



PLANNING REPORT

Planning & Zoning Commission

Thursday, June 20, 2024

THE FARMS AT COSGRAY 24-069CP

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

Case Summary

Address	5713 Cosgray Road
Proposal	52 detached single-family lots and associated site improvements.
Request	Request for a Concept Plan 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 Preliminary Development Plan and Rezoning for formal review.
Applicant	Kiran Basireddy, Developer
Case Manager	Zach Hounshell, Planner II (614) 410-4652 zhounshell@dublin.oh.us

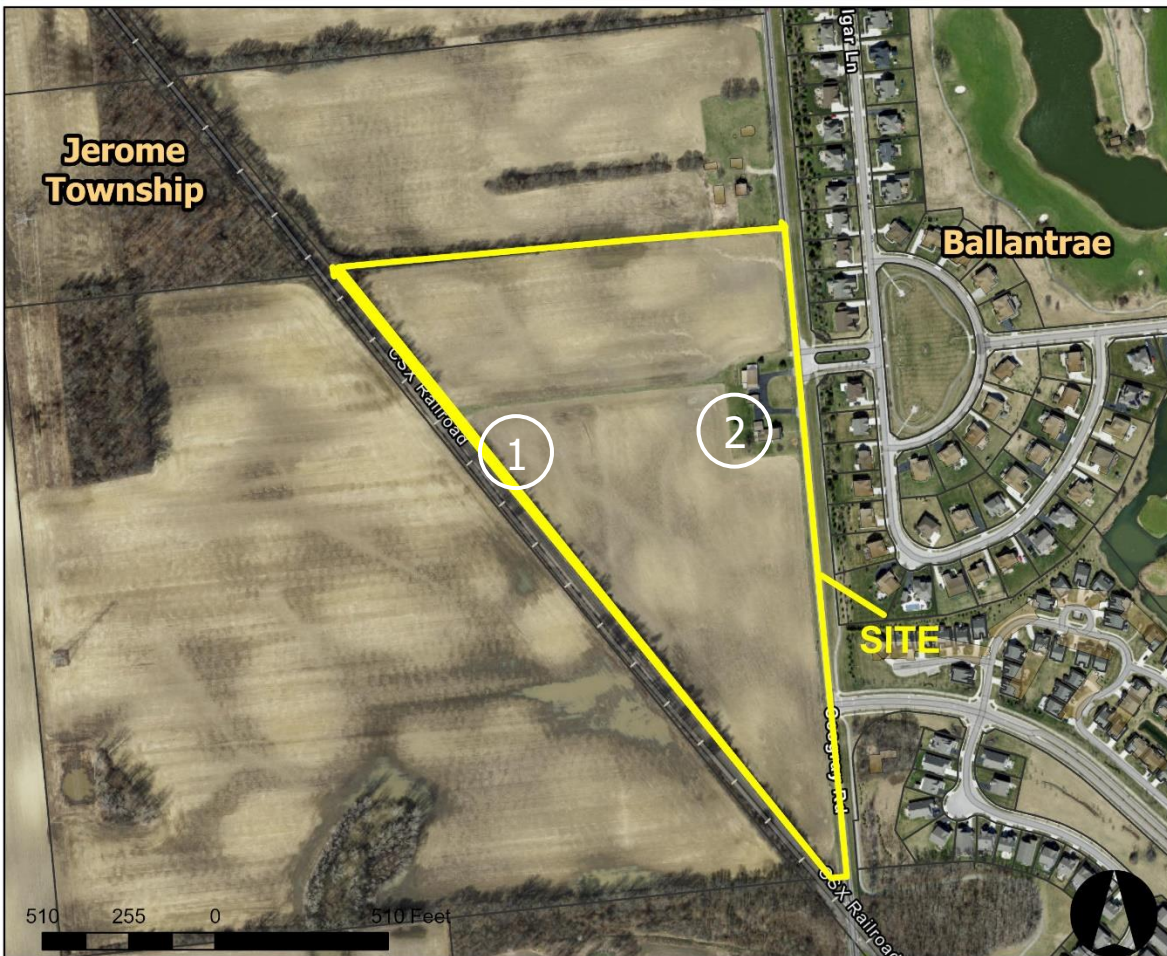
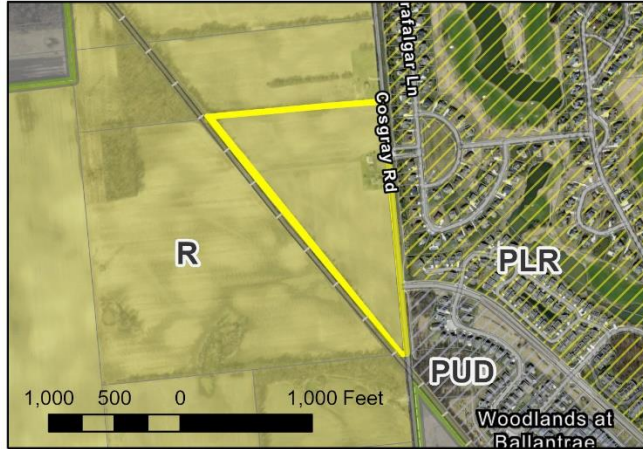
Site Location Map

24-069CP | The Farms at Cosgray



Site Features

- 1 CSX Railroad
- 2 Existing house and outbuildings



1. Background

Site Summary

The 30.6-acre site is zoned R, Rural district and located west of the intersection of Cosgray Road and Barronsmore Way, immediately across from 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. The CSX Railroad forms the western border of the property.

History

In January 2024, the Planning and Zoning Commission provided an informal review and non-binding feedback for a development plan located on this site. The development plan included 153 single-family detached units on +/- 100 acres, located on both sides of the CSX Railroad. The Planning and Zoning Commission provided the following comments:

- The Commission supported residential east of the railroad, stating it was an appropriate transition from the Ballantrae neighborhood to the railroad.
- The Commission recommended reducing the amount of units to align more with the density of Ballantrae.
- The Commission emphasized the need for sensitivity along the railroad.
- The Commission was not supportive of residential west of the railroad, given the anticipated Envision Dublin Community Plan recommendations for the area.

Updates

Following the discussion with Planning Commission, the applicant has revised the plan with the following updates:

- Limited the proposal to the 30.6 acres located between Cosgray Road and the railroad.
- Preserved the existing historical house located along Cosgray Road.
- Proposed mounding in landscape buffers adjacent to Cosgray Road and the railroad.

Process

The applicant is pursuing a Planned Development District (PD), which requires a 3-step process:

- 1) Concept Plan
- 2) Preliminary Development Plan / Rezoning / Preliminary Plat
- 3) Final Development Plan / Final Plat

A Concept Plan application is required for the Commission to provide non-binding feedback to the applicant based on conformance with the Community Plan. Following the Concept Plan, the applicant could submit for a Preliminary Development Plan / Rezoning / Preliminary Plat application to be reviewed by the Commission, before a determination by City Council.

2. Plans and Policies

Community Plan

<http://communityplan.dublinohiousa.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 rezoning 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.

Envision Dublin Community Plan Update

The Envision Dublin Community Plan Update is currently in the final stages of being completed. As part of the Envision Dublin Community Plan Update, six area plans are included: Historic District, Bridge Street District, West Innovation District, Dublin Corporate Area Plan, Southwest Area and Emerald Corridor. Although this site is currently located within the Southwest Area Plan, the draft Envision Dublin update includes it within the West Innovation District, which is outlined below.

Since the Informal Review application in January 2024, the Special Area Plans have been drafted and are anticipated to be reviewed in June and July by City Council before adoption. This information was not available at the initial hearing for the application, but will likely take affect prior to any rezoning application for the site. Planning Commission reviewed and recommended approval of the Community Plan Update in May 2024.

Draft Special Area Plan – West Innovation District

The West Innovation District (WID) Area Plan outlines the future growth potential of the far western region of the City with approximately 2,250 acres of land between Avery Road, Houchard Road, Shier Rings Road, and State Route 161/Post Road. The goal of the plan is to establish a world-class innovation and research district that serves as an economic engine for Dublin, with the broader goal of creating a self-sustaining cycle of innovation that works together with the educational institutions and companies in the district to constantly provide talent and opportunities for collaboration within the region. This will allow Dublin to attract innovative companies, create a dynamic district that is "alive" 24/7, provide opportunities for companies to collaborate, support emerging entrepreneurs and provide varied options for different industries.



This site is highlighted in red on the adjacent map has a Future Land Use designation of Flex Innovation, which is intended for R&D and flexible office uses. Along Cosgray Road, a 200-foot setback is recommended with landscaped buffers that include mounding. This is recommended to screen the innovation uses from the existing residential to the east.

Special Area Plan Recommendation Changes

The key change for this location is in the intended development intensity and use. The recommendations for the site have changed from single family residential to R&D/office uses, with significant setbacks from Cosgray Road. This also changes the expected intensity of development on the site, with additional street connections through the site and large footprint buildings with on-site surface parking.

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 that is relevant to this development is #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 52 single-family lots on an approximately 30.6-acre parcel. The lots are proposed for patio homes, with approximately 14 acres of open space and pedestrian pathways through the development.

Development Concept



CONCEPT PLAN
THE FARMS AT COSGRAY
 PREPARED FOR KIRAN BASIREDDY
 DATE: 4.16.24



4. Plan Review

The applicant is requesting a Concept Plan 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 that would not align with the upcoming Future Land Use Plan change?

The applicant is proposing 52 single-family lots east of the CSX Railroad. The proposal provides a density of 1.69 units per acre, with approximately 14 acres of open space. The development features 15 55-foot wide lots and 37 72-foot lots, all approximately 120 feet in depth.

In July, City Council is expected to adopt an updated Community Plan with updated recommendations for this site. The Community Plan update will change the Future Land Use designation of the site from Mixed Residential – Rural to Flex Innovation. One of the primary reasons for this change was based on the proximity to the CSX Railroad, and the opportunity to capitalize on strategic economic assets along the railroad. The Flex

Innovation future land use is intended to incorporate office, research and development, warehousing, and light industrial uses. Single-family residential is not a considered use within this designation. Additionally, 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.

However, 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 was previously intended to provide a transition from Ballantrae to the rural, undeveloped land west of Dublin.

The Planning Commission was previously supportive of the residential development east of the railroad, stating that the development provided an appropriate transition to the Ballantrae neighborhood, understanding the need for sensitivity along the railroad. The Commission should consider whether small lot single-family residential is an appropriate use transitioning to the CSX railroad, given the updated direction from the Community Plan update.

2) If the Commission is supportive of the residential use, is the Commission supportive of the proposed layout of the site?

Since the Informal Review, the site plan has largely remained similar. Vehicular access is provided in two 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.

The development is providing approximately 14 acres of open space (45.6% of the lot). A majority of the open space is located along the perimeter of the site. 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.

The applicant is pursuing a Planned 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 PD developments to achieve higher-quality residential projects within the City of Dublin. The applicant has provided a general concept showing how the development could fit within the guidelines. Further study of these recommendations would be required with a Rezoning/Preliminary Development Plan.

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) If the Commission is supportive of the residential use, 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 one and 2-story houses with front-loaded garages and a variety of stone, brick, siding, and Hardie Board panels. The elevations present several options of front- and side-gable rooflines with dormers and gable vents.

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

4) Any additional considerations by the Commission.