



PLANNING REPORT

Planning & Zoning Commission

Thursday, January 4, 2024

THE FARMS AT COSGRAY 23-123INF

<https://dublinohiousa.gov/pzc/23-123/>

Case Summary

Address	5713 Cosgray Road
Proposal	Development of approximately 100-acres consisting of 153 single-family detached units.
Request	Request for an informal review of and feedback on a future development application.
Zoning	R, Rural District
Planning Recommendation	Consideration of the discussion questions.
Next Steps	Upon receiving feedback from the Planning and Zoning Commission, the applicant may incorporate the feedback and submit a Concept Plan for formal review.
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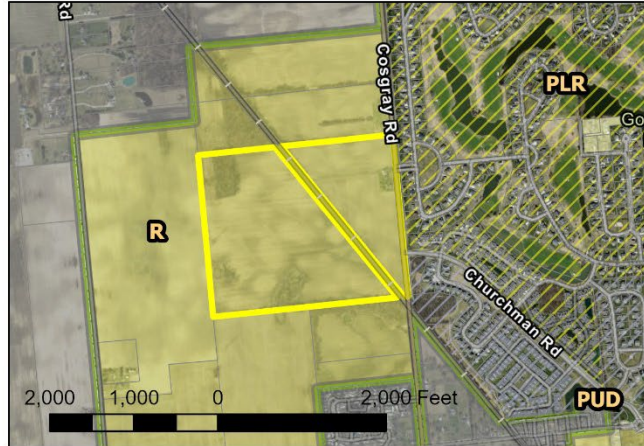
Site Location Map

23-123INF | The Farms at Cosgray



Site Features

- 1 CSX Railroad
- 2 Existing house and outbuildings



1. Background

Site Summary

The 101.4-acre site is zoned R, Rural district and located west of the intersection of Cosgray Road and Barronsmore Way, immediately adjacent to the Ballantrae Subdivision. The site was annexed into the City of Dublin in 2006 and includes an existing house and outbuildings, with the house built in 1890. The house is not listed in the National Register of Historic Places due to multiple modifications and renovations to the structures. Additionally, the CSX Railroad bisects the property, creating 2 separated plots of land. The applicant is proposing development on both sides of the property, with the east side of the railroad being built first.

Utilities and Infrastructure

East of the railroad, the site has access to utilities and infrastructure that are located along Cosgray Road. However, west of the railroad, the site is dependent on utilities and infrastructure being brought with the extension of Tuttle Crossing. The Southwest Area Plan provides a schematic layout of the street extension, but this has not been thoroughly studied. The development of the western portion of the site will be dependent on the timing of Tuttle Crossing Boulevard between Cosgray Road and Houchard Road.

Process

The current proposal does not meet the standards of the Rural zoning district. A Planned Unit Development would be the necessary process to accommodate this proposal. An Informal Review (INF) is an optional first step which provides the opportunity for feedback at the formative stage of a project allowing PZC to provide non-binding feedback on a development concept. Following an Informal Review, the applicant may submit a Concept Plan (CP) for review by the PZC, and then a Preliminary Development Plan/Rezoning.

2. Plans and Policies

Community Plan

<http://communityplan.dublinohioussa.gov/>

The Community Plan is a key policy document adopted by City Council to guide decision-making for the future of Dublin's natural and built environments. When a rezoning is under consideration it is important to consider the Community Plan recommendations. The Community Plan includes Future Land Use recommendations, Special Area Plans, and the Thoroughfare Plan. Details that are contemplated within the Community Plan include the appropriate location, density and intensity of residential and commercial uses; the general alignment, character and connectivity of roadways; and the general recommendations for parks and open space.

The policies and recommendations established within the Community Plan, which is adopted by City Council, are implemented over time, typically through rezonings and subsequent construction of public improvements by either the City or a developer. Recommendations within the Community Plan are based on careful consideration of existing conditions, future development scenarios including potential impacts on infrastructure, roadway, and critically the continued fiscal health of the City. Dublin's ability to maintain a high-quality of services and quality of life depends on a careful review of development proposals for conformance with the Community Plan.

Future Land Use Map

The Future Land Use (FLU) recommendation for this site is Mixed Residential – Rural Transition. Contemplated within this category is “a typical density of 1.5 du/ac. Areas where applicable are located primarily along the western periphery of the City and are intended to provide a mix of housing types on smaller lots with significant provision of open space. Development goals include the preservation of natural features and the creation of comprehensive greenway systems and open vistas.”

Southwest Special Area Plan

The Southwest Special Area Plan was completed in 2013 and is meant to be a refinement of the Community Plan in this specific area. The Southwest Area Plan is split into 3 districts: Emerald Parkway to Avery Road, Avery Road to Railroad, and Railroad to Houchard. This site is located within the Railroad to Houchard subsection.

The Railroad to Houchard subsection identifies the following goals for the area:

- Provide well-planned growth and connectivity
- Protect existing natural features
- Minimize impact of future roadways and development on existing area

The plan provides several design recommendations for the area, including a 200-foot buffer along the CSX Railroad, a regional greenway/pedestrian corridor along the CSX Railroad, and lower density single-family residential on the outskirts of the area. This plan is heavily dependent on the extension of Tuttle Crossing Boulevard, which is shown to connect from Avery Road to Houchard Road in the future. A preliminary study of Tuttle Crossing Boulevard has not been developed for the portion adjacent to this development site. This plan is subject to modifications with the Envision Dublin Community Plan update occurring in 2024.



Interim Land Use Principles

As Envision Dublin, the City’s new Community Plan, is developed, City Council has adopted Interim Land Use Principles to guide development during this transition. These policies were not established to supersede Zoning Code requirements, but to provide a clear policy document to supplement adopted plans and accepted planning practices in the interim. These principles are to be utilized similar to the recommendations of the Community Plan, as both are guiding policies and principles for the City.

One principle in question for this development would be #6. Reserve Strategic Economic Assets. This principle is intended to “Protect long-term economic development interests and the fiscal

health of the City by reserving high visibility corridors, such as freeways and railways for development that supports economic vitality and restricting residential development from fronting these corridors." As this site is bisected by a railway, it would require consideration of this land use principle.

3. Project

The applicant is proposing 153 single-family lots on an approximately 100-acre parcel. The lots are proposed for patio homes, with approximately 62 acres of open space and pedestrian pathways through the development.



4. Plan Review

The applicant is requesting an Informal Review and non-binding feedback prior to the submission of a formal Concept Plan. Discussion questions are framed for PZC to deliver feedback to the applicant.

Planning Recommendation: The Commission review and provide non-binding feedback regarding the conceptual development.

Discussion Questions

1) Is the Commission supportive of the proposed residential use along the CSX Railroad?

The applicant is proposing 153 single-family lots along both sides of the CSX Railroad. East of the railroad, 63 lots are proposed on approximately 30 acres, equating to approximately 2 units / acre. West of the railroad, 90 lots are proposed on approximately 70 acres, equating to approximately 1.29 units / acre. The lots are approximately 52 feet by 120 feet and marketed towards 55 and older individuals. The lots will feature patio homes ranging from 1,500-2,200 square feet.

The Future Land Use for this site calls for a typical density of 1.5 units / acre, intended to include a mix of housing types on smaller lots with significant provisions of open space. The patio home lots would be consistent with the recommendations of the Future Land Use Plan. Additionally, the proposed plan would align with the recommendations of the Southwest Area Plan for a 200-foot buffer along the railway and the addition of significant open space/multi-use pathways. However, additional considerations should be made based on the recommendations of the Interim Land Use Principles. These principles do not recommend residential development along freeways and railways to reserve the land for economic development initiatives.

Another consideration for the future development of this site is the proximity to the Ballantrae neighborhood to the east of Cosgray Road. Ballantrae is a Planned Low Density Residential District with detached single-family dwellings abutting the Golf Club of Dublin. Typical lots throughout the development range between 0.3 and 0.75 acres in size, which is in line with the Suburban Residential – Low Density Future Land Use for the development. Ballantrae also includes smaller condominium and small-lot development along Churchman Road to the southwest. The subject site is intended to provide a transition from Ballantrae to the rural, undeveloped land west of Dublin. Although the Interim Land Use Principles do not recommend residential along railways, considerations should be given to what uses would be appropriate immediately adjacent to the Ballantrae community.

Given the proximity of the eastern half of the site to the Ballantrae neighborhood, the Commission should consider whether small lot single-family residential is an appropriate use transitioning to the CSX railroad.

2) Is the Commission supportive of the proposed layout of the site?

The railroad creates 2 distinct communities. To the east of the railroad, vehicular access is provided in 2 locations along Cosgray Road, both located directly across intersections at Churchman Road and Barronsmore Way. The layout of streets and lots adapts to the triangular geometry of the site, with a proposed northern stub to connect to the property north of the site. Due to the amount of lots proposed and the size/geometry of the site, the layout of the development is more compact.

To the west of the railroad, the development accommodates significantly more open space, while preserving some existing tree stands in the northwest and southwest corners of the site. The site would receive primary vehicular access from the future extension of Tuttle Crossing Boulevard.

The development does provide a 200-foot buffer between lots and the railroad, which is consistent with the recommendations of the Southwest Area Plan. To provide additional buffering, landscaping and vegetation is proposed along the railroad. A shared-use path network is provided throughout both sides of the development with opportunities to connect to future developments to the north, south, and west.

This development would be required to rezone to a Planned Unit Development, which would trigger the requirements of the Neighborhood Design Guidelines. The Guidelines are intended to provide additional guidance to encourage creativity in the formulation of future PUD developments to achieve higher-quality residential projects within the City of Dublin. The applicant will be required to provide a study of how the development meets the recommendations of the guidelines.

The Commission should consider how the development buffers from the railroad, how it utilizes the conservation of open space, and how the lots interact with the open space.

3) Is the Commission supportive of the architectural inspiration for the development?

The applicant has provided conceptual elevations for the different home models. The plans show single-story houses with front-loaded garages and a mixture of lap siding, board and batten siding, and shake siding. The elevations present several options of front- and side-gable rooflines with dormers and gable vents.

The Commission should consider whether the provided conceptual architectural is compatible with the surrounding neighborhoods, and consistent with the rural character of the Southwest Area.

4) Any additional considerations by the Commission.