

21-142CP – 5274 COSGRAY ROAD

Summary

Informal review and feedback for a Concept Plan to develop +/- 101.1 acres consisting of single-family, detached, and single-family attached units. Development is divided into two subareas: 160 units at 5 du/ac and 345 units at 9.2 du/ac. Site is zoned Rural District.

Site Location

The site is located 1,300 feet southeast of the intersection of Cosgray and Rings Roads.

Property Owners

Floyd and Joyce Miller
Cosgray Road II, LLC

Applicant

Schottenstein Homes, Paul Coppel

Applicable Land Use Regulations

Zoning Code Section 153.050-153.056

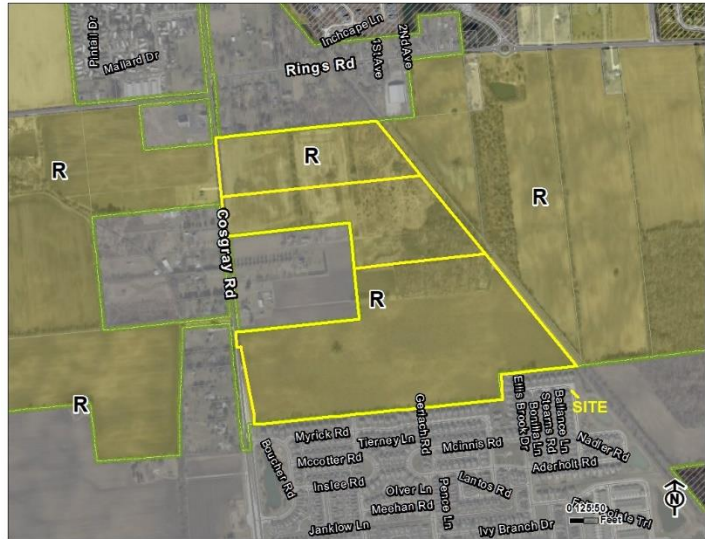
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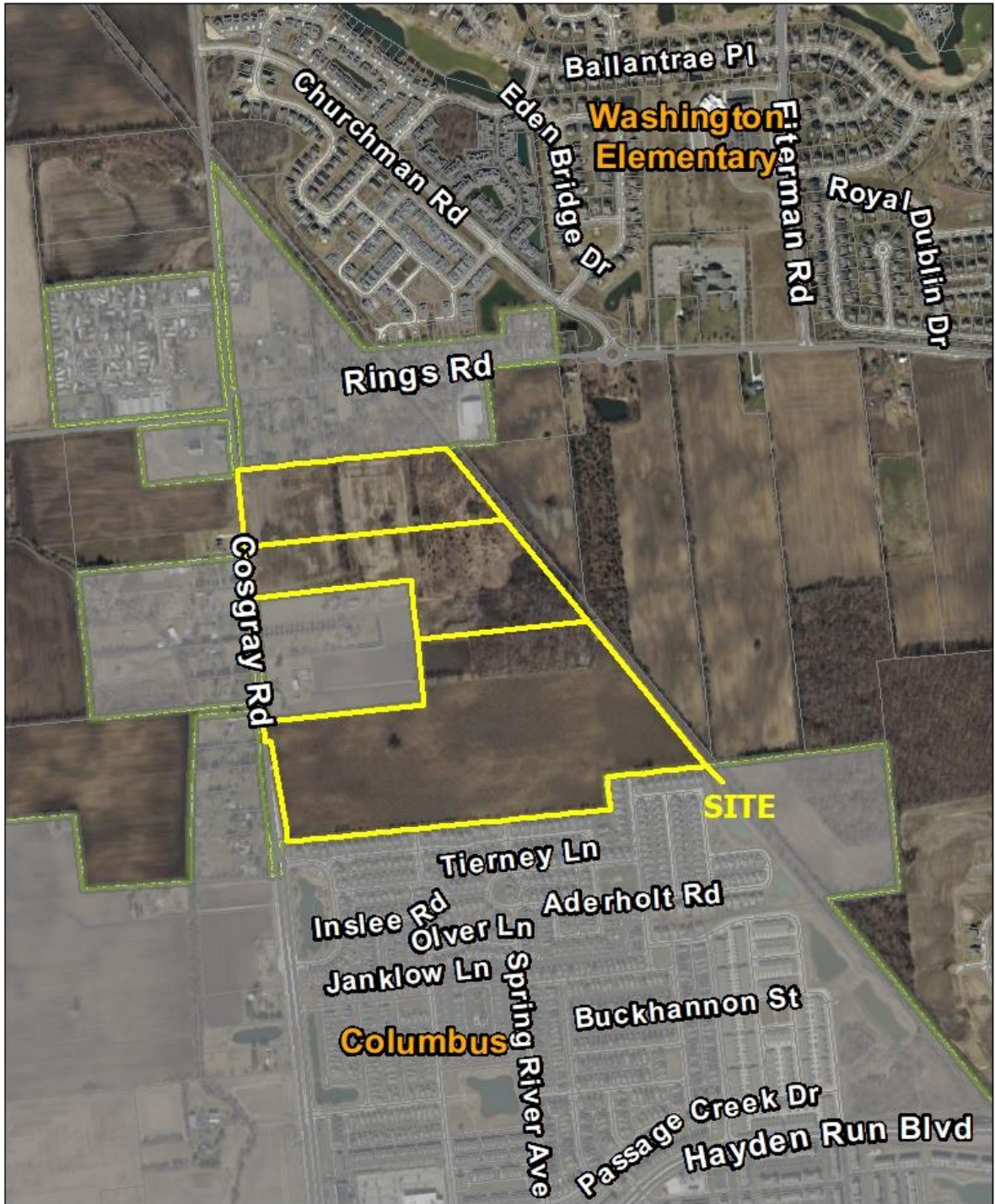
Next Steps



Following this review, the applicant may be eligible to file an application for a Rezoning/Preliminary Development Plan and Preliminary Plat to establish a new Planned Unit Development neighborhood.

Zoning Map



1. Overview



 <p>City of Dublin</p>	<p>21-142CP Concept Plan 5274 Cosgray Road</p>	<p>0 385 770 Feet</p> 
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2. Overview

Background

The development proposal is a fee-simple residential neighborhood with two development subareas: the northern subarea is single family and single family condominiums, and the southern subarea is a mix of single family, single family condominiums, and townhomes. The proposed neighborhood contains a total of 505 lots with 25 acres of open space on a 101 acre site with a gross density of 5 dwelling units per acre (du/ac). The site is currently zoned R, Rural District, and the desire is to create a Planned Unit Development (PUD).

The site is generally trapezoidal with three remnant parcels, each containing a single family residence, in the middle fronting Cosgray Road. The site has approximately 1,660 feet of total frontage along Cosgray Road in two segments and approximately 2,800 feet of frontage along the CSX Railroad. On the north side, the site is adjacent to the Village of Amlin, and on the south side, the site is adjacent to single family residential located within the City of Columbus. The site is bisected by the future extension of Tuttle Crossing Boulevard.

Case History

The applicant met with staff in June of this year to discuss a concept for these properties. At that time, 294 dwelling units were anticipated, with 88 "cottage" units and 206 single family units. The gross density was 2.9 du/ac, with just over 29 acres of open space on 101 acres. No previous, or subsequent, applications were made other than this proposal.

An Ordinance to Accept Annexation for 65.5 acres of the Miller property (southern portion of this request) was executed on October 17, 2005, Ordinance 56-05. In 2005, an application was made for the same property, showing 115 single-family residential lots on approximately 62 acres at a density of 1.85 du/ac, but the proposal did not proceed to hearing.

Neighborhood Engagement

The applicant has indicated that they have not yet had meetings with surrounding neighbors. Their intent is to meet with neighbors pending the outcome of the Concept Plan.

Process

A Concept Plan is the first required step in establishing a PUD in cases where projects are greater than 25 acres and where they may not comply with the Community Plan, per Code Section 153.053(C)2. This allows an applicant to obtain input from the Commission at the formative stage of a project. Subsequent to the Concept Plan review, the applicant may incorporate the Commission's and community's feedback prior to submitting an application for a Rezoning/ Preliminary Development Plan to request a PUD neighborhood. Following approval of a Rezoning/Preliminary Development Plan by City Council, approval of a Final Development Plan by the Planning and Zoning Commission is required.

Site Characteristics

Natural Features

The site is flat with minimal grade change. There are significant tree stands, primarily along the eastern edge. In addition, significant tree rows run north-south on the northern portion of the property, between existing fields. Two other tree rows run east-west adjacent to the southern remnant parcel. There are two significant trees in the middle of the fields, one each on the north and south sides of the property.

Potential wetland areas of approximately 19.1 acres are identified the *Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II* report prepared for the City of Dublin in July of 2020 by American Structurepoint. Some are significant and will need further investigation, classification, potential preservation, and setbacks (20 feet is required per City Code 153.052(B)(e)(4)). Primarily, they exist along the northeastern portion of the site, within the wooded areas.

Historic and Cultural Resources

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

Surrounding Land Use and Development Character

North: Washington Township (Franklin County), residential part of Village of Amlin

East: CSX Railroad, additional R-Rural District land

South: City of Columbus residential

West: Cosgray Road, R-Rural District land, and Washington Township (Franklin County)

Road, Pedestrian and Bike Network

The site has frontage along Cosgray Road and also has three street stubs from the City of Columbus development to the south (Filner Road, Gerlach Road, and Ellis Brook Drive). The site contains part of the future Tuttle Crossing Boulevard, with the *Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II (2020)* report identifying an alignment with a 116-foot right-of-way-that is wholly on this project site. Tuttle Crossing Boulevard is anticipated to be a four-lane, divided road with both bike lanes and a detached, shared-use path, except at the railroad overpass, where the median and tree lawns will compress to allow for needed grade changes.

There is a shared use path on the east side of Cosgray Road, along the City of Columbus neighborhood; a path to the southwest that ends opposite the City of Columbus project; and more regionally along Churchman 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. The public water main shall also be extended along Cosgray Road along the development's frontage.

Public sanitary exists to the south to service the site. The development is to be served by two separate sanitary sewer mains. Public mains and structures will need to be built with the development to service the future homes. A 40-foot gas pipeline easement runs along the west side of the railroad from the south and then turns west through a remnant parcel and then northwest towards Cosgray Road.

3. Community Plan

Future Land Use

The Future Land Use Map in the Community Plan shows this site as "Mixed Residential Medium Density". Contemplated within that category are *"areas where greater walkability and pedestrian orientation at a village scale are desired, at a maximum density of 5.0 du/ac. Areas are intended for integration around Village Center developments."* Village Centers are defined

as areas near major roads that *"are intended to provide daily retail, major grocers and other conveniences to serve the Dublin community 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."*

Thoroughfare Plan

Tuttle Crossing Boulevard is shown as a 100-foot right of way in the 2013 Community Plan; however, the *Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II* was completed in 2020 and contemplates a 116-foot right-of-way to accommodate bike lanes, a detached shared-use path, and a median. The recommended alignment in this study shows an overpass at the railroad, along with the entire right-of-way being located on this project site.

Cosgray Road south of Tuttle Crossing Boulevard is contemplated to be a Major Arterial, with a 120-foot right-of-way. Cosgray Road north of Tuttle Crossing Boulevard to the CSX Railroad crossing is shown as a Collector, with a 70-foot right-of-way.

Bikeway Plan

The Bikeway Plan contemplates shared use trails along the railroad frontage on this site. This site may be able to serve as a nexus to bring adjacent existing and proposed shared use paths together. Additional information about pedestrian or bike connections will be needed should the application proceed to the next steps in the review process.

Southwest Special Area Plan (Railroad to Houchard Road)

The Southwest Special Area Plan contemplates a number of specific goals for this location.

- Conserve open space and natural features, such as woodlots and fencerows; link open spaces together to provide high-quality amenities and stream protection;
- Provide for regional transportation connectivity, including road, pedestrian, and bike; carefully locate Tuttle Crossing Boulevard to minimize impacts on existing residences and the Village of Amlin;
- Establish a distinctive identity while minimizing impacts on existing and future residents;
- Coordinate lower density development with jurisdictions to the west; and
- Protect the unique and quaint character of the Village of Amlin.



Southwest Area Plan (Avery West detail) map with general project location

Likewise, the **Southwest Area Plan (Avery West Detail map)** shows specific design recommendations, including:

- Gateway feature for the Village of Amlin (dark red on map);
- A 200-foot setback along the railroad (east boundary of project site);
- A minimum 200-foot setback along Tuttle Crossing Boulevard;
- The Mixed Use Village Center extending south from Rings Road onto Cosgray Road, some of which would be on this site (dark red on map);
- Mixed Residential Medium Density south of Amlin and wrapping southeast (5 du/ac) (brown on map);
- Medium Density Residential on a street/alley system in the heart of this site (1 -2 du/ac) (yellow on map);
- Mixed Residential Medium Density along Cosgray Road (5 du/ac) (brown on map and on remnant parcels);
- Mixed Residential Rural Density along the border with the City of Columbus to the south (1.5 du/ac) (light green on map); and
- The remainder of the site is shown as open space, especially along the railroad, the woodlot, and along most of Tuttle Crossing Boulevard.

4. Proposal

The proposal is for a PUD neighborhood consisting of 505 residential lots with 25 acres of open space on a 101 acre site. The proposed gross density is 5.0 du/ac, which generally aligns with the Community Plan and Special Area Plan recommendations.

Circulation

Currently shown for Tuttle Crossing Boulevard with this request is a 100-foot right-of-way, with one half of the right-of-way on this property and one half on one of the remnant parcels, which

does not match the current recommendations. A letter has been requested from that land owner stating that they are aware of the requested road location. Additionally, there is concern that the proposed 100-foot right-of-way will not be adequate for the planned, off-street shared-use paths along Tuttle Crossing Boulevard. Finally, multiple access points are shown on the future Tuttle Crossing Boulevard into the interior of the project, including to the remnant parcels. Access management will be reviewed and evaluated with the required Traffic Impact Study (TIS) as part of a Rezoning/Preliminary Development Plan application, should the development proposal move forward.

Two access points are shown on the north portion of the project onto Cosgray Road. The Transportation and Mobility Division have commented that retaining both of these access points is unlikely, due to the number of conflict points this would create along the collector road. The applicant will be required to dedicate right-of-way to comply with the Thoroughfare Plan. 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.

On the south side, the project anticipates using the three existing road stubs from the City of Columbus residential neighborhood.

Development Standards

Two subareas of development are proposed. Area A-1 is 31.4 acres on the north side with 160 units at a net density of 5 du/ac. This subarea is proposed as single-family and single-family detached condominium products. Area B-1 is 37.4 acres on the south side with 345 units at a net density of 9.2 du/ac. This subarea is contemplated as single-family, single-family detached condominiums, and townhomes.

Lot sizes are not shown at this stage of the process. Proposed development standards including minimum lot size, minimum setbacks, and maximum lot coverage are also not indicated with the plan given its conceptual nature. Generally, lot sizes are proposed to transition from larger in the north to smaller in the south portion of the site. This is contrary to the lot and density arrangement depicted in the Southwest Area Plan (Avery West Detail).

The plan shows a 50-foot-minimum, variable setback along Tuttle Crossing Boulevard, a 100-foot setback along the CSX Railroad, and a 100-foot setback along Cosgray Road where the Community Plan recommends 200 feet for Tuttle Crossing Boulevard and 200 feet for the railroad. No setbacks are specified for Cosgray Road in the Community Plan.

Conceptual Character

Initial residential development product types were provided by the applicant. The single family detached products are intended to have front porches varying in size. The single family condominium products are similar to those at the Woods at Ballentrae, with a farmhouse theme. Both of these products are shown with front-facing garages, which will affect the street scape at the proposed densities. The suggested alleys in the Special Area Plan would help to alleviate this condition.

The townhome style products also show most garages in front. Some products are shown that may have garages in the back, which would be considered more desirable, allowing the homes

to face green/park space from the front door. Front porches that transition from public green space to private interior space would also be a positive added feature.

Given the conceptual nature of the proposal, further development of architectural standards, open space design and character, tree preservation/replacement, and traffic impacts/roadway improvements are not required at this stage. Subsequent to incorporating Commission and community feedback, and upon submittal of a Rezoning/Preliminary Development Plan application, the applicant would be required to provide all details of development.

Open Space Preservation

According to City of Dublin Code 153.086(A), 17.17 acres of open space is required with this application. Twenty five acres is proposed.

The plan depicts the preservation of some woodlots and a wetland in the central eastern part of the site. Another woodlot is located in the far northeast corner, and this is also shown as preserved. One of two tree rows are preserved in the northern portion of the site. Two east-west tree rows also appear to be preserved, along with the two landmark trees. Additional wetlands are potentially located throughout the northeastern part of the site and will need to be investigated. The presence of wetlands should be confirmed and worked into an overall open space plan that preserves the natural environment in a way that creates meaningful recreational opportunities and distinctive natural character while linking to other regional opportunities.

Stormwater Management

The applicant has not provided any proposed stormwater management information with the Concept Plan. As part of the Rezoning/Preliminary Development Plan application, should the development proposal move forward, the applicant will need to work with Planning and Engineering on determining an appropriate stormwater management plan and will need to demonstrate compliance with Chapter 53 of the City of Dublin Code of Ordinances.

5. Discussion Questions

1) Is the proposal consistent with the Community Plan and the Special Area Plan?

Development densities are located opposite of those contemplated in both plans, where the denser development is shown to the north and less density to the south. The southern area contemplates 1.5 du/ac under the Mixed Residential Rural future land use classification. Further, the Village Center concept is not represented in this proposal, and sensitive incorporation of the Village of Amlin could be enhanced.

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

Development of 505 single family lots, in various single-family housing types, is proposed. The site is surrounded by established large-lot, single-family residences and farmland on three sides. To the south is single-family development in the City of Columbus. The proposed gross density is 5 dwelling units/acre. Five dwelling units/acre is contemplated in the Community Plan and some of the Special Area Plan; the Special Area Plan shows 1.5 dwelling units/acre in the southern portion of the site.

Does the Commission support the concept of alley access for some of the housing on the north portion of the site, as depicted in the Southwest Area Plan (Avery West Detail)? This might suggest a more gridded street pattern, as well.

3) Does the Commission support the development setbacks as shown?

The Special Area Plan contemplates a 200-foot setback for the railroad, where 100 feet is shown on this plan, although a 100-foot setback was recently approved at the Woods at Ballantrae. Additionally, the Southwest Area Plan (Avery West Detail) also shows a minimum 200-foot setback along Tuttle Crossing Boulevard; this plan shows a minimum 50-foot setback, which then varies to wider on the east.

4) Is the Commission supportive of the conceptual open space locations including preservation of natural features?

The development includes 25 acres of open space, primarily along the central eastern edge of the property, near the railroad, which numerically exceeds the required amount. Other tree rows and individual trees are shown on the plan with an eye toward preservation. There is an additional tree row in the northern portion of the site, on the east side of the east field, which should be preserved. Only one wetland is identified in the Concept Plan, and there may be additional wetlands on the site. The Southwest Area Plan (Avery West Detail) shows almost all the eastern half of the property as open space.

5) Does the Commission support the conceptual product types presented with the application?

The submitted house types (single-family, single-family detached condominiums, townhomes) show a majority of garages facing the street; at the proposed densities, this may not present an attractive streetscape. Additionally, does the Commission have other housing types or products in mind that are more unique or fitting to the surrounding character?

6) Other considerations by the Commission.

6. Recommendation

Staff recommends the Commission consider the following discussion questions as part of the Concept Plan review and feedback.

- 1) Is the proposal consistent with the Community Plan and the Special Area Plan?
- 2) Is the Commission supportive of the proposed density and conceptual site layout?
- 3) Does the Commission support the development setbacks as shown?
- 4) Is the Commission supportive of the conceptual open space locations including preservation of natural features?
- 5) Does the Commission support the conceptual product types presented with the application?
- 6) Other considerations by the Commission.