"W
C69	31.42'	20.00'	090°00'00"	28.28'	N87°10'20"E
C70	31.42'	20.00'	090°00'00"	28.28'	S02°49'40"E
C71	31.42'	20.00'	090°00'00"	28.28'	S87°10'20"W
C72	31.42'	20.00'	090°00'00"	28.28'	N02°49'40"W
C73	42.48'	71.50'	034°02'31"	41.86'	S25°09'04"W
C74	69.83'	71.50'	055°57'29"	67.09'	S19°50'56"E
C75	112.31'	71.50'	090°00'00"	101.12'	S02°49'40"E
C76	112.31'	71.50'	090°00'00"	101.12'	N87°10'20"E
C77	22.95'	71.50'	018°23'20"	22.85'	S57°01'20"E
C78	89.36'	71.50'	071°36'40"	83.66'	N77°58'40"E
C79	31.42'	20.00'	090°00'00"	28.28'	S87°10'20"W
C80	39.95'	53.50'	042°47'05"	39.03'	N26°26'07"W
C81	31.42'	20.00'	090°00'00"	28.28'	N39°57'25"E
C82	64.79'	96.50'	038°28'09"	63.58'	S65°43'21"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C83	29.03'	53.50'	031°05'19"	28.67'	S69°24'46"W
C84	66.43'	446.50'	008°31'29"	66.37'	N80°41'41"E
C85	56.31'	378.50'	008°31'29"	56.26'	S80°41'41"W
C86	30.91'	378.50'	004°40'42"	30.90'	S78°46'18"W
C87	25.41'	378.50'	003°50'47"	25.40'	S83°02'02"W
C88	90.32'	57.50'	090°00'00"	81.32'	N39°57'25"E
C89	23.73'	20.00'	067°58'40"	22.36'	S28°56'45"W
C90	34.97'	96.50'	020°45'46"	34.78'	N52°33'13"E
C91	31.42'	20.00'	090°00'00"	28.28'	N02°49'40"W
C92	31.42'	20.00'	090°00'00"	28.28'	N87°10'20"E
C93	33.05'	271.50'	006°58'31"	33.03'	N51°18'56"W
C94	79.98'	328.50'	013°57'02"	79.79'	S47°49'40"E
C95	33.05'	271.50'	006°58'31"	33.03'	N44°20'24"W
C96	31.42'	20.00'	090°00'00"	28.28'	S02°49'40"E
C97	44.77'	28.50'	090°00'00"	40.31'	S87°10'20"W
C98	27.82'	228.50'	006°58'31"	27.80'	N44°20'24"W
C99	90.45'	371.50'	013°57'02"	90.23'	S47°49'40"E
C100	27.82'	228.50'	006°58'31"	27.80'	N51°18'56"W
C101	31.42'	20.00'	090°00'00"	28.28'	S87°10'20"W
C102	19.51'	228.50'	004°53'32"	19.50'	N45°22'54"W
C103	29.71'	20.00'	085°06'28"	27.05'	N00°22'54"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C104	44.77'	28.50'	090°00'00"	40.31'	N87°10'20"E
C105	44.77'	28.50'	090°00'00"	40.31'	S02°49'40"E
C106	32.87'	20.00'	094°10'03"	29.29'	S89°15'22"W
C107	54.04'	371.50'	008°20'06"	54.00'	S47°49'40"E
C108	32.87'	20.00'	094°10'03"	29.29'	N04°54'42"W
C109	31.42'	20.00'	090°00'00"	28.28'	N87°10'20"E
C110	31.42'	20.00'	090°00'00"	28.28'	S02°49'40"E
C111	29.71'	20.00'	085°06'28"	27.05'	S84°43'34"W
C112	19.51'	228.50'	004°53'32"	19.50'	N50°16'26"W
C113	39.95'	53.50'	042°47'05"	39.03'	N26°26'07"W
C114	22.78'	14.50'	090°00'00"	20.51'	N39°57'25"E
C115	62.71'	421.50'	008°31'29"	62.65'	S80°41'41"W
C116	34.39'	20.00'	098°31'29"	30.31'	S54°18'19"E
C117	72.06'	96.50'	042°47'05"	70.40'	N26°26'07"W
C118	31.42'	20.00'	090°00'00"	28.28'	S02°49'40"E
C119	21.91'	17.65'	071°07'22"	20.53'	N82°02'57"E
C120	15.71'	10.00'	090°00'00"	14.14'	S72°36'38"W
C121	22.33'	16.00'	079°57'19"	20.56'	N22°24'42"W
C122	48.76'	117.50'	023°46'28"	48.41'	S15°22'33"W

PLOT SCALE: 1:1 EDIT DATE: 11/30/15 - 12:58 PM EDITED BY: BEINGHAM DRAWING FILE: C:\2015\01840.D DRAWINGS\SURVEY\201501840.SV2015-11-30.FINAL PLAT.DWG

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

MARCH 10, 2016

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

2. Ballantrae Woods PUD 15-119FDP/FP **Cosgray Road Final Development Plan/Final Plat**

Proposal: The subdivision and development of 45 single-family lots and 90 detached condominium units as part of the Ballantrae Woods Planned Unit Development. The site is located east of Cosgray Road and north of the Conrail railroad tracks.

Request: Review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050 and request for review and recommendation of approval to City Council of a Final Plat under the provisions of the Subdivision Regulations.

Applicant: Schottenstein Homes; represented by Shawn Goodwin, American Structurepoint.

Planning Contact: Devayani Puranik, Planner II.

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

MOTION #1: Ms. Newell moved, Mr. Stidhem seconded, to approve the Text Modification to permit the additional window and dormer styles except the large 9-square window and dot-motif dormers. The development text will be modified to include additional architectural window and dormer options.

VOTE: 4 – 0.

RESULT: The Text Modification was approved.

RECORDED VOTES:

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

MOTION #2: Ms. Newell moved, Ms. Mitchell seconded, to approve the Final Development Plan because it complies with the final development plan criteria and the existing development standards, with six conditions:

- 1) That the applicant work with staff to modify elevation C-8 of the condominium units for consistency with the architectural theme and meet the requirement of building materials permitted by the approved development text;
- 2) That the applicant modify the side elevations for the condominium units to introduce additional design elements to avoid large blank surfaces and achieve four-sided architecture;
- 3) That the applicant enter into an infrastructure agreement with the City of Dublin to address the fee to be paid for off-site traffic impacts, prior to the recording of a plat for any portion of the site, to the satisfaction of the City Engineer;
- 4) That the applicant resolves discrepancies between the summary table, final plat, and development text for open space reserves and area numbers prior to City Council review for final plat;



Planning
 5800 Shier Rings Road
 Dublin, Ohio 43016-1236
 phone 614.410.4600
 fax 614.410.4747
www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

MARCH 10, 2016

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

2. Ballantrae Woods PUD **Cosgray Road**
15-119FDP/FP **Final Development Plan/Final Plat**

- 5) That the applicant work with staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner; and
- 6) That the applicant provides diversity matrix for condominium subarea.

*Scott McClintock, Kass Corporation, representing the applicant, agreed to the above conditions.

VOTE: 4 – 0.

RESULT: The Final Development Plan was approved.

RECORDED VOTES:

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

MOTION #3: Ms. Newell moved, Ms. Mitchell seconded, to recommend approval to City Council for this Final Plat application because it complies with the criteria and requests the following two conditions:

- 1) The applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal; and,
- 2) That the applicant revise the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved development text.

*Scott McClintock, Kass Corporation, representing the applicant, agreed to the above conditions.

VOTE: 4 – 0.

RESULT: A recommendation of approval will be forwarded to City Council.

RECORDED VOTES:

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

STAFF CERTIFICATION

Devayani Puranik

Devayani Puranik
 Planner II

Mr. Dugger said his contract expires in one week and they are currently trying to obtain an extension because he wants the full Commission to review this application. He said some issues were raised this evening that he does not know how to deal with on the spot. He said they are trying to reach the owner so an extension could be issued to address the issues appropriately.

The Chair asked if it is possible to pause this review, move onto other cases, and reopen this case later this evening. Mr. Hartmann said that was fine if the applicant did not have an objection. Mr. Dugger said he did not object to a postponement to later in the evening. The Chair indicated this situation has not occurred before. Mr. Dugger apologized to the residents in attendance for delaying the proceedings. The Chair said she wanted to be fair to the applicant.

Motion and Vote

Ms. Newell moved, Ms. De Rosa seconded, to postpone the case until after the next case is reviewed. The vote was as follows: Ms. Mitchell, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 4 – 0)

The Chair resumed the meeting for this case.

Mr. Dugger reported the applicant has some additional time to work on the issues raised this evening but would need to get on the next regularly scheduled Commission meeting. The Chair said she thought the Commission could make an exception.

Ms. Husak asked if the applicant would provide revised materials or if they will return with the same materials. Mr. Dugger said he did not know at this point and he probably would not have an answer until Monday. Ms. Husak said if the applicant is requesting to table the application that the 15-day rule would need to be waived.

Mr. Dugger said Staff has been wonderful and the applicant will do everything they can to provide them with materials in an expedient manner. The Chair stated it is a tough application. Mr. Dugger officially requested that this application be tabled.

Motion and Vote

Ms. Newell moved, Ms. De Rosa seconded, to table the Final Development Plan at the request of the applicant and waive the 15-day rule to return to the next scheduled Commission meeting. The vote was as follows: Mr. Stidhem, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Tabled 4 – 0)

**2. Ballantrae Woods PUD
15-119FDP/FP**

**Cosgray Road
Final Development Plan/Final Plat**

The Chair, Ms. Newell, said the following application is for a subdivision and development of 45 single-family lots and 90 detached condominium units as part of the Ballantrae Woods Planned Unit Development. She said the site is east of Cosgray Road and north of the Conrail railroad tracks. She said this is a request for review and approval of Minor Modifications to the Development Text and a Final Development Plan under the provisions of Zoning Code Section 153.050 and request for review and recommendation of approval to City Council of a Final Plat under the provisions of the Subdivision Regulations. She noted the Commission will be required to vote on these requests separately. She said the Commission is the final authority on Minor Modifications to the Development Text and the Final Development Plan; anyone intending to address the Commission will need to be sworn-in.

The Chair swore in anyone intending to address the Commission with regard to this case.

Devayani Puranik stated the Final Development Plan is the final step of the approval process. She reported the Rezoning was approved September 8, 2015, and Planning and Zoning Commission recommended approval to City Council July 9, 2015. She said the character of the area is rural residential with limited commercial activity and presented an aerial view of the site. She noted the northern sections have wooded areas and there are tree rows along the railroad tracks.

Ms. Puranik said the Final Development Plan layout and density is consistent with the Preliminary Development Plan with 45 single-family lots, 90 detached condominium units, and the open space is 18.2 acres with an overall density of 2.72 units per acre. She said no major updates have been made regarding the site layout.

Ms. Puranik said the site is immediately west of Churchman Road with three access points, two of which will align with streets to the east. She said the private drives provide access to the condominium units and public roads will serve the single-family lots. She said the best buffer is 100 feet from the CXS railroad tracks with mounds and landscaping to the height of $\pm 6 - 8$ feet continuously from north to south. She said the buildings will be 25 feet from the property line and will be buffered by landscaping along the southern property line. She said the open space is mainly along the buffer setback with a half-acre of open space within the condominium development. She said connectivity is continuous throughout this site with sidewalks and shared-use paths.

Ms. Puranik said the proposed architecture for the condominiums has eight different elevations, seven of which were part of the Preliminary Development Plan. She explained it is a cottage theme that includes high pitched roofs, dormers, and detailed window trim. She said all units are required to have four-sided architecture and permit the same primary building materials as the single-family residential units. She said design elements include a door that is at least 17 square feet in area, windows with minimum requirements for trim, chimneys, decorative gable vents, porches, or other appropriate design features for the approved architecture. She noted the applicant has added an eighth elevation that has a prominent wall of glass not consistent with the architectural theme and Development Text. She said Staff has recommended that this elevation be modified to better integrate with the required architectural theme. She added Staff is concerned that the architectural detailing on some side elevations is lacking. She explained that while the units will be 12 feet apart, there are large blank walls shown on the submitted elevations.

Victoria Newell asked which elevation was added. Ms. Puranik pointed out the elevation and presented the conceptual architecture proposed. Ms. Puranik explained because the applicant is introducing this elevation, they are also proposing additional design elements to include in the Development Text. She presented all the elements in addition to what has been previously approved. She presented the architectural drawings and noted the two new design elements proposed that they are proposing and to add the descriptions to the Development Text. She noted currently the text requires single-hung windows with a grid pattern of either 4/4, 6/6, or 9/9; they are requesting the modification for a fixed window pane with a minimum of 2 grids creating a minimum of 3 faux lights. She said the additional dormer styles include one windowed dormer and two dormers with dot motifs (one roof dormer and one porch dormer). She reported Staff is concerned that the large window addition and the two closed dormers do not successfully integrate into the architectural theme of "Carpenter Gothic". She said the other proposed window modification provides consistency between approved design elements and the Development Text while providing flexibility for additional design elements for windows and allows the residential units to have natural light in smaller areas of the home. She said Staff supports the minor text modification to permit the additional window and dormer styles except the large 9-square window and dot-motif dormers.

Ms. Puranik said Staff recommends approval of a Final Development Plan with five conditions:

- 1) That the applicant work with Staff to modify elevation C-8 of the condominium units for consistency with the architectural theme and meet the requirement of building materials permitted by the approved Development Text;
- 2) That the applicant modify the side elevations for the condominium units to introduce additional design elements to avoid large blank surfaces and achieve four-sided architecture;
- 3) That the applicant enter into an infrastructure agreement with the City of Dublin to address the fee to be paid for off-site traffic impacts, prior to the Recommendation of the Final Development Plan recording of a plat for any portion of the site, to the satisfaction of the City Engineer;
- 4) That the applicant resolves discrepancies between the Summary Table, Final Plat, and Development Text for open space reserves and area numbers prior to City Council review for Final Plat; and
- 5) That the applicant work with Staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner.

Ms. Puranik presented the Final Plat that shows all the required setbacks, right-of-ways, and lots, but said the applicant needs to show continuous building lines and include "Reserve R" that was part of the Preliminary Development Plan that includes the preservation of landmark trees.

Ms. Puranik said approval is recommended for a Final Plat with two conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal; and
- 2) That the applicant revises the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved Development Text.

Ms. Newell asked if vinyl windows were in the original Development Text to which Ms. Puranik confirmed.

The Chair invited the applicant to approach the Commission.

Scott McClintock, Kass Corporation, 6210 Taylor Road SW, Pataskala, Ohio 43062, said many of the items have been addressed. He said each of the conditions on the Final Development Plan and Final Plat can be addressed. He said he believes there are some solutions to the large bank of windows on the Hanover elevation. He said an agreement has been created in principle with Engineering and Development; just the paperwork is needed for final process. He concluded he has no issues with the conditions.

Ms. Newell asked why the additional style elevation was proposed. Mr. McClintock said there were footprint items this design worked better for, bringing an entertainment type room to the front and opening a central area allows for a patio space to be centrally located. He explained each of the other layouts have the patio space utilizing the back of the structure.

Ms. Newell asked if there was a specific location for each of the design styles planned for the site to provide a variety. Mr. McClintock said that would be driven by sales. He said the overall plan contains a footprint each of the buildings will fit into.

Cathy De Rosa asked for clarification on the second condition on the Plat about Reserve R for the landmark tree.

Ms. Puranik presented the Site Plan and noted the two landmark trees that are part of the reserve, which was not reflected on the Plat.

Steve Stidhem confirmed there were three new window types proposed that Staff did not want added to the Development Text. Ms. Puranik explained the windows now become a primary material and that was not listed in the Preliminary Development Plan and do not match the size and style of others.

The Chair invited the public to speak with regards to this case. [Hearing none.] She opened the meeting up to discussion for the Commissioners.

Ms. Newell said she agreed with Staff in regards to the ninth elevation as it stands out differently from the others. She said that elevation is missing the arched windows typical for this style but overall she likes the design of the structures. She reiterated that architectural elements that appear so well in drawings need to be brought to the reality of the final built product. She said she was fine with the minor development text change.

Mr. Stidhem said he liked the layout and design. He asked what the square footage was for each of the units.

David Parsley, Vice President of Sales, said all three units range between 1,900 – 2,100 square feet without the optional second floor. He said the applicant will not allow the same units to be built next to each other.

Ms. Newell requested that be made a condition. Deborah Mitchell suggested it be written in the design matrix requirements. Ms. Newell emphasized it should be written in some fashion beyond what is in the text currently.

Ms. Puranik said a diversity matrix was submitted with the application at one point and Staff will request it again.

Ms. Mitchell said her main concern was the variability; she liked the architecture. She said if the reality looks like the renderings, the development will look great.

Mr. Parsley clarified there are four different units so a full matrix could not be used but would ensure the same elevation would not be built side-by-side.

Ms. Newell said she did not want to see a unit used throughout, heavy handed because it was popular. Claudia Husak said a matrix could be worked out. Ms. Puranik said she added the sixth condition.

The Chair asked the applicant if they were in agreement with all six conditions for the Final Development Plan. Mr. McClintock answered he accepted each of the conditions and wanted to make sure the sixth one was to be worked out with Staff and a full matrix was not expected.

Ms. De Rosa concluded she loved the way the plan looks; specifically the green space and flow.

Motion and Vote

Ms. Newell moved, Mr. Stidhem seconded, to approve the Minor Text Modification. The vote was as follows: Ms. Mitchell, yes; Ms. De Rosa, yes; Mr. Stidhem, yes; and Ms. Newell, yes. (Approved 4 – 0)

Motion and Vote

Ms. Newell moved, Ms. Mitchell seconded, to approve the Final Development Plan with six conditions as presented:

- 1) That the applicant work with Staff to modify elevation C-8 of the condominium units for consistency with the architectural theme and meet the requirement of building materials permitted by the approved Development Text;
- 2) That the applicant modify the side elevations for the condominium units to introduce additional design elements to avoid large blank surfaces and achieve four-sided architecture;
- 3) That the applicant enter into an infrastructure agreement with the City of Dublin to address the fee to be paid for off-site traffic impacts, prior to the Recommendation of the Final Development Plan recording of a plat for any portion of the site, to the satisfaction of the City Engineer;
- 4) That the applicant resolves discrepancies between the Summary Table, Final Plat, and Development Text for open space reserves and area numbers prior to City Council review for Final Plat;
- 5) That the applicant work with Staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner; and
- 6) That the applicant provides a diversity matrix for the condominium subarea.

The vote was as follows: Mr. Stidhem, yes; Ms. De Rosa, yes; Ms. Mitchell, yes; and Ms. Newell, yes. (Approved 4 – 0)

Motion and Vote

Ms. Newell moved, Ms. Mitchell seconded, to recommend approval to City Council for a Final Plat with two conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal; and
- 2) That the applicant revises the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved Development Text.

Mr. McClintock agreed to the two conditions.

The vote was as follows: Ms. De Rosa, yes; Mr. Stidhem, yes; Ms. Mitchell, and Ms. Newell, yes. (Approved 4 – 0)

**3. Deer Run, Subarea A 5000 Deer Run Drive
15-120FDP/PP/FP Final Development Plan/Preliminary and Final Plat**

This application was postponed prior to the meeting at the request of the applicant.

**4. NE Quad PUD, Subarea 2, Wyandotte Woods, Section 9 (Lots 203-216, Lots 236 and 237, and Lots 250-257) and Section 10 (Lots 217-235, and Lots 238-249)
15-108FDP/FP Wyandotte Woods Boulevard
Final Development Plan/Final Plat**

The Chair, Ms. Newell, said the following application is for the subdivision and development of 55 single-family lots as part of the Wyandotte Woods neighborhood in Subarea 2 of the NE Quad Planned Unit Development. She said the site is north of the eastern portion of Wyandotte Woods Boulevard, south and



Planning

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600

fax 614.410.4747

www.dublinohiousa.gov

City of Dublin Planning and Zoning Commission

Planning Report

Thursday, March 10, 2016

Ballantrae Woods PUD

Case Summary

Agenda Item	2
Case Number	15-119FDP/FP
Proposal	Development and plat of 45 single-family housings units and 90 detached condominium units and all associated site improvements for an approximately 49.5 acre site.
Request	Review and approval of a <u>final development plan</u> under the provisions of Code Section 153.050. Review and recommendation of approval to City Council for a <u>final plat</u> under the provisions of the Chapter 152, Subdivision Regulations.
Site Location	East of Cosgray Road and north of the Conrail railroad tracks within the Ballantrae Woods Planned Unit Development District.
Owner	Schottenstein Homes
Applicant	Shawn Goodwin, American Structure Point
Case Manager	Devayani Puranik, Planner II (614) 410-4662 dpuranik@dublin.oh.us
Planning Recommendation	<u>Approval of a Text Modification</u> Planning supports the minor text modification to permit the additional window and dormer styles except the large 9-square window and dot-motif dormers. The development text will be modified to include additional architectural window and dormer options. <u>Approval of Final Development Plan with 5 Conditions</u> Planning recommends approval of the proposal because it complies with the final development plan criteria and the existing development standards with five conditions. 1) That the applicant work with staff to modify elevation C-8 of the condominium units for consistency with the architectural theme and meet

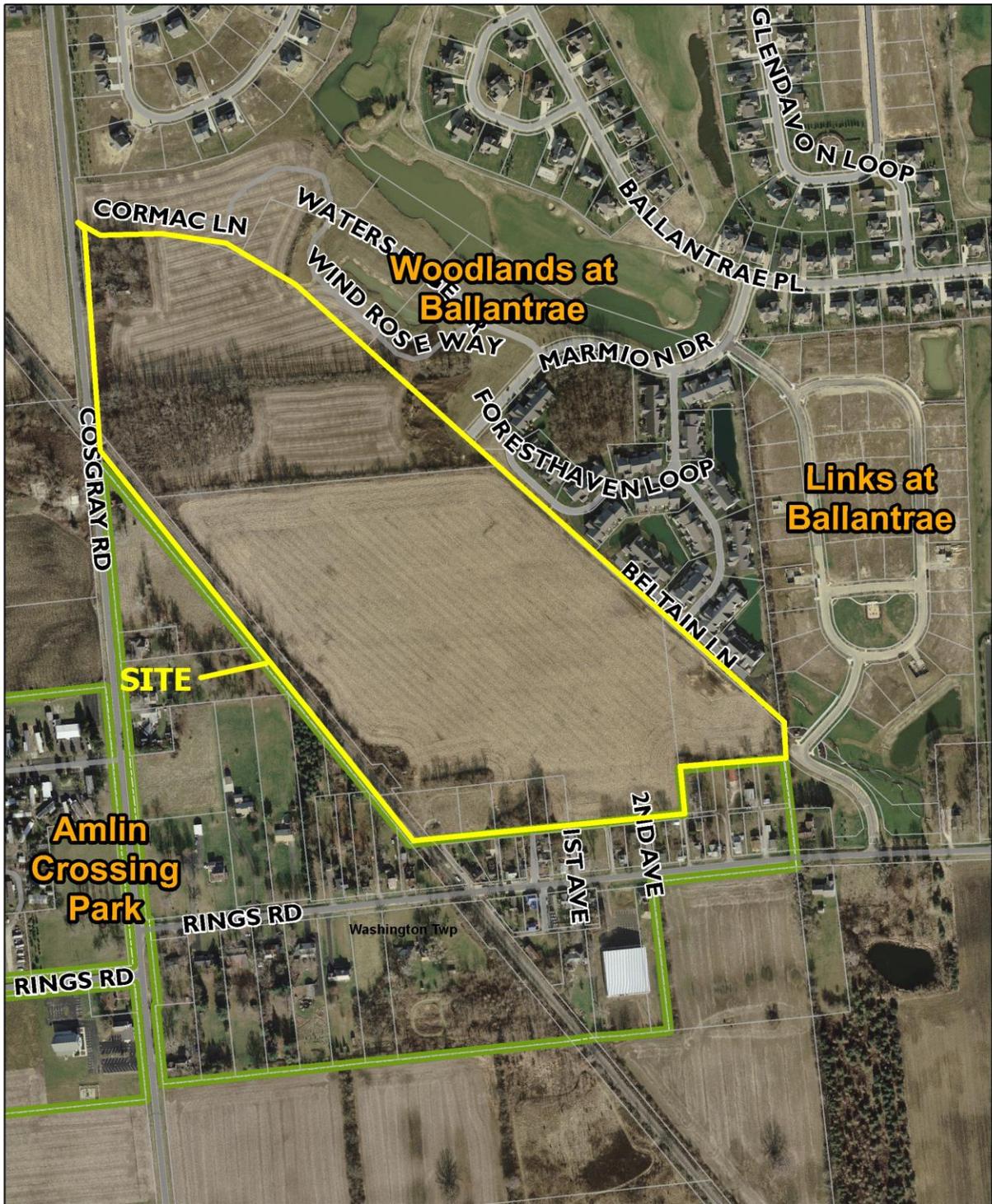
the requirement of building materials permitted by the approved development text;

- 2) That the applicant modify the side elevations for the condominium units to introduce additional design elements to avoid large blank surfaces and achieve four-sided architecture;
- 3) That the applicant enter into an infrastructure agreement with the City of Dublin to address the fee to be paid for off-site traffic impacts, prior to the recording of a plat for any portion of the site, to the satisfaction of the City Engineer;
- 4) That the applicant resolves discrepancies between the summary table, final plat, and development text for open space reserves and area numbers prior to City Council review for final plat; and,
- 5) That the applicant work with staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner.

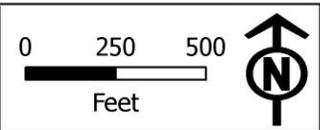
Approval of Final Plat with two Conditions

Planning recommends approval of the plat because it complies with the criteria and requests the following two conditions:

- 1) The applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal; and,
- 2) That the applicant revise the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved development text.



15-119FDP/FP
Final Development Plan/ Final Plat
Ballantrae Woods PUD
Cosgray Road



Facts	
Site Area	49.6-acre site
Zoning	PUD, Planned Unit Development District (Ballantrae Woods)
Surrounding Zoning and Uses	<p>North: PLR, Planned Low Density Residential District, Woodlands at Ballantrae; Attached condos</p> <p>South: Washington Township Zoning; Village of Amlin</p> <p>East: PUD, Planned Unit Development District, Links at Ballantrae; Single family homes</p> <p>West: R, Rural District; Railroad tracks and farmland</p>
Site Features	<ul style="list-style-type: none"> • The site is vacant and is currently farmed. • The site includes a large mature tree cluster in the northern portion. There are also mature trees along the west property line and the railroad tracks. Landmark sized trees are also present on the property. • Parcels to the west and south are currently in Amlin, Washington Township. The character of the area is village residential with limited commercial uses along Rings Road. • CSX railroad tracks run along the west property line. These tracks are currently active.
Site History	<p>On September 8, 2015, City Council approved proposed rezoning and preliminary plat. On July 9, 2015 the Planning and Zoning Commission recommended approval to City Council to rezone the site from R, Rural District, and PUD, Planned Unit Development District, to a PUD, Planned Unit Development District for the Ballantrae Woods development which included the approval of Preliminary Development Plan and Preliminary Plat for 45 fee-simple lots, 90 detached condominiums, 18-acres of open space and associated site improvements.</p>

Details and Analysis		Minor Text Modification
Proposal	Code Section 153.053(E)(2)(b)4 b permits the Commission to approve a modification to the development text and Zoning Code if they determine all appropriate provisions are satisfied.	
Request	<p>The applicant has provided eight additional design elements, 3 dormer types and 5 window styles. These design elements will require a development text modification to be included in the text.</p> <p>The approved text requires that window styles must be single-hung with a grid pattern of either 4/4, 6/6 or 9/9. The applicant would like to expand this option to include a fixed window pane with a minimum of 2 grids creating a minimum of 3 faux lights.</p> <p>The additional dormer styles include one windowed dormer and two dormers with dot motifs (one roof dormer and one porch dormer).</p> <p>Planning is concerned that the large window addition and the two closed dormers</p>	

Details and Analysis		Minor Text Modification
	<p>do not successfully integrate into the architectural theme of "Carpenter Gothic".</p> <p>The other proposed window modification provides consistency between approved design elements and the development text while providing flexibility for additional design elements for windows, and allows the residential units to have natural light in smaller areas of the home.</p>	

Recommendation		Minor Text Modification
Approval with conditions	<p>Planning supports the minor text modification to permit the additional window and dormer styles except the large 9-square window and dot-motif dormers. The development text will be modified to include additional architectural window and dormer options with the exceptions shown outlined in red.</p> <div style="display: flex; justify-content: space-around; align-items: center;">  </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;">  </div>	

Details		Final Development Plan
Process	<p>The final development plan should conform with and provides a detailed refinement of the approved preliminary development plan. The final development plan includes all of the final details of the proposed development and is the final stage of the PUD process.</p>	
Proposal	<p>This is a proposal for a residential development on a 49.6-acre site to include 45 single-family housings units and 90 detached condominium units.</p>	
Layout	<p>The proposal includes total 135 residential units. The 45 units in the north section are single family fee simple ownership and the remainder are 90 detached condominium units.</p> <p>Approximately 18.2 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.</p>	

Details	Final Development Plan
	<p>Access is provided by a private and public roadway system that has three access points off Churchman Road. The site has 18.2 acres of open space and stormwater management for the site is provided by a wet retention basin located in the south corner of the site.</p>
Density	<p>The site is proposing a total of 135 dwelling units on a 49.6 acre site which has a density of 2.72 dwelling units. This density is consistent with the development text.</p>
Setbacks and Buffering	<p>The text requires a 100-foot buffer 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.</p> <p>A 100-foot setback is required along Churchman Road. Lots 1 and 3 are shown at a 45-foot setback as noted in the development text.</p> <p>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.</p> <p>For single family homes, 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.</p> <p>For condominium units, 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.</p> <p>All development standards meet the development text as shown in the plans.</p>
Traffic and Access	<p>The site is immediately west of Churchman Road. Ballantrae Woods will have three access points along Churchman Road, two of which will align with streets to the east. The private drives provide access to the condominium units and public roads will serve the single-family lots. These roadway systems will converge at the intersection of Ballantrae Woods Drive and Inchcape Lane and the transition of unit types and street system will be indicated by an entrance sign to the condominium units stating "The Cottages At Ballantrae Woods". The street signs also differ in character and color to identify public road and private streets.</p> <p>The applicant has completed a traffic impact study that modeled the anticipated traffic generated by this development and analyzed that impact to the transportation network. This study was reviewed by both the City of Dublin and the Franklin County Engineer. To adequately mitigate the impacts to offsite intersections the applicant will be required to enter into an infrastructure agreement with the City of Dublin. The applicant will be making a monetary donation to future infrastructure project by means of this agreement. This agreement shall be completed and executed prior to the recording of a plat for any</p>

Details	Final Development Plan
	portion of this site.
Parking	<p>All of the units in both phases of the development will have attached garages and driveways that will provide on-site parking for the residents.</p> <p>In addition to garage parking, there are additional parallel parking areas to supplement the on-site parking and provide a total of 26 additional parking spaces. These areas are evenly distributed throughout the site without resulting in an abundance of pavement areas.</p>
Connectivity	<p>All internal streets and drives have sidewalks that provide safe pedestrian movement throughout the site. Sidewalks will be provided on both sides of the street in the single-family residential units and on one side of the private drive in the condominium units. The site, as a whole, will have connectivity to adjacent properties through an eight-and-a-half foot shared-use path that runs along the west buffer providing connectivity to south to Franklin County right-of-way to the south connecting to Amlin. The shared-use path also connects to a five-foot concrete sidewalk that continues north along Cosgray Road and east along Churchman Road. This multi-use path successfully connects the condominium units to the single-family units, as well connects to adjacent public road ways. The path also extends into a Tree Preservation Zone. The applicant should work with staff to locate the path in a location that is least impactful to the vegetation.</p>
Architecture	<p>The architecture is reminiscent of traditional architectural styles from the turn of the century and includes small setbacks and front porches that emphasis neighborhood interaction and walkability.</p> <p>The single-family residential units contain a total of three primary elevations with varying front facades including choices of building materials, designed elements, and two or three car garages. The text requires four-sided architecture and the primary building materials are horizontal fibrous cement siding, horizontal lap siding, board and batten siding, and cultural stone. Covered porches and stoops are required on all houses and all porches are required columns with minimum size requirements. Elevations for the single family homes will be reviewed for adherence to the development text with the building permit.</p> <p>The condominium units have a total of eight perspective elevations that have a cottage theme and include high pitched roofs, dormers, and detailed window trim. All units are required four-sided architecture and permit the same primary building materials as the single-family residential units. Design elements include a door that is at least 17 square feet in area, windows with minimum requirements for trim, chimneys, decorative gable vents, porches, or other appropriate design features for the approved architecture. The color palette is 2015 James Hardie Artic White or colors approved by staff.</p> <p>Patios are permitted and can be a maximum width not to exceed the width of the house and extend 15 feet from the rear of the house. Screening of the patio is</p>

Details

Final Development Plan

permitted to be six feet in height with a white wood fence. Decks are not permitted.

The applicant has added an eighth elevation that has a prominent wall of glass not consistent with architectural theme and development text. Planning is recommending that this elevation be modified to be better integrate with the required architectural theme.



Staff is concerned that the architectural detailing on some side elevation is lacking. While the units will be 12 feet apart, there are large blank surfaces shown on the submitted elevations. The applicant should work with staff to introduce additional design elements to break the monotony for four sided architecture requirement.

Signs and Entry Features

The site has a stone monolith entry feature that states "The Cottages at Ballantrae Woods" which is proposed at two locations for the condominium development. The primary identification sign will be located at the southern entrance of the development, along Churchman Road. The second identification sign will be located along an internal drive, Ballantrae Woods Drive, which separates the single family homes from the condominium units. The site will also include limestone monoliths in two additional areas of the site. There are two limestone monoliths that are designed as architectural features and do not include text and are located along the two access points along Churchman Road in the single-family, residential portion of the neighborhood.

Landscaping/Tree Preservation/Open Space

This proposal will preserve about approximately eighty percent of the trees, including 17 landmark trees. Reserve A will preserve an acre of trees at the corner of Churchman and Cosgray Roads. A larger 3-acre section of woods will be preserved in Reserve B adjacent to the single family homes. A new path through these woods will connect all users within this subdivision to this amenity. The total number of inches to be removed and replaced is 1,485. The applicant is replacing all of the protected trees on the site on an inch-for-inch basis in compliance with Code. Many replacement trees will be used to reinforce the buffer for both the single family and condominium homes sites adjacent to the railroad tracks. These trees will be planted on a new 6-8 foot tall mound.

Details	Final Development Plan
	<p>Two significant landmark trees, a 56-inch Silver Maple and a 62-inch Red Oak, will be preserved within the condominium portion adjacent to Amlin as per the preliminary development plan (Reserve R).</p> <p>The summary table on cover sheet of the submission and final plat have discrepancies for reserves and open space area numbers. The applicant should comply with the development text requirements of open space reserves and ownership details and should revise the table prior to City Council review for final plat.</p>
Stormwater Management	<p>Stormwater management is provided by a single retention basin located in the east corner of the site and the installation of adequate storm sewer and storm structures. This is the lowest grade of the site and is appropriate for the location of the basin. A master stormwater report has been submitted that demonstrates compliance with the stormwater code.</p> <p>The stormwater basin is located within a reserve that will be owned and maintained by the City of Dublin.</p>
Utilities, Lighting and Grading	<p>Water – Access to public water for domestic and fire protection service is provided by the construction of new public and private water mains and hydrants that will connect to the water main constructed with Churchman Road Section 1. The water system provided to the condominium section of the project is a private system that will be master metered.</p> <p>Sanitary Sewer – Sanitary sewer will be provided by the construction of new sanitary sewer main, services and structures. This will connect into an existing sanitary sewer main located on the south side of Churchman Road.</p> <p>Grading – Appropriate grading is proposed such that overland flow of stormwater can occur.</p>

Analysis	Final Development Plan
Process	<p>Section 153.050 of the Zoning Code identifies criteria for the review and approval for an amended final development plan. Following is an analysis by Planning based on those criteria.</p>
<p>1) Consistency with the approved preliminary development plan.</p> <p>Conditions 1</p>	<p>Criterion met with condition. The final development plan meets all requirements of the approved preliminary development plan with the exception of the most recent elevation, eight elevation (C-8 in architectural renderings), of the condominium units. The unit primary contains a “glass wall” that when applied to this unit uses glass as a primary building material. The text allows horizontal fibrous cement siding, horizontal lap siding, board and batten siding and cultural stone as primary building materials. The text does not permit glass a permitted building material therefore the applicant should work with staff to modify the</p>

Analysis	Final Development Plan
and 2	<p>elevation for consistency with the “Carpenter Gothic” architectural theme.</p> <p>The applicant should also modify the side elevation for condominium units to introduce design elements to break the large blank surfaces.</p>
<p>2) Traffic and pedestrian safety</p> <p>Condition 3</p>	<p>Criterion met with condition. To adequately mitigate the impacts to offsite intersections the applicant will be required to enter into an infrastructure agreement with the City of Dublin. The applicant will be making a monetary donation to future infrastructure project by means of this agreement. This agreement shall be completed and executed prior to the recording of a plat for any portion of this site.</p>
<p>3) Adequate public services and open space</p> <p>Condition 4</p>	<p>Criterion met. The applicant is dedicating 18.2 acres of open space that is located amongst ten reserves. The open space is dedicated for a variety of purposes including open space along roadways, the railroad tracks, entry features, buffers, and accommodating the condominium units. The reserves will be owned and maintained by a variety of entities including ownership between either the City of Dublin, Home Owners Association, or the Condominium Association. The maintenance will be the responsibility of either the Master Owners Association or the City of Dublin. There is a central open space area located within the condominium units that provide recreational space for the residence. This open space includes benches and a pavilion to encourage social gathering and activity.</p> <p>The discrepancies between the summary table, final plat, and development text for open space reserves and area numbers should be resolved prior to City Council review for final plat.</p>
<p>4) Protection of natural features and resources</p> <p>Condition 5</p>	<p>Criterion met with condition. The applicant has designed the site to preserve significant areas of vegetation and important natural features such as landmark trees. The applicant has created several areas that are determined as “Tree Preservation Zone” that will enhance the protection of these trees and minimize any impacts to them. There are areas of conflict between the Tree Protection Zone and amenities including the multi-use path and sanitary lines along the railroad tracks.</p> <p>To minimize the impacts of these conflict areas, the applicant should work with staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner.</p>
<p>5) Adequacy of lighting</p>	<p>Criterion met. The applicant is proposing street oriented light poles in the condominium units.</p>

Analysis	Final Development Plan
6) Signs consistent with preliminary development plan	Criterion met. All development signs and landscape features are consistent with the Preliminary Development Plan and the existing features found throughout the Ballantrae development. The signs and landscape features are all limestone monoliths and include two signs that identify the condominium units and two landscape features that are prominent along the roadways.
7) Appropriate landscaping to enhance, buffer, & soften the building and site	Criterion met. The applicant has proposed landscape buffers and setback requirements to orient development to the interior of the site and provide landscape buffers along the perimeters of the site. These landscape buffers are important not only to soften the visibility into the site, but also to buffer the residents from adjacent conditions including the existing railroad tracks. Based on the importance of these buffers, Planning is requesting that the proposed landscaping be implemented in the early stages of the development.
8) Compliant Stormwater management	Criterion met. The stormwater management plan has been reviewed by Engineering and has been found to be in compliant with necessary requirements.
9) All phases comply with the previous criteria.	Criterion met. The final development plan has a phasing plan that indicates a total of three phases of the subdivision. Phase one is the single-family residential units and the northern phase of the condominium units. Phase two is the southern portion of the condominium units and phase three is the eastern portion of the condominium units.
10) Compliance with other laws & regulations.	Criterion met. The final development plan meets all other laws and regulations including local fire code provisions, state requirements for the American Disability Act and all other pertinent requirements.

Recommendation	Final Development Plan
Approval	In Planning's analysis, the proposal complies with the final development plan criteria and the existing development standards. Planning recommends approval of this request with four conditions.
Conditions	<ol style="list-style-type: none"> 1) That the applicant work with staff to modify elevation C-8 of the condominium units for consistency with the architectural theme and meet the requirement of building materials permitted by the approved development text; 2) That the applicant modify the side elevations for the condominium units to introduce additional design elements to avoid large blank surfaces and achieve four-sided architecture; 3) That the applicant enter into an infrastructure agreement with the City of Dublin to address the fee to be paid for off-site traffic impacts, prior to the

Recommendation	Final Development Plan
	<p>recording of a plat for any portion of the site, to the satisfaction of the City Engineer;</p> <p>4) That the applicant resolves discrepancies between the summary table, final plat, and development text for open space reserves and area numbers prior to City Council review for final plat; and,</p> <p>5) That the applicant work with staff in all areas that require disturbances in the reserve areas to locate the amenities in the least impactful manner.</p>

Details	Final Plat
Process	<p>The purpose of the final plat is to assure conformance with the requirements set forth in Sections 152.085 through 152.095 of the Code, exclusive of other standards in the Code.</p>
Plat Overview	<p>The proposed final plat subdivides 49.5 acres of land into 45 single-family lots and 22.49 acres of open space. The purpose of the plat is to dedicate the public roadway system, the single-family residential lots, and the reserve areas.</p>
Open Space	<p>The plats contains a total of ten reserves that have been labeled A through F and L, P, and Q. The reserves include opens space along the roadways, railroad tracks, common space for entry features and reserves associated with the condominium units. The is also a large central green space that is located in the condominium section that is centrally located to create an accommodating space for social activity and gatherings. The space will include park benches and a pavilion as part of its features for residents.</p> <p>The “reserve r” for land mark tree protection is not shown on final plat. This area needs to be shown on the plat with corrections for area numbers on the summary table.</p>
Streets	<p>The street system is a combination of public roads and private drives. The public road is contained within the single-family residential units. It has two points of contact on Cosgray Road and is a single road that curves around a large Tree Protection Zone. A private drive system is located within the condominium units and consists of six internal drives that provide to the units. The public drive will be dedicated as part of the platting process, as well as the reserves.</p>

Analysis	Final Plat
Process	<p>Following a recommendation by the Commission, the final plat will be forwarded to City Council for final action. The plat can be recorded after City Council approval. After approval the applicant can proceed with the building permit process.</p>

Analysis	Final Plat
1) Plat Information and Construction Requirements Condition 1	<p>Criterion met. The plat lists all required development standards for single family and condominium units as well as open spaces. A continuous building line should be shown for building setback at 20-feet as required by development text.</p>
2) Street, Sidewalk, and Bikepath Standards	<p>Criterion met. The plat has street design, sidewalk and bikepath connections that meet the standard of the City of Dublin and the Washington Township Fire Department.</p>
3) Utilities	<p>Criterion met. The site has access to public water and sewer services and will provide adequate utility service for the residential community.</p>
4) Open Space Requirements Condition 2	<p>Criterion met. The applicant is dedicating 18.2 acres of open space that is located amongst ten reserves. The open space is dedicated for a variety of purposes including open space along roadways, the railroad tracks, entry features, buffers, and accommodating the condominium units. The reserves will be owned and maintained by a variety of entities including ownership between either the City of Dublin, Homeowners Association, or the Condominium Association. The maintenance will be the responsibility of either the Master Owners Association or the City of Dublin.</p> <p>The "reserve r" for land mark tree protection is not shown on final plat. This area needs to be shown on the plat with corrections for area numbers on the summary table.</p>

Recommendation	Final Plat
Summary	<p>This proposal complies with the final plat review criteria and approval of this request is recommended with one condition.</p>
Conditions	<ol style="list-style-type: none"> 1) That the applicant ensure that any minor technical adjustments to the plat, are made prior to City Council submittal. 2) That the applicant revises the plat and summary table to include "Reserve R" for landmark tree protection and reserve area numbers and ownership details per approved development text.

FINAL DEVELOPMENT PLAN REVIEW CRITERIA

Review Criteria

In accordance with Section 153.055(B) Plan Approval Criteria, the Code sets out the following criteria of approval for a final development plan:

- 1) The plan conforms in all pertinent respects to the approved preliminary development plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4);
- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;
- 3) The development has adequate public services and open spaces;
- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code;
- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;
- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;
- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;
- 8) Adequate provision is made for storm drainage within and through the site feeding into regional stormwater basin which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters;
- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage; and
- 10) The Commission believes the project to be in compliance with all other local, state, and federal laws and regulations.

FINAL PLAT REVIEW CRITERIA

The Zoning Code does not contain specific criteria to guide the review of plats. Planning bases the evaluation on the conformance of the plat with the requirements set forth in Chapter 152: *Subdivision Regulations* of the Code, which are summarized below:

- The proposed final plat document includes all the required technical information.
- Construction will be bonded and completed in an appropriate time frame, inspections will be conducted by the City in accordance with Engineering standards for improvements, and maintenance will be completed as necessary.
- The proposed lots, street widths, grades, curvatures, intersections, and signs comply with the standards set forth in these Code sections.
- The proposal includes provisions for water, storm drainage, sanitary sewer, electric, telephone, and cable supplies in accordance with approved standards.
- The proposed development complies with the open space and recreation facility requirements or payment into the Parkland Acquisition Fund is made in lieu of dedication.

In addition, the Planning and Zoning Commission is to determine that the final layout and details of the final plat comply with the approved preliminary plat. The Commission is to consider several factors in making its recommendation:

- 1) The final plat conforms with the approved preliminary plat;
- 2) The plat conforms to the adopted Thoroughfare Plan and meets all applicable parkland dedication and open space requirements; and
- 3) The final plat conforms to the subdivision and zoning regulations, municipal stormwater regulations, and other applicable requirements.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

September 8, 2015

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Held

Staff is requesting adoption by emergency action to ensure that the TIF is in place, and all the appropriate information is filed with the state and the county so that the public improvements, such as the roadways, can be funded through the service payments.

Mr. Reiner moved for passage by emergency.

Ms. Salay seconded the motion.

Vote on the motion: Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mayor Keenan, yes; Mr. Peterson, yes.

Vote on the Ordinance: Vice Mayor Gerber, yes; Mr. Lecklider, yes; Mr. Reiner, yes; Ms. Chinnici-Zuercher, yes; Mayor Keenan, yes; Ms. Salay, yes; Mr. Peterson, yes.

SECOND READING/PUBLIC HEARING – ORDINANCES

Ordinance 50-15

Rezoning of Approximately 49.6 Acres from R, Rural District and PLR, Planned Low Density Residential District (Ballantrae Subarea S) to PUD, Planned Unit Development District for the Potential Development of the Site with up to 45 Fee Simple Single-family Lots and 90 Detached Condominium Units with Approximately 18 Acres of Open Space on the East side of Cosgray Road and the CSX Railroad Tracks, North of Rings Road, and West of Future Churchman Road under the Provisions of Zoning Code Section 153.050 and a Preliminary Plat for 45 Fee Simple Single-family Lots, Rights-of-way, Condominium and Private Drive Reserves, and Open Space in Accordance with Chapter 152, the Subdivision Regulations (Case #15-004Z/PDP/PP).

• Preliminary Plat

Ms. Puranik stated that, as discussed at the first reading, the applicant has updated the development text to require three-foot service walks to connect garages to the front porch. The applicant is present and will address the homeowner association maintenance cost issue, in response to questions at the first reading.

Paul Coppel, co-owner of Schottenstein Homes, 140 Mill Street – Suite A, Gahanna, stated that with him tonight is partner and co-owner, Steve Schottenstein; George Acock, architect; Linda Menerey, who will present the land plan; and Scott McClintock, project engineer.

- They first met with staff 21 months ago. They have also met with the Ballantrae Homeowners Association (HOA), and the plan they now have reflects their input. They had the HOA's consistent support for the Planning and Zoning Commission (PZC) review and tonight, as well.
- He clarified that Schottenstein Homes is a separate entity from M/I Homes. This will be their first project in the City of Dublin. Currently, they have two projects underway in Hilliard, one in Jerome Township, and one in Delaware County.

Linda Menerey, EMH&T, 5500 New Albany Road, New Albany provided a brief overview.

- The plan is for just under 50 acres for 135 units with a density of 2.7 units/acre, which is less density than the Community Plan recommends. There are 45 single-family homes and 90 condominium detached homes with great

RECORD OF PROCEEDINGS

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Mr. Coppel stated that when they met with the neighbors, one of their major concerns identified was the setback from Churchman Road. The applicant has therefore created a spacious setback in that location. There has been a lot of discussion about the railroad. The setback in that location is 100 feet, and a great effort will be made to make the railroad "disappear," with six-foot mounding that will be planted heavily with deciduous and evergreen trees. A wooded area will be preserved, which the City will own. Originally, the landscape plan included a wall, but that was not preferred. It was eliminated, and all plant materials will be used for the buffer. Much time was spent with the Planning Commission on the architecture plan, and the text now includes a significant amount of detail, more than is typically seen. Mr. Acock will describe the architecture.

George Acock, Acock Associates Architects, 383 N. Front Street, Columbus stated the goal with this project was to create a great community with attractive, inexpensive houses. They wanted to create the feel of a village. The intent was to find a new way of re-creating a poor man's Gothic architecture -- "carpenter Gothic." Every house has a basic form/shape that is comfortable -- a very human scale shape. There will be a stone base for these houses, because when Dublin was first built, most of the buildings were built from stone. One issue encountered was how to accommodate a garage door with that style of architecture, so they have tried to reduce the scale of the door through architectural detailing.

Mr. Reiner inquired what construction material will be on the sides and the back of the houses.

Mr. Acock responded that hardiplank will be used for the four-sided architecture.

Mr. Coppel stated that on the cottages, board and batten hardiplank will be on all four sides. That material requires less maintenance. There are no exposed foundations; on all four sides, the foundations will be covered with stone. Every house will have a real porch, at least six feet deep, or a stoop of at least two feet deep -- some recessed into the homes, as well. All design elements must be incorporated under the terms of the text.

Ms. Chinnici-Zuercher inquired about the timeframe for the project.

Mr. Coppel responded that the next step is to secure approval of the Final Development Plan, which needs to be completed by mid-March in order to have final engineering completed in June. All the single-family lots will be constructed at once. The number of pads for the condominiums has not yet been decided -- but a phase of that, however, will be done at the same time, to be completely paved by end of season 2016.

Mayor Keenan stated that he was not present for the presentation at the first reading. He recalls that there were many issues with the development of the Amlin property in the late 70s-80s. There were property issues related to who was responsible for the taxes, etc.

Mr. Coppel responded that Mr. Liggett owned the bulk of the property to the south; the Edwards Company owns the property to the north. A couple of small lots were purchased from David Patch and Bill Darling.

Mr. Reiner inquired how the screening would address the railroad tracks. Six-foot

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Mr. Coppel responded that the condominiums would be priced from \$300,000-\$400,000, perhaps more. The price of the single-family homes will range from \$350,000 to \$500,000.

Mayor Keenan inquired about the square footage of the homes.

Mr. Coppel responded that they would be in the range of 2,800 to 4,000 square feet.

Mr. Reiner complimented the proposed architecture. It is innovative and something that has not been seen in a while. He recalls that people have expressed an interest in Clintonville-type architecture like this.

Mr. Coppel responded that some of the credit for the architecture should go to the Planning Commission and staff, as well.

Vote on the Ordinance: Mr. Reiner, yes; Ms. Salay, yes; Mr. Peterson, yes; Mr. Lecklider, yes; Mayor Keenan, yes; Vice Mayor Gerber, yes; Ms. Chinnici-Zuercher, yes.

Ms. Salay moved to approve the Preliminary Plat.

Mr. Lecklider seconded the motion.

Vote on the motion: Mr. Reiner, yes; Vice Mayor Gerber, yes; Mr. Lecklider, yes; Mr. Peterson, yes; Ms. Chinnici-Zuercher, yes; Mayor Keenan, yes; Ms. Salay, yes.

Ordinance 54-15

Adopting the 2016-2020 Five-Year Capital Improvements Program.

Ms. Mumma stated that at the August 17 CIP workshop, the proposed 2016-2020 Capital Improvements Program was reviewed by Council. Based on that discussion, a number of revisions were made to the draft document. A detailed staff report was provided in Council's packet that outlines those revisions and includes follow-up information that Council had requested. In summary, the following adjustments are proposed:

Annual Sidewalk Program

\$50,000 added to 2016 to fund the start of the sidewalk shaving program.

Annual Bikeway Connections and Additions

\$20,000 added in 2019 for preliminary design for the shared use path connection from Emerald Parkway to the building housing the Dublin Arts Council.

Building Maintenance/Renovations

\$10,000 removed from 2016 for workspace renovations that have been re-evaluated.

Darree Fields Park Development

\$70,000 removed from 2017 for shade structures. The Miracle League has received donations that will cover the cost of construction.

Municipal Facilities

\$75,000 removed from 2017 for wayfinding, based on re-evaluation.

Uncurbed Streets – Mid-Century Neighborhood

\$430,000 in 2016 and \$2,390,000 in 2017 added for design and construction of curb, gutter and sidewalk construction. This will be funded through a transfer from the

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Ms. Salay stated that at the last PZC meeting, Commissioner Brown shared that some interesting trivia. The reason that Dale Drive is thus named is that "Dale" comprises the first two letters of the first names of Dave Thomas and Len Immke.

Vote on the Ordinance: Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Peterson, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mr. Lecklider, yes.

Ordinance 57-15

Authorizing the City Manager to Execute Necessary Conveyance Documents to Acquire a 0.049 Acre, more or less, Temporary Easement from Property Located at 7690 Riverside Drive Owned by Brown and Erdmann, LLC, for the Construction of the Riverside Drive Shared-use Path Connection.

Mr. McDaniel stated that this relates to a shared-use path connection adjacent to Riverside Drive at Thaddeus Kosciuszko Park and Tonti Drive. There is no additional information to report since the first reading on August 10. Staff recommends approval.

Vote on the Ordinance: Mr. Lecklider, yes; Mr. Peterson, yes; Vice Mayor Gerber, yes; Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Ms. Salay, yes.

INTRODUCTION/FIRST READING -- ORDINANCES

Ordinance 50-15

Rezoning of Approximately 49.6 Acres from R, Rural District and PLR, Planned Low Density Residential District (Ballantrae Subarea S) to PUD, Planned Unit Development District for the Potential Development of the Site with up to 45 Fee Simple Single-family Lots and 90 Detached Condominium Units with Approximately 18 Acres of Open Space on the East side of Cosgray Road and the CSX Railroad Tracks, North of Rings Road, and West of Future Churchman Road under the Provisions of Zoning Code Section 153.050 and a Preliminary Plat for 45 Fee Simple Single-family Lots, Rights-of-way, Condominium and Private Drive Reserves, and Open Space in Accordance with Chapter 152, the Subdivision Regulations. (Case #15-004Z/PDP/PP). (Second reading/public hearing September 8 Council meeting)

- Preliminary Plat

Ms. Salay introduced the ordinance.

Ms. Puranik provided the staff presentation.

- This is a rezoning of a site located east of Cosgray Road and west of future Churchman Road -- the Cosgray Road/Rings Road connector. All of the parcels to the south are within the Village of Amlin, Washington Township. The remainder of the site includes the CSX railroad tracks, which are currently active railroad tracks.
- The natural features are minimal except for one large mature tree lot in the northern portion of the site. The rest of the site is flat and is currently being farmed.
- There are two zoning classifications on the site. The northern portion is within Ballantrae Subarea A, which is Planned Low Density Residential; the remaining portion is Rural. This rezoning will combine the areas into one PUD.
- The Community Plan recommendation for the site is Mixed Residential Medium Density, which allows up to five units per acre of village residential character. This land is also part of the Southwest Area Plan, which recommends linking the site to Churchman Road to the east as well as Rings Road to the south and also speaks of protecting natural features of the site.
- The site plan has two subareas. The northern half is for 45 fee simple single-family lots served by one public street. The remaining half will have 90 detached condominium units served by private drives. Approximately 18 acres

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of open space is provided. The overall density is 2.72 units per acre, less than the Community Plan recommendation.

- The open space responsibility is divided between three parties. The setback along Churchman and Cosgray roads will be maintained by a master Homeowners Association. The remaining open space within the buffer from the railroad tracks, about 100 feet, will be maintained by the City, primarily because the public shared-use path crosses through that area.
- The stormwater pond is owned and maintained by the City.
- The architectural drawings are included in the packet. The single-family houses are primarily traditional architecture with traditional elements. All homes will have a minimum of two-car garages.
- The condominium subarea is a themed neighborhood with a Carpenter Gothic farmhouse style. All condominiums will have two-car garages, as well.
- The Planning and Zoning Commission (PZC) recommend approval of the rezoning/preliminary development plan to City Council on July 9, 2015 with nine conditions, five of which have already been addressed by a revised drawing or text; four are still outstanding.
- The preliminary plat is also part of this application. PZC recommends approval with one condition.
- Staff recommends Council approval of the rezoning application at the second reading/public hearing on September 8 and recommends approval of the preliminary plat on September 8 as well.

Ms. Chinnici-Zuercher inquired how near to resolution are the other conditions that have not been met.

Ms. Puranik responded that a remaining condition is: 1) that "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." The other three remaining conditions relate to infrastructure improvements and financial contributions to off-site improvements, which will be resolved at the Final Development Plan either through the planning process or through a separate infrastructure agreement.

Mr. Lecklider inquired if Subarea B relates to the detached housing.

Ms. Puranik responded that is correct.

Mr. Lecklider inquired if patios are permitted, but not decks.

Ms. Puranik confirmed that there is the possibility to have a wooden deck near the stormwater pond.

Mr. Lecklider stated that there is a description of an HOA-maintained open space. Was there analysis at the Planning and Zoning level, given Council's recent discussions about maintenance responsibilities?

Ms. Puranik responded that those concerns can be addressed by the applicant who is present. They did run the numbers and can respond to that concern.

Paul Coppel, Schottenstein Homes co-owner, applicant stated that there will be a formal presentation and public hearing at the second reading on September 8, but with respect to the question – there are three associations and budgets for maintaining the open space have been prepared. The most expensive will be the condominium area, because it involves more amenities. That budget is in line with the budgets of other condominium projects within the City. The monthly condominium fee is expected to be approximately \$250.00, which will cover private street maintenance, snow removal, trash removal, maintenance of the exterior of the buildings, and maintenance of the open spaces. The large areas are along Churchman Road and the railroad tracks. Their intent is to make the railroad tracks "disappear" as much as possible.

Mr. Lecklider inquired if he has an estimate for the single-family area, as well.

Mr. Coppel responded that he does not, but will have that for the second reading.

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Mr. Lecklider inquired if he believes it is less than the condominium fee.
Mr. Coppel responded that it is much less, under \$500/year per unit.
Mr. Lecklider inquired if there are private streets throughout Subarea B.
Mr. Coppel responded affirmatively, as is typical with condominium projects.
Mr. Lecklider inquired how that is highlighted to prospective buyers.
Mr. Coppel responded that it is addressed in the condominium documents and will include budgets for the street maintenance. The condominium fee includes maintenance of the streets, which will be built to City standards.

Mr. Lecklider stated in regard to single-family homes that there was a description of colors. Was that his suggestion or staff's suggestion? He is not necessarily opposed, but he sees that they are primarily neutral or natural colors.

Ms. Salay stated that the PZC discussed this at length. The Commission focused heavily on the architectural details. They believed that the designs worked well when all the small details were included – a significant amount of trim and other things included in the text. Without those, they were not as comfortable. The Commission reviewed this application over three meetings. She is not a supporter of all-siding houses. In this case, the water table of 24 inches is stone. Looking at all the various trim styles, this is more of a themed community than a typical neighborhood, where there are different types and styles. This is designed to be thematic and tie together the multi-family and the single-family areas.

Mr. Lecklider inquired if it was believed that neutral colors would best complement the emphasis on the architectural features and design.

Mr. Coppel stated this is a typical color palette that is used in many places with flexibility added for staff to approve additional colors, if the market demands it. The condominiums are all white, and they thought this would be a better combination. The architect for this project is George Acock, and these were his recommendations, as well.

Mr. Lecklider inquired if there is a diversity matrix for the single-family homes and detached units.

Mr. Coppel responded that there is such a matrix for the single-family homes. The condominiums are comprised of three or four units, but they are all the same – very thematic. They are proud of what they have developed. The level of detail that is in this package may be unprecedented in prior subdivisions.

Mr. Lecklider commented that he is unsure about the status of the quiet zones for railroads. He recalls reading something in the report that indicated it is status quo. He understands that it is a challenge for the developer, but it is also a challenge for Council. He certainly hopes that new residents to the community have exercised due diligence in regard to the existing railroad tracks.

Mr. Coppel responded that this fact will be made very clear to them. They do not want buyers to state that they were not told about the railroad. The horns are the main issue. The developer understands that this will not be a quiet zone in the near future. However, people typically become accustomed to such noise. The developer has committed to using some upgraded insulation and windows that will diminish the sound impact, but it will not eliminate it. The information will be included on the plat, the condominium documents and in the sale documents, which will be available to buyers before they sign contracts. The developer is in support of having a quiet zone.
Ms. Salay stated that everyone is supportive; however, it is a matter of committing the resources for that to happen. A representative from the Franklin County Engineering Office indicated that they would prefer a quiet zone, but they did not have any plans to participate financially.

Mr. Coppel clarified that the applicant has agreed to all the conditions.

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Ms. Chinnici-Zuercher inquired how these homes compare to the homes the company is building in Jerome Village.

Mr. Coppel responded that Jerome Village is in Dublin School Districts; this development is in Hilliard School District. In Jerome Village, vinyl siding is permitted. These homes will have all natural products, and the architecture is completely different.

Ms. Chinnici-Zuercher inquired what is the price range for the homes.

Mr. Coppel responded that it will be in the \$350,000-\$450,000.

Ms. Chinnici-Zuercher inquired the condominium price range.

Mr. Coppel indicated it would be \$300,000-\$400,000.

Mr. Reiner complimented the architect on his work. He is always concerned about people who move into an area, such as near an airport, and then complain about the airport. He does not know how the sound can be mitigated. People usually come to the local government and what them to become involved in addressing the problem, but that will not occur with this railroad line. He appreciates the fact that an attempt is being made to insulate the houses, but he is still concerned that the buyers be made well aware of the track. He is not sure of what else can be done, short of building one of the walls that are built along freeways for noise abatement.

Mr. Coppel responded that they considered some type of a wall, but instead will accomplish this with landscaping. There is a 100-foot setback with trees of a minimum height of six feet. If there is sufficient dirt for mounding, it could be even higher. It will be planted heavily, which should make the track disappear visually. The only issue will be the horn, and that information will be included in documents that buyers will see before signing a purchase contract. Council can certainly review and approve the language.

Mr. Reiner inquired about the target market.

Mr. Coppel responded that the condominiums are targeted toward empty nesters. There is currently a very strong market for that. Epcon has done a similar product with a side-yard outdoor space; these condominiums will have a rear outdoor space. The single-family homes would be targeted toward the Ballantrae-level buyer or a little lower – similar to the buyers of the MI subdivision around the corner.

Mr. Reiner asked if the porches are large enough to be utilized, or are they simply decorative.

Mr. Coppel responded that they are real porches of six feet. There are also covered stoops, which extend only two feet. All of that detail is in the text.

Mr. Reiner asked if there will be dimensional shingles.

Mr. Coppel responded affirmatively.

Mr. Reiner stated that he has viewed M/I products where the entry sidewalk to the house is barely 30 inches. What is the dimension of these sidewalks?

Mr. Coppel responded that he can provide that information for the next meeting.

Mr. Reiner inquired if these homes will be in the Hilliard School system.

Mr. Coppel responded affirmatively.

Mr. Reiner stated that for future applications, he would like Planning staff to provide a cost analysis and economic impact. For instance, 185 units will cost \$14,000 to educate each student, or \$38,000; taxes will be approximately \$8,000. That is a net loss to the school system. He would like to have better information about cash flow coming in and out of this community with each project. With another recent rezoning, it will cost the City \$200,000 each year to maintain the common space -- \$200,000 infinitum. Council would like to know this information for each project that is proposed for this community. Is it a moneymaker or loser, and what will it cost the schools? He does not want to overburden Hilliard Schools or Dublin Schools.

Mr. Coppel responded that it is a good idea to analyze the economic impact of projects, but it is important to look at the positive side, as well. Many jobs are created by what they do and many taxes paid to the City.

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Ms. Salay stated that Dublin School District has a handle on how much in taxes a home generates per \$100,000 of value. Hilliard School District, as well, knows at what price point they recover the costs. That analysis is best done by the School District. In regard to the impact on City expenses, a home will cost a certain amount for the City services that are provided – police, trash, streets, etc. That would be a cost per house, not per person.

Mr. Reiner stated that he disagrees. The School knows its cost per student, but cost occurs to the taxpayers when the land is utilized in a specific way. For each project that comes in, there are different costs associated with it. That cost is in addition to the cost of educating the students. That cost occurs for the taxpayers with the use of each parcel of land.

Ms. Salay clarified that he is requesting this analysis for each project, then, not just for residential housing projects.

Mr. Reiner responded that is correct. He wants to see the loss/gain and impact of each project. It is only fair to the Schools, as well. Council needs to be aware of this information because Planning and Zoning and Council are impacting the Schools by their zoning decisions, which impact the number of students that come into the School District.

Ms. Chinnici-Zuercher stated that information is important for planning purposes for the School District and the City of Dublin, but such information should not be considered in regard to the approval/disapproval of a project. Cities grow outward. In Dublin's Community Plan, the density for this area was five dwelling units/acre, and this project came in substantially lower than that. This is helpful in the areas he is referring to, but not so helpful to the City and the homeowners due to the additional maintenance cost for the greenspace added. There are always balances, and she cautions that the information should be used very carefully in decision-making.

Mr. Reiner stated that he appreciates the fact that this developer did not seek the maximum density; however, he still would like to know the anticipated economic impact on the taxpayers and the School system.

Vice Mayor Gerber stated that when the Community Plan is updated, that information is shared not only internally but also with the Schools. It begins the matrix of cost analysis with respect to education, road infrastructure, etc.

Ms. Salay added that when the most recent Community Plan update occurred, TischlerBise completed a thorough financial analysis of the City's land use plan if built out as expected, and it was a positive impact. Dublin City Schools has enrolled in excess of 750 new students since June, primarily from areas north of the City that are outside the City's jurisdiction but within the Dublin City School District, and from areas to the east that are also outside of the City's boundaries and control.

Mr. Reiner stated that heightens the importance of the expense versus revenue, knowing that there are areas within the Schools that are outside of the City's planning jurisdiction, as a result of the Win-Win agreement. The density of development in those areas is likely greater than what Dublin would have allowed.

Vice Mayor Gerber stated that this may be more of an issue for a workshop discussion.

Mr. Lecklider pointed out that he does not believe this should be a matter for the Planning and Zoning Commission consideration, but instead a Council matter. Vice Mayor Gerber agreed. It is not part of the criteria on which the Commission is to review and opine on applications.

There will be a second reading/public hearing of the Ordinance on September 8, 2015.

PLANNING AND ZONING COMMISSION

MEETING MINUTES

JULY 9, 2015

AGENDA

- 1. Ballantrae Woods** **Cosgray Road**
15-004Z/PDP/PP **Rezoning/Preliminary Development Plan (Approved 5 – 0)**
Preliminary Plat (Approved 5 – 0)
- 2. Dublin Jerome High School** **8300 Hyland Croy Road**
15-041AFDP **Amended Final Development (Approved 5 – 0)**
- 3. Wexford Estates, Lot 14 – Remias Property** **6369 Angeles Drive**
15-058AFDP/FP **Amended Final Development Plan (Approved 5 – 0)**
Final Plat (Approved 5 – 0)
- 4. BSD SRN- Bridge Park – B Block** **Riverside Drive & Bridge Park Avenue**
15-052 DP-BSD/SP-BSD/CU **Development Plan (Approved 5 – 0)**
Open Space Fee-in-lieu (Approved 5 – 0)
Conditional Use (Approved 5 – 0)
Primary Materials (Approved 5 – 0)
Site Plan Waivers (Tabled 5 – 0)
Site Plan (Tabled 5 – 0)

The Chair, Victoria Newell, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were: City Council Representative Amy Salay and Commissioners Robert Miller, Chris Brown, and Cathy De Rosa. Commissioners Steve Stidhem and Deborah Mitchell were absent. City representatives present were: Stephen Smith Jr., Steve Langworthy, Claudia Husak, Gary Gunderman, Alan Perkins, Joanne Shelly, Rachel Ray, Devayani Puranik, Tina Wawszkiewicz, Michael Hendershot, Terry Foegler, Logan Stang, Dana McDaniel, and Flora Rogers.

Motion and Vote

Ms. Newell made a motion. Mr. Brown seconded, to accept the documents into the record. The vote was as follows: Ms. Salay, yes; Mr. Miller, yes; Ms. De Rosa, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 5 – 0)

Motion and Vote

Ms. Newell made a motion, Ms. De Rosa seconded, to approve the May 21, 2015 meeting minutes as presented. The vote was as follows: Mr. Miller, yes; Mr. Brown, yes; Ms. Salay, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approve 5 – 0)

Motion and Vote

Ms. Newell made a motion, Mr. Brown seconded, to approve the June 11, 2015 meeting minutes as presented. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approve 5 – 0)

Motion and Vote

Ms. Newell made a motion, Mr. Brown seconded, to approve the June 18, 2015 meeting minutes as presented. The vote was as follows: Mr. Miller, yes; Ms. Salay, yes; Ms. De Rosa, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approve 5 – 0)

Chair Newell said there were three cases eligible for the consent agenda this evening (Case 1, 2, and 3). She said they will take the cases in the order of Case 3, 2, 1 and 4. She briefly explained the rules and procedures of the Planning and Zoning Commission. [The minutes will reflect the published order.]

**1. Ballantrae Woods
15-004Z/PDP/PP**

**Cosgray Road
Rezoning/Preliminary Development Plan
Preliminary Plat**

Ms. Newell said the following application is a request to rezone 49.6 acres from R, Rural District and PLR, Planned Low Density Residential District (Ballantrae, Subarea S) to PUD, Planned Unit Development District for the potential development of the site with up to 135 units and approximately 18 acres of open space. She said the site is located east of Cosgray Road and north of the Conrail railroad tracks and the application is a request for review and recommendation of approval to City Council of a Rezoning with a Preliminary Development Plan under the provisions of Zoning Code Section 153.050 and review and recommendation of approval to City Council of a Preliminary Plat under the provisions of Subdivision Regulations. She said the Commission will therefore need to make two motions.

Devayani Puranik said there was a copy of correspondence that was received from one of the neighbors distributed tonight on a green paper. She gave a quick update from the last review. She said the last review was on May 21st where the application was tabled. She said that Final Development and Final Plat will be the last step of the PUD rezoning process following this review.

Ms. Puranik said the parcels north of Rings Road are located within Washington Township (Amlin) and to the east of the site is Ballantrae development (Woodlands and Links). She said Churchman Road is a connector between Cosgray and Rings Road which is the eastern boundary of the site.

Ms. Puranik said the development text has been updated and reorganized with added details. She said many of the conditions are now resolved through the new development text including the Commissioner comments such as architectural elements, details, and materials. She added that the applicant has also provided illustrative examples of the details within the text. She said the Preliminary Development Plan and Plat have been updated to include the open space, maintenance responsibilities, setbacks and reserves information. She added that the tree survey is also updated to reflect the changes from the Churchman Road right-of-way project. She said the traffic study has been updated and the applicant is working with staff to address some of the additional comments received from the Franklin County Engineers office.

Ms. Puranik said there are no major updates regarding the Site Plan since the last review. She explained that the site is approximately 49 acres with the northern portion of the site proposed for 45 fee simple single family homes and the southern portion for 90 detached condominium units served by private drives. She said they are providing about 18 acres of open space out of which 11 acres will be dedicated to the City when they are required to provide approximately 8.4 acres.

Ms. Puranik said the comments from the last review focused on the architecture of the single family homes where the Commission wanted to see more details and materials and the revised development text includes those details. She added that the illustrative examples include details and elements of traditional architecture such as brackets, gable details, garage details, and the façade renderings show a lot of those details such as stone and planter boxes reflected as well. She said the text provides a list/menu of the details that will be handed to potential buyers with all the options for the windows, doors, stoops, porches, gables, and garages that they will be able to choose.

Ms. Puranik said there are no major updates regarding the architecture of the condominium units with it being the carpenter gothic farmhouse character which was appreciated during the last review. She added that the details are included in a similar list of details within the development text.

Paul Coppel, Schottenstein Homes, said the only remaining issues were the architectural details for the single family homes. He said that their updated text clearly includes all of the items that were illustrated on the drawings.

Ms. Puranik said based on the analysis the proposal meets the review criteria with nine 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; and
- 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.

Ms. Puranik said the Plat now reflects all the setbacks, reserves and all the information that was missing before including a maintenance table. She said the application meets all the review criteria. She concluded by recommending approval for the Preliminary Plat with one condition:

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

Mr. Miller asked about the treatment between the alley and the property line.

Ms. Puranik said a fence was proposed in the first proposal which is now replaced with a landscape wall and the design will be finalized with the Final Development Plan.

Ms. Newell asked for public comment.

David Patch said he lives in One Miranova in Columbus, Ohio, but owns two lots and houses in Amlin. He mentioned that his mother lives at the corner of Churchman and Rings Road. He said he likes Amlin character and has only seen the revised plans for the proposed development that day and talked with staff and the applicant. He said that some of the issues are addressed but he has not seen any additional details. He added that the proposed development character looks beautiful. He said he owns two of the lots where units 75 or 76 are within the proposed development and has an interest in the property.

Mr. Brown said he read the letter that Mr. Patch sent and most of the concerns were addressed and he hoped he would be pleased with the revisions.

Ms. Newell said the architecture has changed especially for the single family residences with submission. She asked if these are the actual designs of the front of the buildings as shown on the new representations and pictures in the text.

Mr. Coppel clarified that the development text requires the incorporation of the design elements as illustrated.

Ms. Newell said the only comment she has is about the window placement on elevation F1 and the placement, windows, detailing, and structure over the garage, which can be improved, but thought the building elevations have improved overall.

Ms. De Rosa agreed with the improvements and appreciated the harmonious blending with the condominium architecture with improvements.

Ms. Newell said she likes the simplification of materials such as siding and stone on the collection of buildings which

Ms. Newell said this is a consent case and asked the applicant if they agreed to the following nine 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; and
- 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.

Paul Coppel, Schottenstein Homes, agreed.

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to recommend approval to City Council for this rezoning with a Preliminary Development Plan application, with nine conditions. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 5 – 0)

Ms. Newell said the Preliminary Plat has one condition and asked if there is agreement to the condition:

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

Paul Coppel, Schottenstein Homes, agreed.

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to recommend approval to City Council for this Preliminary Plat with one condition. The vote was as follows: Ms. Salay, yes; Mr. Brown, yes; Mr. Miller, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 5 – 0)

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 Wawzkiewicz 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. Wawzkiewicz 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 Wawszkiewicz 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. Wawszkiewicz 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



City of Dublin

Land Use and Long
Range Planning

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600

fax 614.410.4747

www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

SEPTEMBER 18, 2014

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

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

**Cosgray Road
Informal Review**

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

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

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

Planning Contact: Devayani Puranik, Planner II.

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

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

STAFF CERTIFICATION


Devayani Puranik, Planner II

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

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

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

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

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

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

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

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

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

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

Motion and Vote

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

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

Cosgray Road Informal Review

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

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

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

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

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

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

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

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

Ms. Puranik noted the second discussion question, which refers to the character of the western and southern setback. She said the Commission recently approved 100-foot setbacks from the railroad tracks, which included the buffer that is a combination of mound/fences and landscaping. Regarding the southern setback, she said the Plan recommends that The Village of Amlin's unique and quaint character should be protected as adjacent development occurs, and future residential development in the area should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area.

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

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

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

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

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

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

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

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

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

Richard Taylor asked for clarification on the different plans.

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

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

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

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

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

Ms. Menerey presented the single-family board.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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