



PLANNING REPORT

Planning and Zoning Commission

Thursday, July 11, 2024

MILLER FARM CONCEPT PLAN 24-088CP

www.dublinohiousa.gov/pzc/24-088

Case Summary

Address	A portion of PID: 274-001218
Proposal	A Concept Plan for approximately 113-unit detached single-family units and associated site improvements. The 46.5-acre site is located east of Cosgray Road, approximately 1,300 feet south of the intersection with Rings Road.
Request	Review and feedback of a Concept Plan (CP) under the provisions of Zoning Code Section 153.050.
Zoning	R: Rural
Planning Recommendation	Consideration of discussion questions
Next Steps	Upon approval of the Concept Plan, the applicant may be eligible to file an application for a Rezoning/Preliminary Development Plan (PDP) and Preliminary Plat to establish a new Planned Unit Development (PUD) neighborhood.
Applicant	Greg Chillog, EDGE Steven Schottenstein, Schottenstein Homes
Case Manager	Sarah Holt, Senior Planner (614) 410-4662 sholt@dublin.oh.us

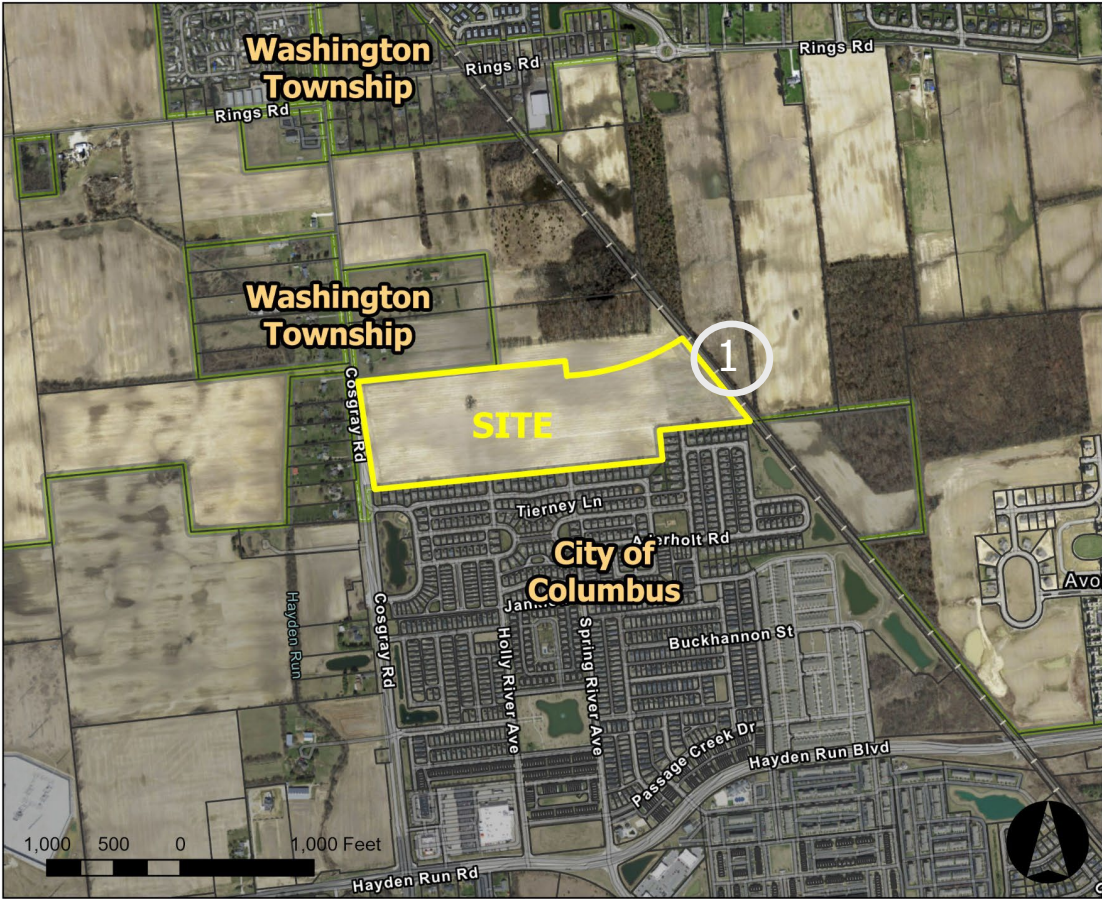
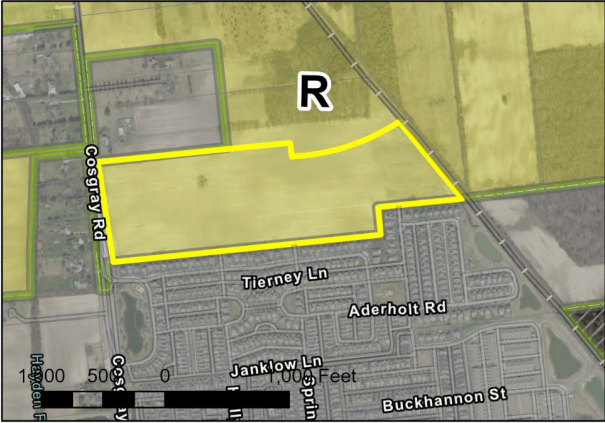
Site Location Map

24-088CP | Miller Farm Neighborhood



Site Features

1 CSX Railroad



1. Request and Process

Schottenstein Homes is proposing a single-family development. Their stated goals are:

- To create an infill neighborhood between an existing traditional neighborhood (Hayden Farms in Columbus) and a planned regional thoroughfare (Tuttle Crossing Boulevard) at 2.4 du/ac;
- To provide the market with unique single-family homes with front porches; and
- To provide a prominent greenway/trail system within the development, totaling +/- 14 acres.

This project comes to the Commission because the applicant will need a rezoning to Planned Unit Development (PUD). The Community Plan, Code Section 153.050 (Planned Development Districts), and the Neighborhood Design Guidelines will apply.

Process

1. Concept Plan for PUDs greater than 25 acres, per Code Section 153.053(C)(2).
2. Rezoning/PDP, Preliminary Plat
3. Final Development Plan, Final Plat/s



2. Background

Site Summary

The site is generally rectangular with +/- 825 feet of frontage along Cosgray Road and +/- 800 feet of frontage along the CSX Railroad. The western portion of the north side is adjacent to property in Washington Township, also owned by the Millers, and the south side borders a single family development in Columbus. The future extension of Tuttle Crossing Boulevard forms the north boundary of the proposed development.

Development History

October 2005

Property annexed; a development proposal did not proceed to hearing.

December 2021 (Case 21-142)

CP for 505 lots (single-family attached/detached) on 101 acres, including the subject site reviewed by PZC. Commission expressed concerns:

- Conflicts with Community and Area Plans: 1.5 du/ac anticipated in this project area;

- Inadequate setbacks at railroad/Tuttle Crossing Boulevard per 2013 Community and Area Plans;
- Emphasis on garage doors and driveways, given layout and product types; and
- Future Tuttle Crossing Boulevard ROW to be fully on this project site.

August 2022 (Case 22-043)

Revised CP with new service-street-access product type; houses fronting on commons or greens. PZC comments included:

- Acknowledged impact of Tuttle Crossing Boulevard alignment on 2013 Community/Area Plans
- Lack of direct street access to houses
- Townhouse area too dense, too tall; needs open space buffer to Columbus
- Open space should feel publicly accessible
- Private roads not supported by City of Dublin
- Questions about railroad, Cosgray, and Tuttle Crossing Boulevard setbacks.

March 2023 (Case 22-177)

Adoption of Neighborhood Design Guidelines (NDG) by City Council. Key tenets are:

- Open Space Framework Plan, prioritizing open space character within PUDs;
- Quality streetscapes as pedestrian spaces and transitions to private home spaces;
- Adequate private open space on each lot; and
- Identification of community themes and placemaking.

October 2023 (Cases 23-064 and 23-066)

Rezoning/PDP and related Preliminary Plat (PP) tabled. Discussion included:

- Inadequate setback on Tuttle Crossing Boulevard (50' in some areas);
- Lack of meetings with the public;
- Lack of Traffic Impact Study;
- Negative change between CP and PDP; and
- Development density; number of deviations from code/guidelines.
- *NOTE: regardless of outcome with this request, the tabled rezoning/PDP and PP applications should be formally withdrawn by the applicant now.*

February 2024 (Case 24-002)

Informal review of 105 acres; 315-525 dus. Discussion included:

- Applicant testing commission's thoughts on a multi-family-focused project;
- The amount of buildable area, especially in the northern portion of the site;
- Roadway and railroad setbacks and their character; and
- Preservation of tree rows

Neighborhood Engagement

Requested by Commission and staff; not yet occurred.

3. City Plans and Principles

Future Land Use

The 2013 Future Land Use Map shows this site as "Mixed Residential Medium Density", which includes areas where greater walkability and pedestrian orientation exist at a maximum density of 5.0 du/ac. Areas are intended for integration around a Village Center to provide daily retail, major grocers and other conveniences within a 3 to 5-mile radius. Medium to High Density Mixed Residential uses are encouraged and should be integrated to facilitate pedestrian activity and to provide support for commercial uses.

The 2024 Envision Dublin's Future Land Use Map (which will take effect on August 1, 2024)) indicates Mixed Residential for this site, which includes single- and multi-family residential at 3 – 12 du/ac. Building form should be 1 -3 stories, oriented to either street or open space. Open space should be connected by shared use paths and sidewalks, and sustainability features may include building-mounted solar and bioswales. Streetscapes should have a higher degree of connectivity via short, walkable blocks, street trees, and tree lawns.

Southwest Area Plan

The 2013 Southwest Special Area Plan, Railroad to Houchard Road, is a refinement of the Community Plan in this specific area. In 2013, Tuttle Crossing Boulevard was anticipated to take a different route through the property. With the completion of the *Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II (2020)*, Tuttle Crossing Boulevard has a more direct route west through the property, as now shown on the applicant's plans.

The soon-to-be-effective Envision Dublin Southwest Area Plan notes that impacts of Tuttle Crossing Boulevard on land uses and the ability to adequately transition uses, need to be balanced with the boulevard's alignment and CSX crossing. This particular area is noted for a transition from small-lot single-family housing in Columbus to a village center character in Amlin, ranging from 3 to 12 du/ac respectively. Retention basin and landscape features are meant to occupy significant setbacks from Tuttle Crossing Boulevard and the railroad.



Envision Dublin Southwest Area Plan



Envision Dublin Thoroughfare Plan showing ROW widths in this location.

Thoroughfare Plan

The *Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II (2020)* shows Tuttle Crossing Boulevard as a 116-foot right-of-way to accommodate bike lanes, a detached shared-use path, and a median. The road alignment shows an overpass at the railroad and the entire right-of-way being located on this site.

The soon-to-be-effective Thoroughfare Plan in Envision Dublin indicates Tuttle Crossing Boulevard as a 180-foot ROW in this location. Tuttle Crossing Boulevard is noted as a "Corridor of Significance" in Envision Dublin, meaning having a curvilinear design allowing for views/vistas and a significant green edge to support the rural character. Cosgray Road at the project site is noted as 120-foot ROW.

Bikeway Plan

The current Bikeway Plan anticipates shared use trails along the entire railroad frontage on this site. A shared use path is anticipated along Cosgray Road as well.

In Envision Dublin, no shared use paths are indicated on this site; however, there are opportunities to link to Columbus' trails, which the proposal does. All shared use paths should be eleven feet wide per Envision Dublin.

4. Project

Site Layout

The site is flat with minimal grade change. There is one central landmark tree, a 72-inch DBH white oak, and one tree row along the south edge. No wetlands exist.

Historic and Cultural Resources

The site has been historically farmed and does not contain any historic structures.

Road, Pedestrian and Bike Network

The site has frontage along Cosgray Road and also has three street stubs from the City of Columbus (Filner and Gerlach Roads, Ellis Brook Drive). The future Tuttle Crossing Boulevard is along the northern boundary, as previously noted.

There is a shared use path on the east side of Cosgray Road, in Columbus; a sidewalk on the west side of Cosgray Road that ends across from Boucher Road; and more regionally, there are paths along Cosgray Road north of the railroad crossing, Churchman Road and Rings Roads. A shared use path also runs behind Ballantrae Woods and along Cosgray adjacent to Ballantrae.

Utilities

The site is not currently served by public water and sewer. Public water main exists to the south of this site. To serve this site with domestic and fire protection service, public water mains will need to be extended, along with new hydrants throughout the development. This main shall also be extended along Cosgray Road along the development's frontage. Public sanitary sewer exists to the south and needs to be extended.

Details

Circulation

A Traffic Impact Study (TIS) is required at rezoning/PDP. The TIS scope is established through a Memorandum of Understanding to determine the specific needs and evaluations for the site. Required turn lanes and any other necessary improvements for this project, along with any additional associated right-of-way needs, will be the responsibility of the developer

The applicant shows future ROW dedication for Cosgray Road to comply with the current Thoroughfare Plan. The developer shall be required to construct Tuttle Crossing Boulevard to the east property line, and additional discussions are needed regarding the overpass and connections to the east. A roundabout is planned at Cosgray and Tuttle Crossing Boulevard, so additional right of way is required.

Two access points are shown on Tuttle Crossing Boulevard into the project. Internally, a north-south local road connects Gerlach Road with Tuttle Crossing Boulevard. Two other connections to stub streets in the City of Columbus to the south are also proposed as previously described. The proposed internal street network is all public.

Staff notes that shared use paths are provided per the current Bikeway Plan along Cosgray

Road, future Tuttle Crossing Boulevard, and the rail line. The Cosgray Road path undulates somewhat, responding to previous comments. Shared use paths, and their connections to other paths and places of interest, need to be shown at the next stages. Sidewalks are required on both sides of the internal roads. See Exhibit G of the application materials for more information.

Development Standards

Road Setbacks	2013 Community Plan	2024 Envision Dublin	Proposed
Tuttle Crossing Boulevard	200'	Not indicated	100-260'
CSX Railroad	200'	200'	152' min
Cosgray Road	Not indicated	Not indicated	118' min

NDG Elements – Public Realm Macro	Comments
Open Space Framework	<ul style="list-style-type: none"> • Provided via Exhibits C, D, E, and G • Regional context is noted but does not show park/path connections as required; needed at PDP
Preservation of Significant Features	<ul style="list-style-type: none"> • Landmark tree preserved • Tree row on south edge not preserved; needed at PDP • Should be used to identify neighborhood theme/character; needed at PDP
Objectives for Open Space	<ul style="list-style-type: none"> • Some homes front open space; more could • Staff provided sketches to demonstrate potential improvements • Programming of open space to be conceptually identified now; use community theme; needed at PDP
Stormwater Facilities	<ul style="list-style-type: none"> • Can only be counted as open space if interactive in design; needed at PDP • Proposed locations may conflict with required berming/planting/buffering along roads; show at PDP • Ponds behind homes are generally discouraged; mitigation possible at PDP
NDG Elements – Public Realm Micro	Comments
Streetscape	Details required at PDP; req'd theme will help address
Pedestrian Experience	Details required at PDP, especially for east-west open space corridor and around stormwater features
Front Yard Landscaping/Arrival	Details required at PDP; more houses should front open space/pedestrian corridors
Architectural Diversity	More is needed, possibly through flipping elevations, providing side-loaded options, and adding material options
Garage Mitigation	<ul style="list-style-type: none"> • 18' provided vs 20' suggested setback from front porch; could be acceptable with below mitigation <ul style="list-style-type: none"> ○ Pergolas shown, may be optional; should be required? ○ Could include required landscape option ○ All should be finalized at PDP
NDG Elements – Private Realm	Comments
Block Vignettes	Required now, including corner and side-loaded vignettes; not provided
Front Setback	12' min, brings porch close to street/sidewalk
Side Yards	<ul style="list-style-type: none"> • 6' shown each side; should require HVAC in rear • 6' = min amount per NDG; mitigation may be needed at PDP • Variation in lot widths should be considered per

	Subdivision Regulations; may be waived with other design considerations
Rear Yard/Private Open Space	<ul style="list-style-type: none"> • Need confirmation that largest house is shown • Need confirmation of adequacy for # bedrooms • 600 SF min, adequate for large patio/plunge pool • Easements may affect usable yard size; useable open space shall be maintained at PDP • Details needed in development text/sales materials
Lot Coverage	<ul style="list-style-type: none"> • 45% max required; 54% shown; will need to be justified at PDP • Describe how patio/pool area will affect total lot coverage at PDP, along with mitigation
52' Min. Lot Width	<ul style="list-style-type: none"> • HVAC required at rear of lot • Is the variety of lot width adequate? Can it be mitigated through design?

Conceptual Character

Initial house types are provided by the applicant; these are the same elevations provided for the tabled 2023 Rezoning/PDP request. The form is a front-facing, two-story gable with porch/patio and a 1 – 2 story garage ell that is set back from the primary mass. This is shown with a slight variety of roof forms, including a clipped gable, different venting/window details, and porch forms. The ell may have a solid roof, dormer windows, an accessible porch, or a hipped roof.

Staff is generally supportive of the house forms as shown. Staff suggests side-loaded garage options and reversed elevations to vary the streetscape more. Staff has also suggested the use of the previously-presented Schottenstein townhome units facing Tuttle Crossing Boulevard to help vary the streetscape and housing variety. These elevations are attached for reference only and were not proposed by the applicant.

Materials are conceptually shown at this point and include dimensional asphalt shingles, board and batten siding, stone cladding, and carriage house style garage doors. Additional siding choices are needed to create greater architectural interest. A pergola option is indicated over the garage doors; if required, this could help mitigate garage door impacts on the streetscape.

Open Space

According to City of Dublin Code 152.086(A), 4.32 acres of open space is required with this application. Approximately 14 acres is proposed, although some of that in the northeast corner is likely to be affected by the grading for the Tuttle Crossing Boulevard overpass, as will the proposed stormwater facility in the northeast corner.

The neighborhood repeats the traditional neighborhood approach in Columbus to the south. An east-west pedestrian feature is shown, anchored by Park B and the eastern open space area; however, the east space needs an anchor. The pedestrian feature is incomplete and has missing connections. At next steps, it should be enhanced with unique streetscape features, such as widened sidewalks, front-facing porches, and/or special tree/planting schemes. Staff has provided sketches to the applicant, also attached, to demonstrate the following:

- A wider, more continuous pedestrian path for a greater length of the property
- Connection through to the Cosgray open space
- Houses facing that pedestrian path, to create emphasis/variety
- Widening of Gerlach Street tree lawn to create a hierarchy of streetscapes through additional plantings

The southern edge along Columbus is separated by a tree row and an undulating edge of houses. At this point, the tree row is not clearly protected: it should be in a separate No Build/No Disturb zone of +/- twenty feet, rather than incorporated into individual back yards.

With the PDP, the design of the wet and dry stormwater detention ponds needs to incorporate pathways, activity features, and aesthetic elements in order to be counted as open space. This may conflict with goals to provide berming, plantings, and other buffering elements along major roads, which was a significant topic of discussion at the tabled applications.

Stormwater Management

The applicant is not required to provide stormwater management information at CP, although this was a significant concern in October of 2023. As part of the Rezoning/PDP application, the applicant will need to work with staff to determine an appropriate stormwater management plan and will need to demonstrate compliance with Chapter 53 of the City of Dublin Code of Ordinances. Proposed sanitary and storm sewer connection/discharge locations will need to be shown, along with water line connection points.

5. Plan Review

Discussion Questions

1) Is the Commission supportive of the proposed density and conceptual site layout?

The proposed density and layout generally meet both the 2013 Community Plan, the 2024 Envision Dublin Plan, and the Neighborhood Design Guidelines. The layout preserves the landmark tree; however, the preservation of the southern tree row is uncertain. The east-west pedestrian spine could be strengthened as shown on the proposed sketches.

2) Does the Commission support the development setbacks along Tuttle Crossing Boulevard and the railroad as shown?

Envision Dublin only indicates a 200-foot setback along the railroad corridor; for other projects (Cottages at Ballentrae), this setback has been reduced to 100 feet. Berming, landscaping, and design features can help mitigate visual and audio impacts from the roads.

3) Is the Commission satisfied with open space locations and preservation of natural features?

Stormwater features needs to be enhanced in order to count toward open space, per the Neighborhood Design Guidelines; this shall be addressed at PDP. Since the majority of proposed pen space includes these necessary features, this will be an important issue going forward. The east-west pedestrian spine is a good concept that could be augmented into a great feature at PDP. The southern tree row should be preserved, ideally outside of the lots.

4) Does the Commission support the conceptual product type and its architectural diversity?

PUDs are ideally meant to provide a variety of housing types. The provided product type's diversity should be increased through the use of additional materials, more masonry, and orientation on the lots. Staff would support the inclusion of some townhome units in the project.

5) Other considerations by the Commission.