



CITY OF DUBLIN,

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PLANNING REPORT

PLANNING AND ZONING COMMISSION

DECEMBER 11, 2008

SECTION I – CASE INFORMATION

4. National Church Residences at Avondale Woods **5215 Avery Road**
08-100CP **Concept Plan**

Proposal: A senior housing development consisting of 200 units located within 20 single-story buildings and two three-story buildings, with a community center and associated site improvements. The site is located on the west side of Avery Road approximately 4,100 feet south of its intersection with Cara Road.

Request: Review of a concept plan under the Planned District provisions of Code Section 153.050 for a future rezoning/preliminary development plan application.

Applicant: Matt McClure, National Church Residences; represented by George Berardi, Berardi Partners, Inc.

Planning Contact: Rachel E. Swisher, Planner I

Contact Information: (614) 410-4656, rswisher@dublin.oh.us

Summary

The applicant, National Church Residences (NCR) is requesting informal review of a concept plan for a senior housing development with 200 units contained within two, three-story buildings and 20 single-story cottages. The proposal also includes a one-story community center and associated site improvements.

Background

This site was the subject of a previous proposal for a development of single-family and multi-family housing which the Planning and Zoning Commission informally reviewed on December 12, 2002 (Case 02-139INF). A rezoning application was submitted in November 2003, and the Commission reviewed two site plan options on March 4, 2004 (Case 03-139Z; site plans included in the attached case overview). The application was postponed to work out issues related to traffic, access, and site layout. The application was not pursued, although the owner of the overall parcel has indicated that they would like to proceed with a similar development in the future. The National Church Residences development would be integrated into development of the parcel as the multi-family component.

Site Description

Location

The site is located in the southernmost portion of the City of Dublin, on the west side of Avery Road over 4,000 feet south of the intersection with Rings Road. The approximately 17-acre site is part of a larger 139.87-acre tract, and the proposed development site is located in the southeastern corner of this parcel.

Site Character

The parcel is predominantly flat with two heavily wooded areas (Avondale Woods and Triangle Woods), neither of which are affected by the proposed development. A small stand of mature trees is located in the northern portion of the proposed site.

The CSX railroad line is located approximately 700 feet west of the site. An existing barn, built around 1900 and listed on the Ohio Historic Inventory, is set back a considerable distance from Avery Road in the northern portion of the site. The barn is in a dilapidated state and is likely beyond repair.

Surrounding Zoning and Uses

The property was rezoned to R, Rural District, in July 2007 (Case 03-121Z) from the Washington Township R1-B, Restricted Suburban Residential District, as part of an area rezoning after being annexed into the City of Dublin in 1992.

The City of Dublin corporation limit is located along the southern property line. Parcels in Washington Township include an undeveloped parcel to the south and several large lot single-family homes to the north, on the west side of Avery Road. Several undeveloped parcels located on the east side of Avery Road across from the site are located within the City of Columbus.

The single-family properties to the north are proposed as future office in the draft City of Columbus Hayden Run Corridor Plan. The parcels to the east are planned for office, neighborhood/community commercial, and medium- to high-density residential development. The City of Columbus recently approved several traditional neighborhood development proposals to the west of the CSX railroad that have an average density of approximately six units per acre.

A future major roadway, the Britton-Cosgray Connector, is planned immediately south of this parcel. The roadway is planned to begin to dropping in elevation near the intersection with Avery Road to pass under the CSX tracks to the west.

Dublin Community Plan and Future Land Use

The 2007 Community Plan classifies this site as *Mixed Residential Low Density*, which is intended to provide a mix of housing options and to transition from existing single-family neighborhoods. The provision of a mix of housing types allows for greater housing choices for all age groups.

The site is also included in the Southwest Area Plan, which identifies a need for coordinated land uses and the need to address challenges associated with necessary transportation improvements and provide an adequate transition of land uses. The Area Plan also emphasizes regional greenway connections, pedestrian access, and a broad range of housing options.

Plan Description

Overview

The NCR plan, developed in two phases (described later in this Report), includes 200 senior housing units and a 12,596-square-foot community center with associated parking. Two, three-story buildings flanking the community center will provide 100 units in the center of the site. The remaining 100 units are in 20, single-story cottage-style buildings located around the periphery of the site. Stormwater retention ponds are proposed in the eastern portion of the site along Avery Road.

Site Layout

Access to the NCR site is from a public street to Avery Road that will eventually serve the remainder of the development site, a portion of which will be constructed with this development. Two driveways from this street are proposed for the site. An internal road network provides a generally circular loop through the site. Five-foot asphalt walking paths are provided throughout the site.

Single-story cottage units are located primarily along the western edge of the development and in the northern and southern portions of the site in small groups of two to four buildings of four to seven units. A group of three-story buildings flanks a community center in the center of the site, oriented to Avery Road, with parking provided on four sides. Smaller clusters of parking spaces are provided adjacent to the cottages.

Community Plan

The Future Land Use classification for the entire 140-acre site recommends a gross density of 3.0 dwelling units per acre, which would permit up to 420 dwelling units. NCR's density of 11.76 dwelling units per acre is consistent with the Southwest Area Plan that shows higher densities concentrated where this development is proposed. Development densities for the remainder of the larger parcel will have the NCR project included in the gross density calculations.

Development Standards

Building setbacks are 30 feet along the northern edge of the site and 100 feet along the eastern edge. Pavement and landscaping currently shown within an existing 40-foot water line easement along the southern property line will need to be removed or an easement encroachment agreement obtained.

No screening or buffering is shown along the southern property line, and the plans indicate that a property screen consisting of landscaping and a fence will be installed on the western boundary of the site. The applicant will be required to provide more details regarding the perimeter screening to determine whether the proposal meets Code requirements for perimeter landscaping, and Planning recommends including a buffer consisting of mounding or plant material along the

southern property line to screen the future Britton-Cosgray Connector and to minimize potential impacts of this planned roadway.

Traffic Impacts and Access

Traffic and access considerations are typically worked through in detail at the rezoning/preliminary development plan stage upon completion of a traffic study. For this site, traffic and access are complicated by a number of issues, including site access and future roadway improvements to Avery Road, Tuttle Crossing Boulevard, and other nearby arterial roadways, including the planned Britton-Cosgray Connector. Planning has advised the applicant to begin coordinating a traffic study to evaluate how the findings will impact this site. Initial traffic and access considerations are discussed below with additional details provided after a traffic study has been completed.

- **Avery Road Future Right-of-Way:** The abutting Avery Road right-of-way is within the City of Columbus' jurisdiction, and all traffic studies and traffic improvements will be coordinated with the City of Columbus Transportation Division. The City of Dublin Thoroughfare Plan and the 2005 City of Columbus Thoroughfare Plan calls for a 160-foot right-of-way for Avery Road. The 80-foot dedicated future right-of-way along the eastern edge of the development is consistent with this requirement and a 100-foot building setback is proposed in accordance with the Dublin Model Character roadway character designation for this site.
- **Site Access:** Given the projected traffic volumes expected along Avery Road from future development, access from Avery Road in this area will be very limited. Only one point of access to this parcel from Avery Road will be permitted by the City of Columbus, and the applicant will be required to obtain written permission from the City of Columbus to ensure access to Avery Road. Engineering has recommended that a connector roadway be constructed with this development to provide access to the site. This roadway will serve the NCR development in the short-term, but will ultimately serve the surrounding development as the rest of the parcel develops.
- **Connector Road:** To provide access to the entire 140-acre parcel the applicant will be responsible for constructing a roadway from Avery Road to the western edge of the their development. While not finalized, the roadway design will need to accommodate development of the overall parcel. The roadway is anticipated to have a 70-foot right-of-way with three lanes nearest Avery, tapering to two lanes.

A boulevard is proposed up to the first entrance into the development to accommodate fire access concerns. The first entrance to the site is approximately 375 feet from the intersection with Avery Road, with the second access approximately 250 feet further west.

The locations of the access points as well as the design of the roadway are subject to change based on the findings of the traffic study.

- **Pedestrian Connections:** An eight-foot asphalt bikepath will be constructed along Avery Road to the southern property line to connect with any future bikepaths constructed by the City of Columbus. The bikepath meanders within the landscape features adjacent to Avery Road. An eight-foot bikepath is also proposed for the south side of the connector roadway.

- **Planned Traffic Improvements:** Several major transportation projects are planned to occur within the vicinity of the proposed NCR development. These traffic improvement projects, listed below, have the potential to significantly impact the site, and all projects must therefore be accounted for early in the process.
 - *Avery Road Widening:* The City of Columbus Proposed Thoroughfare Plan anticipates that the section of Avery Road adjacent to the site will require widening from two lanes to six lanes based on projected development within the City of Dublin and the Hayden Run Corridor. The future right-of-way area will need to be dedicated to the City of Columbus. Columbus does not have a projected time for this improvement.

 - *Tuttle Crossing Boulevard Extension:* The extension of Tuttle Crossing Boulevard from Avery Road to Cosgray Road is included in the Dublin Community Plan, but is not currently within the five-year Capital Improvement Plan. Tuttle Crossing Boulevard between Avery and Cosgray Roads is planned to be a four-lane divided highway with a 100-foot right-of-way, according to the Dublin Thoroughfare Plan. This section of roadway is projected to pass to the north of the overall parcel and will provide access to the site from the north as the remainder of the parcel develops.

 - *Britton-Cosgray Connector:* The City of Columbus Thoroughfare Plan also proposes a four-lane arterial roadway abutting the south side of the proposed NCR development that will connect Britton Parkway to the east with Cosgray Road to the west. This road is expected to pass under the CSX rail line to the west of the site. The design or construction timing of this roadway has not yet been programmed.

Architecture

The applicant has requested that two architectural concepts for the proposed three-story independent living buildings be submitted to the Planning and Zoning Commission, both of which are included in the packet. Both options primarily use brick and stone veneer with cementitious siding for accents. The first option depicts the buildings as primarily composed of brick with stone applied to portions of the north and south elevations and also on the east and west ends of the three-story buildings and on the community center building. The second option is very similar to the first in that although the structure has not changed, a lower percentage of stone has been utilized on the building elevations.

Planning recommends that a version of the first option be used, with some modifications. The first option utilizes a greater percentage of stone on the elevations, which will assist with

breaking up the building façades. Planning also recommends incorporating a greater use of material changes to create more of a vertical, townhome appearance. This will provide architectural interest and further reduce the visual impact of the building.

The cottage units are primarily located along the perimeter of the site and help provide a transition to the anticipated single family development to the west. Primary building materials are brick and stone veneer with cementitious siding and aluminum trim as accents to coordinate with the three-story buildings. The applicant has indicated that the individual units will be architecturally treated to assist residents with wayfinding and identifying the units. Planning recommends that the buildings with five, six, or seven dwelling units be broken up into smaller groups of three to four dwelling units in order to decrease their mass.

Parking

The 256 parking spaces (250 spaces required by Code) shown on the plans are dispersed evenly throughout the site in groups of spaces located near each cluster of cottage dwelling units and around the three-story buildings and community center. The applicant has indicated that each group of parking spaces will contain at least one ADA-accessible parking space. The total number of accessible spaces must meet ADA requirements.

Site Amenities

Walking trails provide circulation through the site and connect to the proposed bikepaths along Avery Road and the proposed connector road. Small courtyards are included within each cluster of cottages to provide social space for residents. Gazebos are shown in several of the courtyards, and one is proposed in front of the community center. Rain gardens are also shown in some of the courtyards to assist in stormwater management.

Landscaping

The conceptual landscape plan includes trees planted along sections of the internal road network, rain gardens, and mounding along adjacent streets. The Community Plan designates Avery Road as a Dublin Model Character roadway, which recommends incorporating 100-foot setbacks, meandering bikepaths, formal maintained landscape treatments, ponds and water features, and variable mounding. The applicant has included some of these elements, however mounds are not permitted in the future Avery Road right-of-way.

Open Space Dedication

Code requires that 2% of the total site area plus 0.03 acres per dwelling unit shall be set aside as open space, up to a maximum of 25% of the total site area, or that fees be paid to the city in lieu of the acreage. The open space requirement for this site would be 4.27 acres of open space (25% of 17 acres). Open spaces include the community garden areas adjacent to the community center, the bikepaths, and the proposed rain gardens.

Tree Preservation

The existing trees located in the northern portion of the site may be affected by the construction of the proposed connector roadway. A tree survey and preservation/mitigation plan will be required.

Utilities and Engineering

- **Water:** An existing 16-inch waterline located on the west side of Avery Road will provide water service to the site. This site will likely be master metered, providing both domestic and fire protection service to the buildings. The site is also affected by a forty-foot waterline easement containing a 16-inch waterline along the extent of the southern property line and a ten-foot waterline easement along the eastern property line within the future Avery Road right-of-way.
- **Sanitary Sewer:** A 36-inch sanitary trunk sewer (Upper Scioto West Subtrunk) has been extended through the northern portion of the overall parcel by the City of Columbus. A sanitary sewer extension to the Upper Scioto West Subtrunk from the site will be required to provide sanitary sewer service to this development, and any public sanitary sewer extension will be required to be placed within a public utility easement.
- **Stormwater:** Two stormwater retention ponds are incorporated into the Avery Road landscape treatment. The design of the retention ponds will be finalized at the preliminary and final development plans after stormwater calculations have been completed. The applicant is also proposing rain gardens to assist with stormwater management in several of the courtyards and adjacent to the proposed three-story building.

Phasing

The applicant has indicated that the 200-unit development will occur in two phases. Phase 1 includes 100 units in 12 cottage units and the two eastern wings of the three-story buildings, and the eastern half of the community center. The remaining ten cottage units, the two western wings of the three-story buildings, and the western half of the community center will be constructed in Phase Two. The applicant has not yet finalized which aspects of the internal road network will be constructed with Phase One. This will be completed in consultation with the City to ensure proper site circulation and fire access.

SECTION II – REVIEW STANDARDS

Concept Plan

The purpose of the Planned Unit Development process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process consists of up to three stages:

- 1) **Concept Plan (Staff, Commission, and/or City Council review and comment);**
- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and
- 3) Final Development Plan (Commission approves/denies).

The concept plan is the first step in establishing a planned district and is intended to outline the basic scope, character and nature of a proposed project. All complex projects, projects involving more than 25 acres, and projects that may not comply with the Community Plan are forwarded to the Planning and Zoning Commission for its review and feedback. The goal of the review and feedback is to provide input in the formative stages of the design.

Evaluation based on the Community Plan:

Future Land Use

The 2007 Community Plan Update identifies this site as *Mixed Residential Low Density*. This land use classification is intended to provide a mix of housing options and to transition from existing single-family neighborhoods with a recommended maximum density of 3.0 dwelling units per acre.

Future Land Use met: The Mixed Residential Low Density classification would allow up to 420 units on the 140-acre tract. This 200-unit development has a density of approximately 11.76 dwelling units per acre. The NCR development is concentrated in the southeastern portion of the overall parcel, and the development would therefore be considered as part of the gross density for the entire 140-acre parcel.

Southwest Area Plan

The Southwest Area Plan identifies coordination of land uses and the preservation of character and natural features as major issues for this portion of the city. Development of the remainder of the 140-acres will be evaluated with the preservation of the existing woodlots to the north. The remainder of the development must be adequately integrated in a manner compatible with the Land Use Principles, with an emphasis on regional greenway connections, pedestrian access, and the provision of a broader range of housing options.

Area Plan may be met: The proposed use for this development is senior housing, which will provide a housing option that is consistent with the Future Land Use map and an objective of the Southwest Area Plan. While the proposed use may meet some of the objectives of the Area Plan, elements of the proposed site design will need to be refined in order to adequately integrate the NCR development in a manner that is compatible with the Land Use Principles and future surrounding development.

Land Use Principles

The ten Land Use Principles of the Community Plan were adopted to serve as the basis for evaluation of future development proposals and to set common design objectives and directions for land use policy in Dublin. The Land Use Principles are summarized and discussed below.

Quality and Character (Principles 1, 6, 7, and 9): High quality design for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place; preserving the rural character of certain areas of the community, including the appearance of roads, as well as the landscape; developing streets that create an attractive public realm and make exceptional places for people; and creating streets that contribute to the character of the community and move a more reasonable level of traffic.

Land Use Principles may be met: The proposed development provides an attractive and affordable option for senior housing. As a “gateway” to Dublin, high quality architecture and unique site design is necessary. Greater emphasis may be needed in providing more architectural diversity in terms of building colors and materials to break up long, highly visible elevations.

The plan provides common spaces for residents at the community center, in courtyards within each cluster of cottages, gazebos and picnic shelters, gardens, and an extensive network of sidewalks and walking trails. While trees are shown alongside portions of the internal street network, Planning recommends that a greater effort be made to create a well-defined, interior streetscape to create attractive public spaces. This may be accomplished by providing additional street trees long the internal road network and by orienting the single-story cottage units more toward the streets.

The applicant is proposing to include variable mounding, a meandering bikepath, retention ponds, and manicured landscaping along the Avery Road frontage of the site in order to contribute to the Dublin Model Character attributed to Avery Road in this portion of the city.

A traffic study will be required to determine the design of the proposed connector road and the driveways into the site.

Connectivity (Principles 2, 8 and 10): Creating places to live that have a stronger pedestrian environment, connections to convenient services, and are conducive to multi-generational living and social interaction; creating better connected places, in part, to improve the function of the street network and also to better serve neighborhoods; and providing opportunities to walk and bike throughout the community.

Land Use Principles met: The development includes adequate internal pedestrian connections with sidewalks and walking trails that circulate through the site. The eight-foot bikepaths shown along Avery Road and the connector roadway will also be used to connect to any new development to the west and north.

Integration (Principles 3, 4, and 5): Creating places with integrated uses that are distinctive, sustainable and contribute to increasing the City's overall vitality; providing some retail services in closer proximity to residential areas as an important amenity to residents; and creating a wider range of housing choice in the community, as well as in new neighborhoods.

Land Use Principles may be met: The proposal could add to Dublin's housing options by providing affordable, senior housing in the southern portion of the city. However, greater attention will need to be provided to integrate this development into existing and future development adjacent to this site in terms of streetscape orientation and the placement of roadways and necessary infrastructure. A sanitary sewer extension to the existing trunk line in the northern portion of the parcel will be required to serve this development, and the location of the sewer line may dictate the placement of roadways and land uses for future development of the parcel. Coordination with the existing property owner will be required in locating utility extensions.

SECTION III – PLANNING ANALYSIS AND DISCUSSION POINTS

In Planning's opinion, this proposal complies with the future land use designation for this site and may be consistent with the Community Plan and Land Use Principles, with the

recommendations noted. Planning recommends that the applicant pursue a preliminary development plan (rezoning) based on the evaluation contained within this report. Additional, specific feedback is requested from the Planning and Zoning Commission regarding the following topics:

- *Does the Commission view the proposed use as meeting the intent of the Southwest Area Plan and other Community Plan recommendations for this site?*
A planning goal for the Southwest Area Plan is the provision of greenway connectivity and pedestrian access within a broader range of housing options that coordinate with existing neighborhoods. The proposed National Church Residences development may be consistent with this goal by providing an alternative housing product in this portion of the city, and in Planning’s opinion, refining the proposed site plan may assist with achieving the character and preservation objectives of the Community Plan.
- *Based on projected transportation improvements and future development of the overall parcel, does the Commission feel that the proposed layout and site improvements are conducive to future development?*
The proposed development is located in the southern-most portion of the city, in a corner of a much larger parcel that is currently undeveloped. The development will need to consider the objectives of the Thoroughfare Plan for transportation improvements that are coordinated with adjacent development. More details will be available following the completion of a traffic study with the rezoning application.
- *Given the nature of the proposal, does the Commission support the proposed architectural concepts?*
Planning has recommended that the three-story building utilize different materials in order to create the appearance of individual “townhome” units to break up the long building façades and contribute to the architectural interest of the building for this gateway into the city’s southern region.
- *Does the Commission support the orientation of the three-story building and the proposed (conceptual) landscape treatment along Avery Road, as this site is a gateway into the southern portion of Dublin?*
The proposed site is located on the southern-most parcel in the City of Dublin, in close proximity to the City of Columbus and a major future intersection with Avery Road and the Britton-Cosgray Connector. As a gateway, Planning is recommending that the frontage of the site along Avery Road implement “Dublin Model Character” landscape treatment to coordinate with future development along this corridor.
- *Does the Commission support the proposed stormwater retention ponds located along the Avery Road frontage?*
The applicant is proposing stormwater retention ponds along the Avery Road frontage of the site. Retention ponds and water features are elements of the Dublin Model Character roadway character that the Community Plan recommends for this site, in addition to 100-foot setbacks, landscaped medians, meandering bikepaths, and variable mounding.

Planning recommends that mounds be constructed between any stormwater retention ponds and the Avery Road right-of-way to avoid becoming safety hazards.

Summary of Planning Recommendations

Site Design

- Provide more of a streetscape appearance within the development to create an attractive public realm.
- The frontage of the site along Avery Road should implement Dublin Model Character landscape treatment to coordinate with future development along this corridor.
- Construct mounds between any stormwater retention ponds along the eastern portion of the site and the Avery Road right-of-way to avoid becoming safety hazards.

Architecture

- The architectural concept for the three-story buildings in particular should be distinctive in character and oriented toward Avery Road.
- The three-story building design should bear more of a resemblance to town homes or “row houses” to further reduce the perceived mass of the building elevations and to provide architectural interest.
- Break up the single-story buildings with five, six, or seven dwelling units into smaller groups of three to four dwelling units in order to decrease the mass of these buildings.

Access

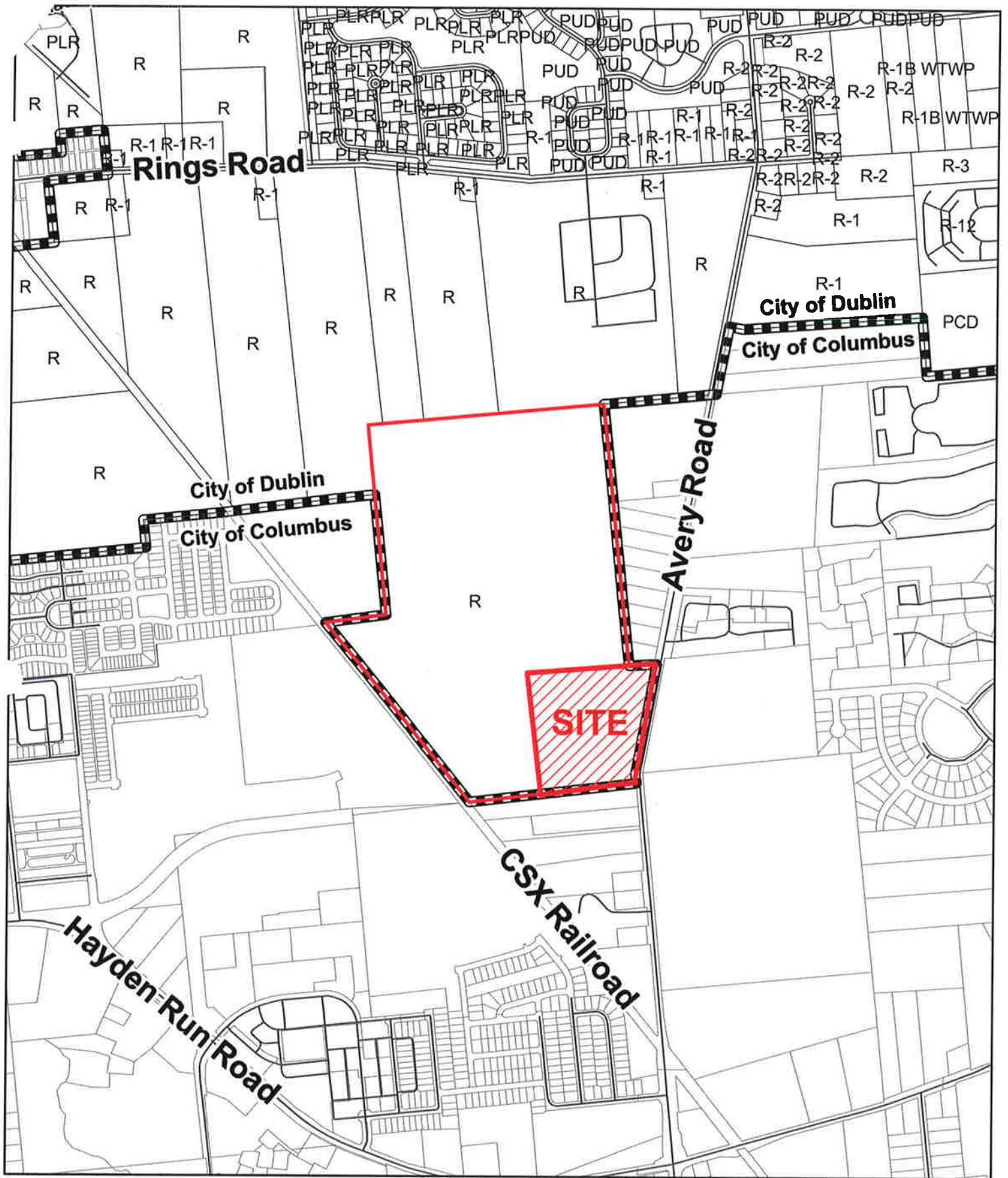
- Provide a pedestrian connection to the west so that future development may have access to the proposed community center and to Avery Road.

Screening and Buffering

- Provide additional details regarding the screening and plantings shown along the western edge of the development.
- Provide a buffer along the southern property line with mounding and plant material to screen the future Britton-Cosgray Connector to the south.

Land Use Principles of the Community Plan

- 1) **High quality design** for all uses, recognizing density has important economic implications, but is essentially an outcome not a determinant of creating a quality place.
- 2) Creating places to live that have a **stronger pedestrian environment**, connections to convenient services, and are conducive to multi-generational living and social interaction.
- 3) Creating places with **integrated uses** that are distinctive, sustainable and contribute to increasing the City's overall vitality.
- 4) Providing some **retail services** in closer proximity to residential areas as an important amenity to residents. The design considerations are very important.
- 5) Creating a wider range of **housing choice** in the community, as well as in new neighborhoods.
- 6) Preserving the **rural character** of certain areas of the community, including the appearance of roads, as well as the landscape.
- 7) Developing **streets that create an attractive public realm** and make exceptional places for people.
- 8) Creating **better connected places**, in part, to improve the function of the street network and also to better serve neighborhoods.
- 9) Creating **streets that contribute to the character** of the community and move a more reasonable level of traffic.
- 10) Providing **opportunities to walk and bike** throughout the community.

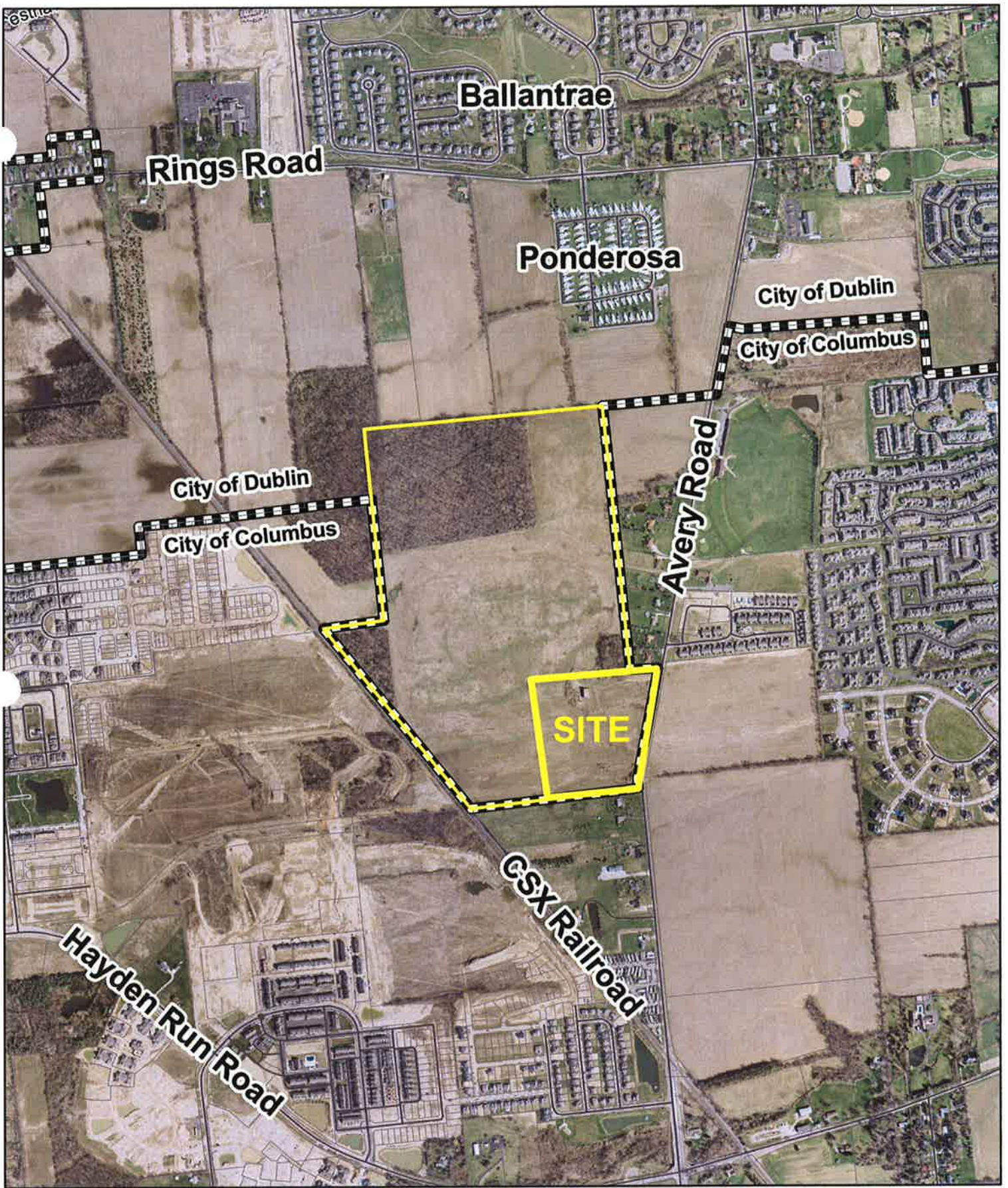


City of Dublin
Land Use and
Long Range Planning

08-100CP
National Church Residences
5215 Avery Road



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Feet



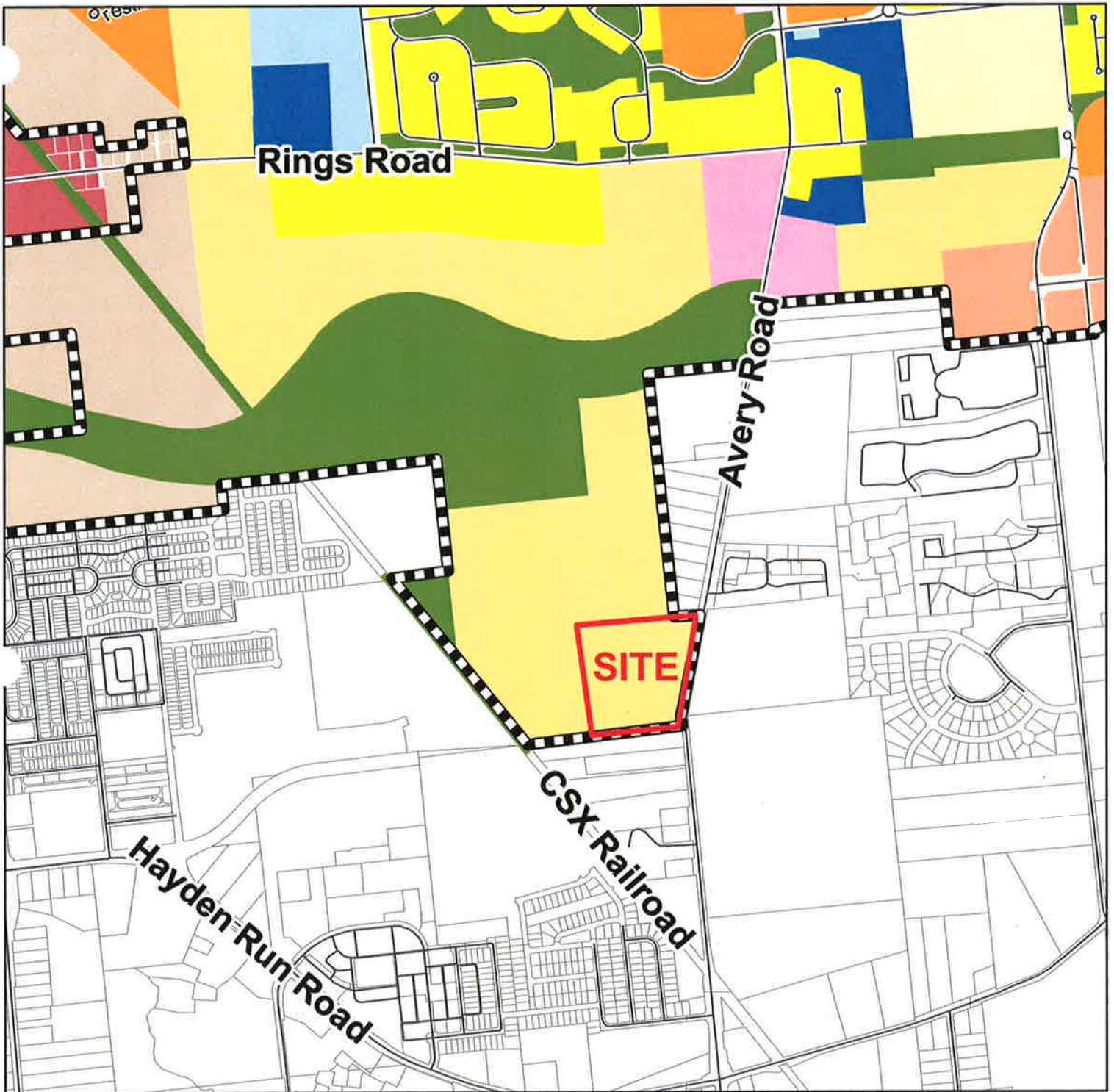
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DEVELOPMENT CONTEXT




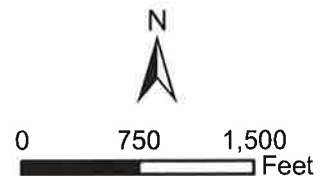
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FUTURE LAND USE MAP

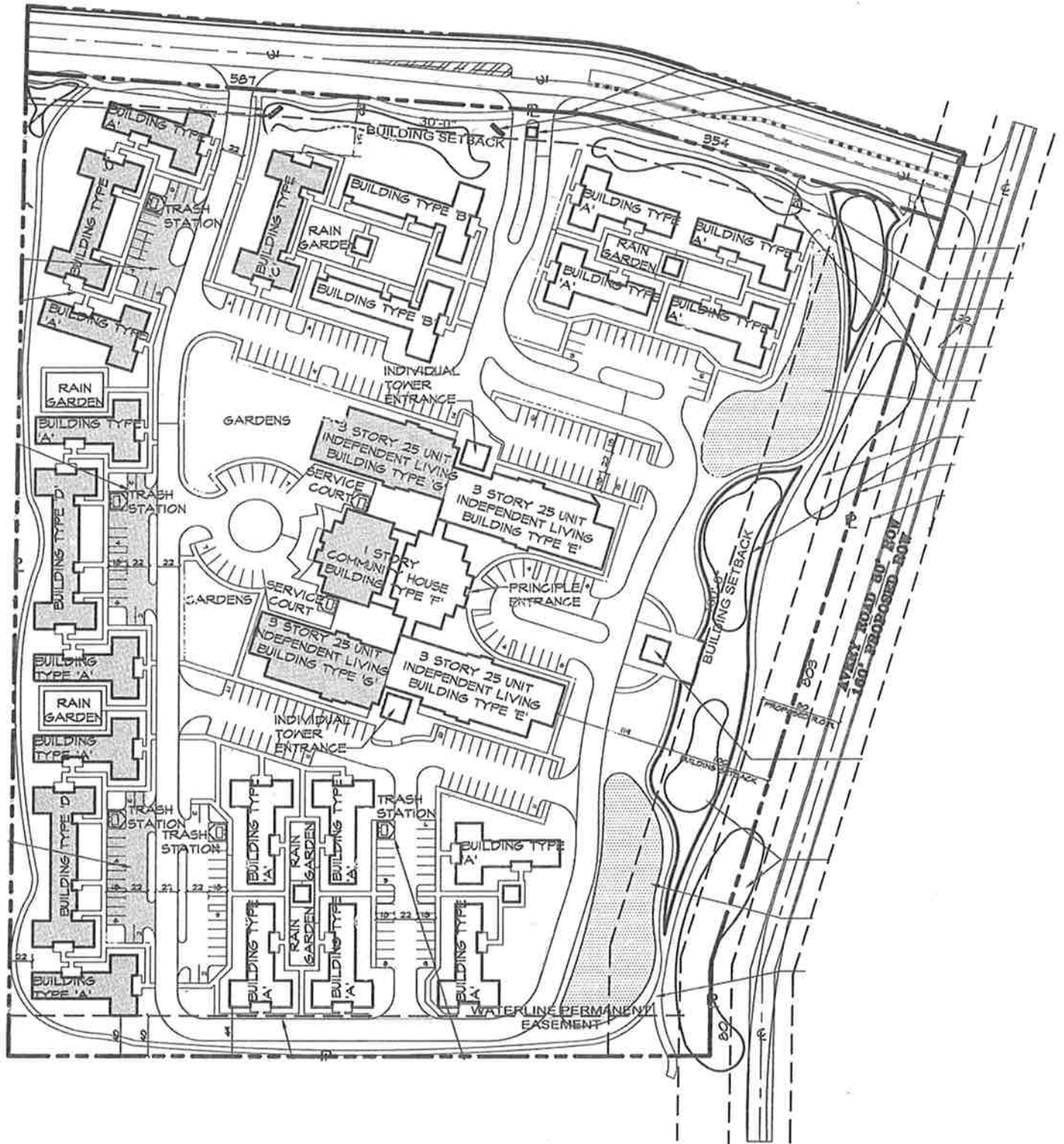


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 Mixed Residential Low Density
Intended to provide a mix of housing
options and transition from existing
single-family neighborhoods at a
maximum density of 3.0 du/ac.

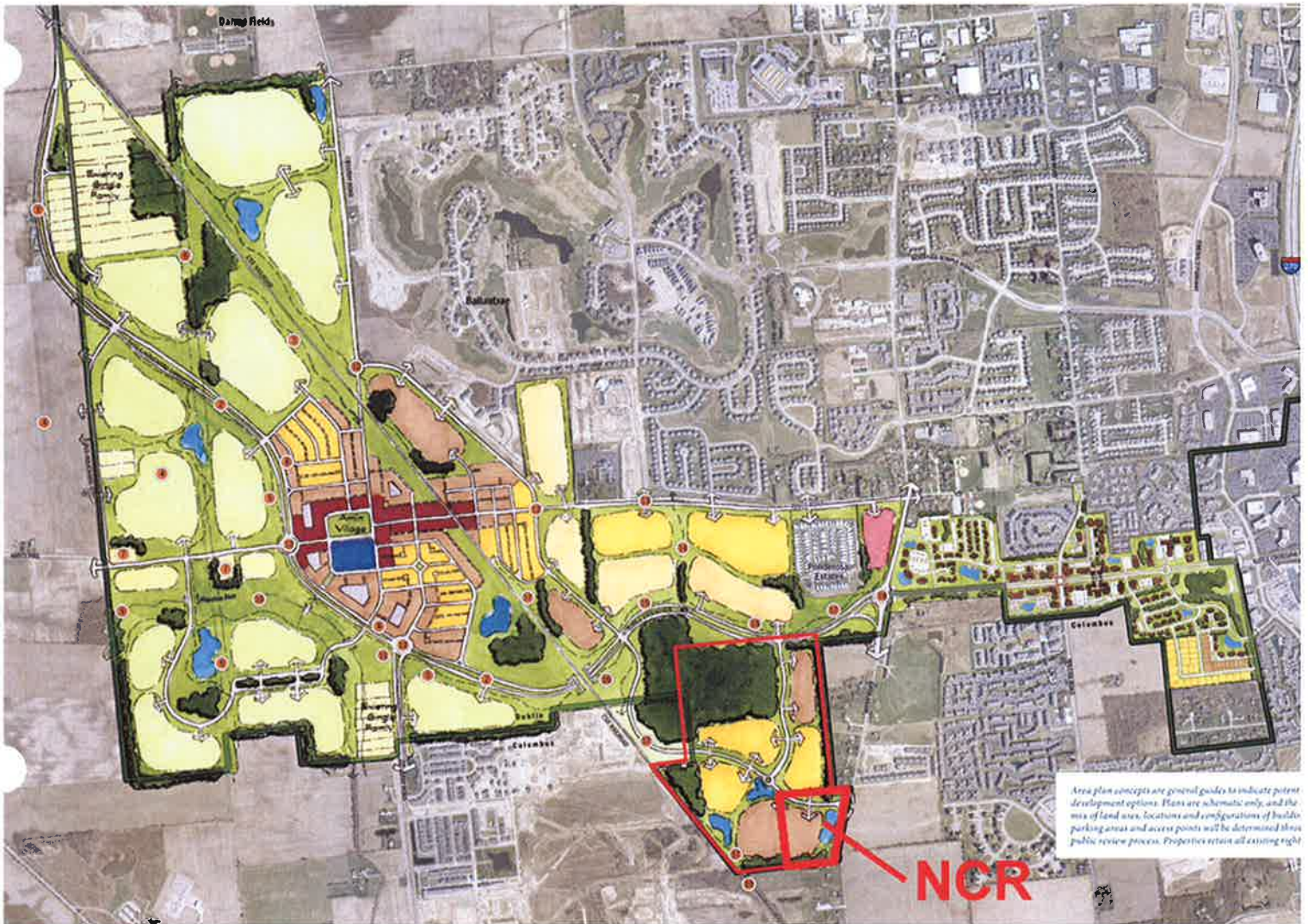


PROPOSED SITE PLAN



08-100 CP
Concept Plan
National Church Residence
5215 Avery Road

SOUTHWEST AREA PLAN AVERY WEST DETAIL



DESIGN RECOMMENDATIONS

West of CSX Railroad

1. Realignment of Houchar Road to maintain existing large lot, single-family development
2. Incorporation of a variable median along the Tuttle-Houchar Extension to provide added character
3. Minimum 200-foot setback between residential conservation areas and the railroad
4. Coordination of conservation development with Columbus to the west
5. Incorporation of a minimum 200-foot setback along the Tuttle-Houchar Extension outside of Amlin
6. 100-foot high tension power line easement
7. Preservation of existing farmsteads to provide additional character and context for development
8. Minimal setbacks along Hyland-Croy within the Amlin target area
9. Provide maximum setbacks from the Hayden Run headwaters
10. Minimum 200-foot protective buffer zone for future development along the Hayden Run
11. Determination of Tuttle-Houchar alignment to balance environmental issues, residual land use viability and preservation of existing homes

Avery Road to Railroad

12. Gateway feature and entry point into Amlin village
13. Eiterman Road not to be extended to Tuttle Crossing in the future.
14. Internal greenway to provide pedestrian access to school
15. 200-foot setback along Tuttle Extension with variable median
16. Future underpass for extension of Tuttle Crossing to Cogray Road
17. Regional greenway/pedestrian corridors to be provided along CSX line and Tuttle Extension
18. Future intersection improvements TBD.
19. Future overpass (City of Columbus jurisdiction)

General Notes:

Encourage additional senior housing options/alternatives in appropriate locations.

LAND USE KEY

- Medium Density Residential
- Mixed Residential Rural Density
- Mixed Residential Low Density
- Mixed Residential Medium Density
- Mixed Use Village Center
- Secondary Office

08-100 CP
Concept Plan
National Church Residence
5215 Avery Road

SOUTHWEST AREA PLAN

DESCRIPTIONS

Avery Road to Railroad

Existing Character

Rings Road connects Avery and Cosgray Roads through this portion of the Southwest Area, which consists of approximately 520 acres. The area is generally flat and includes few notable natural features; however, significant woodland totaling more than 50 acres in size is centrally located and provides opportunity as a focal point for open space and recreational objectives.

The Ballantrae residential development is located to the north and began construction in 2000 as a joint public-private partnership to raise the overall quality of development in the Southwest Area. Existing uses along Rings Road includes a small number of remaining

Preserve important natural features and create regional greenways

While this area of the City is characterized by farmsteads and cultivated land, natural features are critical visual components for the area. As development occurs, all fencerows and woodlots should be integrated into the design of open space systems. Public space should be incorporated to act as a buffer for residents and clear connectivity should be provided throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit.

Establish a roadway network that preserves existing character

The existing rural roadway network will not be sufficient to meet future needs of the area. In planning for the future, regional and local connectivity must be provided that maintains Dublin's standards for quality, but also considers

single-family homes, a church and a manufactured home park. Most of the area remains as agriculture, awaiting the future extension of Tuttle Crossing. The Southwest Area lies largely within the Hilliard School District and includes the first Hilliard school facility in Dublin at the northwest corner of Rings Road and Eiterman Road.

Transportation and development pressure define this portion of the Southwest Area. To the south lies rapidly developing land within the City of Columbus annexation corridor that will result in higher densities and significant impacts to the road network. Future modeling indicates substantial traffic levels at I-270 and on Tuttle Crossing to Avery Road. The extension of Tuttle through this area facilitates future connectivity to Cosgray Road, which will provide direct interchange access for significant portions of residential development along the Hayden Run Corridor.

visual character. Variable medians, setbacks, landscape treatments and other techniques should be implemented where possible to maximize aesthetic benefit.

Establish a clear visual identity for Amlin

The Village of Amlin has a unique and quaint character that should be protected as adjacent development occurs. 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. Future implementation of the Rings Road bypass will also facilitate an opportunity to create clear gateway features that will further signify the special important of the village area.

Planning Goals

...To facilitate the planned extension/alignment of Tuttle Crossing in a manner that will provide regional greenway connectivity and pedestrian access within the context of a broader range of housing options that coordinates with existing residential neighborhoods.

Planning Challenges and Issues

Ensure the long-term coordination of land uses

This portion of the Southwest Area includes significant challenges to blend future land uses. Alignment options for the Tuttle Extension have widely varied impacts on residual land and the ability to adequately transition uses. Future physical impacts created by overpass development in the City of Columbus, as well as the physical constraints of the CSX railroad, further complicate potential land use options. Combined with access management needs along Tuttle Crossing and Avery Road and a desire to properly transition uses with existing residential areas, substantial care must be taken to properly manage area development and minimize traffic impacts to residential areas.

PROPOSED ELEVATIONS OPTION 1



front elevation building 'A' & 'B'



**wing end
elevation**

**main entry elevation
community building**

**wing end
elevation**



**wing end
elevation**

**rear entry elevation
community building**

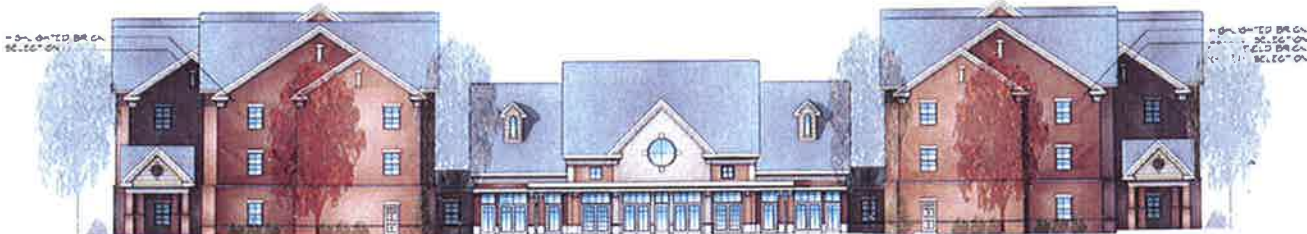
**wing end
elevation**

08-100 CP
Concept Plan
National Church Residence
5215 Avery Road

PROPOSED ELEVATIONS OPTION 2



front elevation building 'A' & 'B'



wing end elevation

**main entry elevation
community building**

wing end elevation



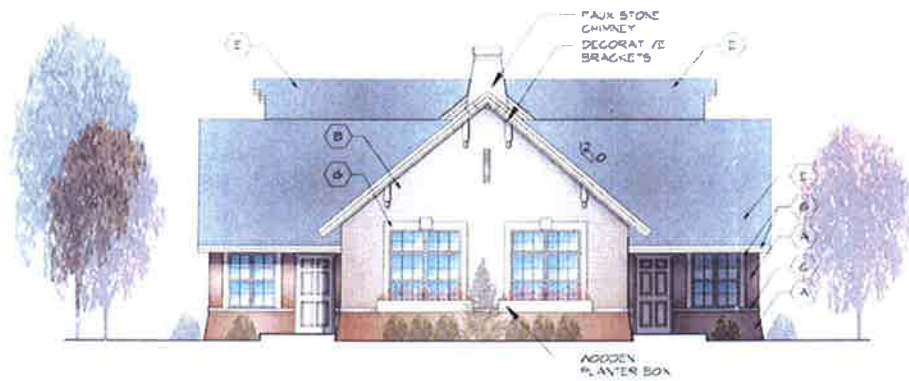
wing end elevation

**rear entry elevation
community building**

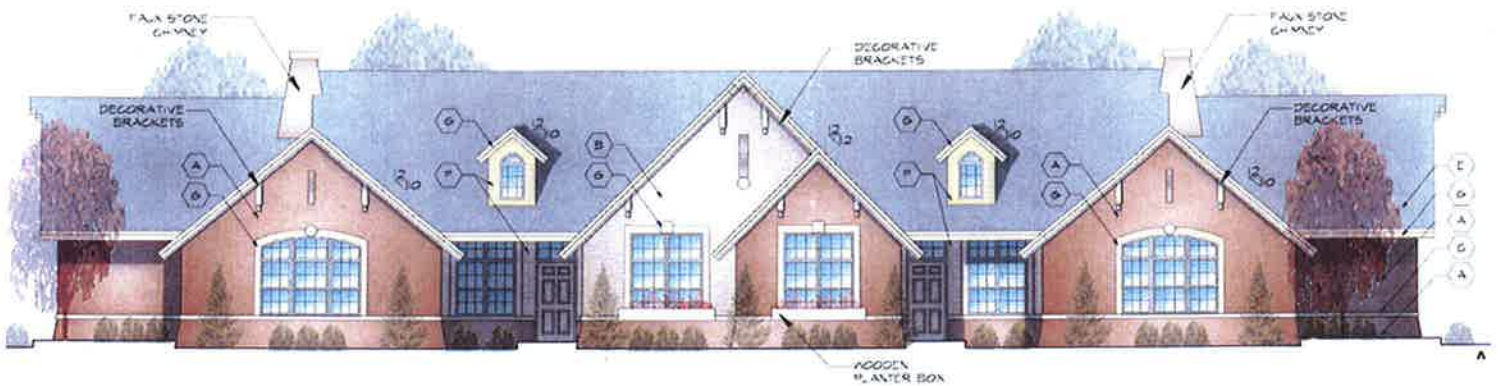
wing end elevation

08-100 CP
Concept Plan
National Church Residence
5215 Avery Road

PROPOSED ELEVATIONS ONE-STORY COTTAGES



side elevation

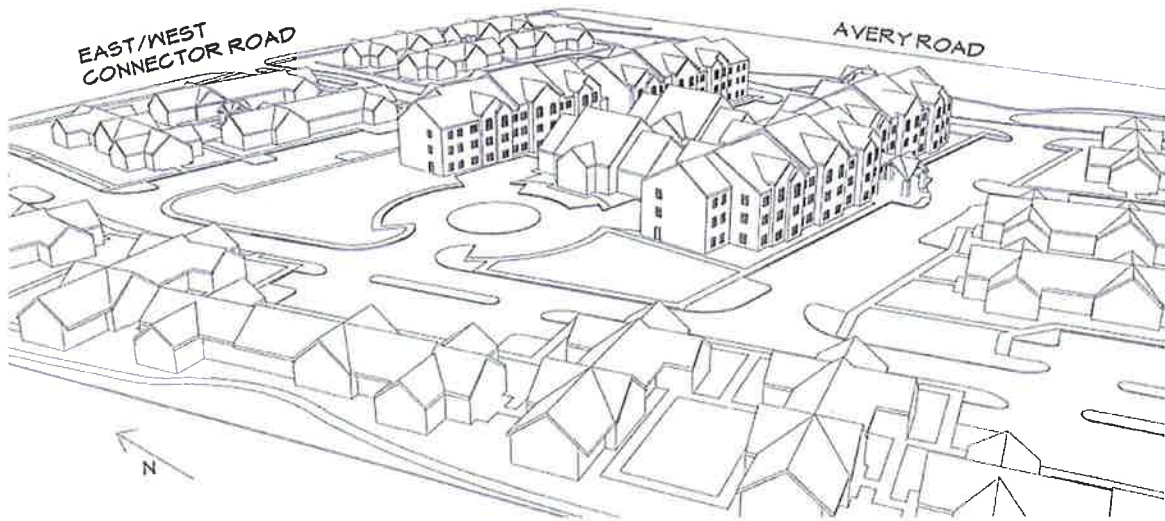


front elevation

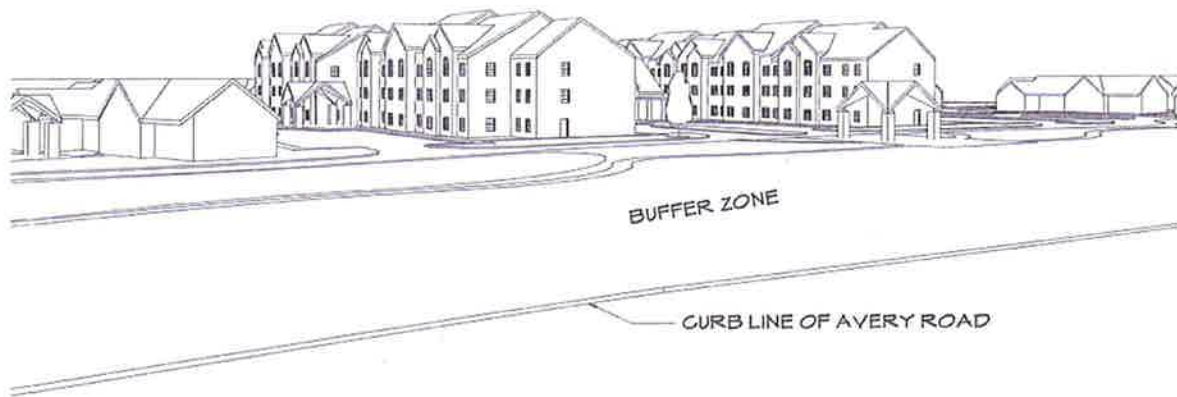
08-100 CP
Concept Plan
National Church Residence
5215 Avery Road

PROPOSED DEVELOPMENT PERSPECTIVE DRAWINGS

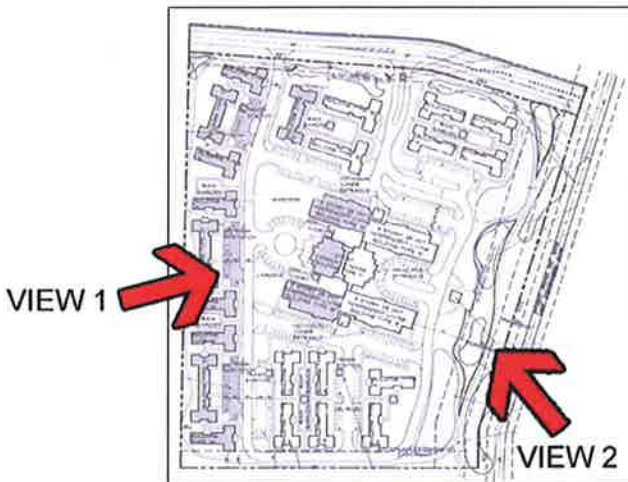
VIEW 1 REAR SITE OVERVIEW



VIEW 2 VIEW FROM AVERY ROAD



LOCATION MAP



08-100 CP
Concept Plan
National Church Residence
5215 Avery Road