



CITY OF DUBLIN

Land Use and  
Long Range Planning  
5800 Shier-Rings Road  
Dublin, Ohio 43016-1236

Phone/ TDD: 614-410-4600  
Fax: 614-410-4747  
Web Site: [www.dublin.oh.us](http://www.dublin.oh.us)

City of Dublin Planning and Zoning Commission

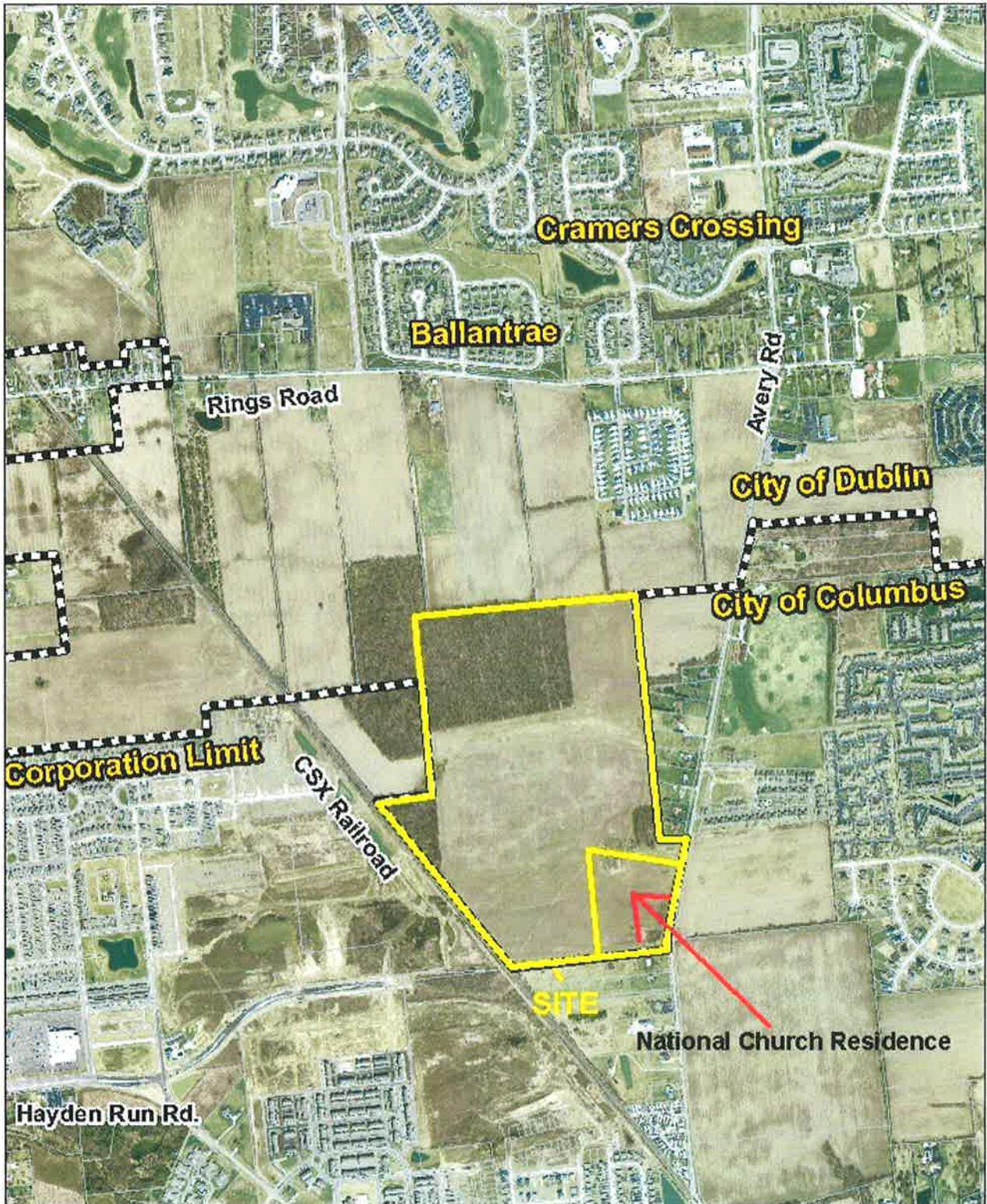
# Planning Report

Thursday, September 2, 2010

## Avondale Woods – Concept Plan

### Case Summary

Agenda Item	2
Case Number	10-036CP
Request	Review of a concept plan under the provisions of Code Section 153.050. The Planning and Zoning Commission provides non-binding feedback regarding the proposal, which may also be reviewed by City Council. A rezoning/preliminary development plan to establish a Planned Unit Development District may follow the concept plan review.
Proposal	The applicant, Homewood Corporation, is requesting review of a concept plan for a 120-acre site zoned R, Rural District. The proposal includes single-family homes, multiple family rental and condominium residential units, and over 37 acres of open space and preserved wood lots.
Site Location	5215 Avery Road Southwest portion of Dublin, located on the west side of Avery Road approximately 4,000 feet south of Rings Road.
Applicant	Jim Lipnos, Homewood Corporation.
Representative	Christopher Cline, Blaugrund & Herbert Incorporated.
Case Manager	Rachel S. Ray, Planner I   (614) 410-4656   <a href="mailto:r ray@dublin.oh.us">r ray@dublin.oh.us</a> .
Planning Considerations	<i>Request for feedback.</i> The applicant is requesting Commission comments regarding the proposed site layout, design, street network, and other site characteristics prior to filing a rezoning/preliminary development plan application.



<b>Facts</b>	
<i>Site Area</i>	<ul style="list-style-type: none"> <li>• Total site: 120 acres.</li> <li>• Part of an existing irregularly-shaped 140-acre parcel that includes the 19.62-acre National Church Residences (NCR) senior housing site to be accessed by the future Avondale Boulevard at the southeast corner of the parcel. The NCR site will be split from the 140-acre parcel through a future final development plan/final plat application.</li> </ul>
<i>Zoning</i>	R, Rural District
<i>Surrounding Zoning and Uses</i>	<p>North: R; Large-lot single-family residences in Dublin and Washington Township; Ponderosa Estates manufactured home park; undeveloped agricultural land designated as Mixed Residential in the Community Plan.</p> <p>South: The Dublin City limit runs along south property line; single-family residence in Washington Township. These parcels are included in the City of Columbus' Draft Hayden Run Corridor Plan which designates this land as Transit-Oriented Development due to proximity to the CSX railroad tracks.</p> <p>East: Undeveloped land in the City of Columbus across Avery Road, designated as Neighborhood Center or Office in the Hayden Run Corridor Plan.</p> <p>West: Undeveloped land in the City of Columbus immediately adjacent to the site, including a woodlot contiguous to the subject site; undeveloped land and single-family and multiple family residential neighborhoods in the City of Columbus across the CSX railroad tracks.</p>
<i>Site Features</i>	<ul style="list-style-type: none"> <li>• Approximately 130 feet of frontage on Avery Road, with approximately 1,000 feet of frontage along the future Avondale Boulevard.</li> <li>• The site is primarily flat, with water draining toward the east (north of the NCR development).</li> <li>• Several large stands of mature trees on the site, including Avondale Woods (approximately 28.5 acres) in the northwest corner (part of a larger woods divided among three adjacent parcels), Triangle Woods (approximately 4.5 acres) in the west, and a smaller stand in the southeast.</li> <li>• 70-foot-wide storm and sanitary sewer easement that crosses the site east-west approximately 100 feet south of Avondale Woods.</li> <li>• 30-foot-wide communications easement that crosses the site north-south along the west boundary of the future NCR site.</li> <li>• 40-foot-wide water easement that runs along the south property line.</li> <li>• CSX railroad tracks run along the west site boundary.</li> </ul>
<i>Site Background</i>	<p><b>National Church Residences (NCR):</b> A PUD permitting a 200-unit senior housing development and community center was approved by City Council on April 6, 2009 for the 19.62 acres in the southeast corner of the parcel. The property owner (Homewood) raised concerns with City Council that the NCR development would reduce the development potential for the remaining 120 acres of the overall 140-acre tract. Homewood requested that the Community Plan's recommended maximum density of three dwelling units per acre be maintained for the balance of the site, excluding NCR's site.</p>

## Facts

**Other Development Proposals:** Previous Homewood Corporation applications were for informal review (Cases 02-139INF and 03-139INF) and rezoning/preliminary development plan (Case 03-139Z) for a residential development on the overall 140-acre parcel. Several plans with mixes of single- and multiple-family residences were reviewed, averaging approximately two dwelling units per acre, the maximum density noted in the 1997 Community Plan. The Commission discussed tree preservation, open space, density, buffering along the railroad tracks and the future Britton-Cosgray Connector, and whether Conservation Design resolution should apply. The applicant ultimately withdrew the application.

## Planning Considerations

### Introduction & Overview

This is a proposal for a residential development consisting of approximately 360 dwelling units on a 120-acre site in a mixture of single- and multiple-family housing styles. The applicant has indicated that their intent is to provide a single, unified neighborhood connected by consistent architectural themes, walkable streets, bikepaths, and an open space network. The proposal includes approximately 37 acres of park space including preserved tree stands and a recreation center intended for use by the entire development.

This site is surrounded on three sides by the City of Columbus. According to Columbus' Draft Hayden Run Corridor Plan, surrounding land could experience intensive commercial development with high volumes of traffic on the adjacent road network.

Planning has advised the applicant to layer this concept plan application in two parts. The purpose of the initial review is to obtain Commission feedback regarding the primary land use issues, general site layout, and relationship to the site's surroundings. The applicant will use the Commission's feedback to prepare a more detailed concept plan for review by the Commission before being forward to City Council.

This 120-acre development site is one of the last remaining large residential tracts in the City of Dublin. Because this site represents such a critical development opportunity, this Planning Report has been structured around a set of planning considerations for the Commission to consider prior to moving forward with additional details.

## Planning Considerations

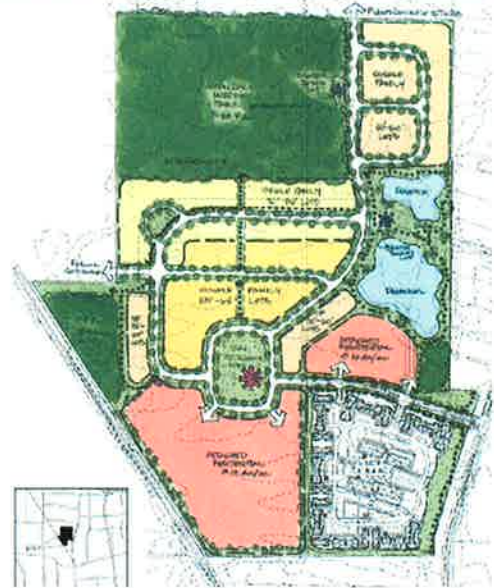
### Site Layout

#### Discussion Points

1. Are the proposed land use relationships consistent with the Community Plan?
2. Are the land uses arranged in a manner that helps unify the site into well-related neighborhoods?

#### Residential Arrangement

The applicant has indicated that their intent is to provide a development that is conducive to multi-generational living, including the NCR project. The site is planned to provide a mix of housing types arranged in varying densities and lot sizes throughout the site. Multiple-family residential (red) is shown west of the NCR site and north of Avondale Boulevard across from NCR. This is intended to provide a transition between the NCR site and the single-family residential lots and to buffer the neighborhood from the railroad tracks and the future Britton-Cosgray Connector road to the south.



Smaller single-family lots (50-60 feet wide – orange) are proposed in the northern portion between Avondale Woods and the east property line and in the western portion of the site east of Triangle Woods. Larger single-family lots (light and dark yellow) are shown south of Avondale Woods and around the north side of the 2.5-acre central green space. This land use relationship is generally consistent with the Community Plan recommendations for this site.

### Access & Street Network

#### Discussion Point

3. Are the proposed street and bikepath networks conducive to internal circulation and the creation of an interconnected, pedestrian-oriented development?

#### Internal Road Circulation

Principal access to the site will be from Avery Road through the continuation of the future Avondale Boulevard, which was preliminarily approved with the NCR development. A planned access to the future extension of Tuttle Crossing Boulevard is proposed in the northern portion of the site, once it is extended west of Avery Road as shown on the City's Thoroughfare Plan. A street stub is shown in the western portion of the site to allow a future connector roadway that is planned to extend north to Rings Road and the Tuttle Crossing Boulevard extension.

#### North-South Connector Road

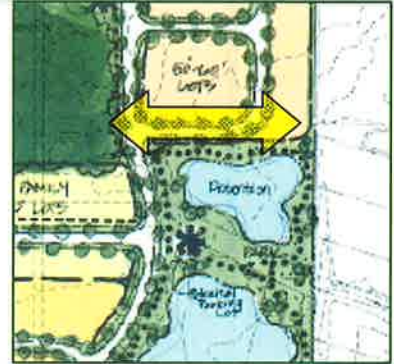
While the site's internal road network is intended to be walkable and pedestrian-oriented, the plan currently shows a long, fairly straight stretch of road through the eastern portion of the site. As such, it may be prone to higher traffic speeds. A more indirect street design may be necessary to slow traffic to properly integrate the parks/open spaces and pedestrian crossings. One alternative is to provide on-street parking with "bump-outs" to enhance the pedestrian-oriented design of this road.

#### Secondary Access

Although the Washington Township Fire Marshal has indicated a single access point will be sufficient for at least a portion of the development, only a limited number of dwelling units can be served before a second access point will be required. To allow project phasing, the applicant will need to explore the

## Planning Considerations

potential for a secondary access point from Avery Road. Once possible location would be through a larger site east of the northern-most neighborhood, located within the City of Columbus.



### Discussion Point

4. Since the timing of the Tuttle Crossing extension is unknown, and therefore a second access point serving the site could be some time away, to what extent should the site be developed without a second access point?

### Bike & Pedestrian Circulation

Bikepaths are shown throughout the site connecting each housing subarea within the neighborhood with the open space and park system. A bikepath is shown midway through the site connecting the Avondale Woods with the central green space. While the bikepath connection passing through the single-family portion of the site will help tie the neighborhood together, these mid-block street crossings may be unsafe for bicyclists and pedestrians. The applicant should consider an alternative arrangement, potentially creating an additional north-south street in this portion of the site.

Additionally, extending the bikepath along the railroad (as shown in the Community Plan) will provide regional bicycle and pedestrian connections and access to future development in the City of Columbus to the south.

### Design Details

### Park & Open Space System

The site includes approximately 37 acres of open space, including small park spaces, and preserved wooded areas. Avondale Woods and Triangle Woods are intended to be dedicated to the City as park land, with the potential for future paths and parking areas. Stormwater retention ponds are shown in the eastern portion of the site, with the potential for nearby amenities.

### Discussion Point

5. Should the units fronting the central green space be alley-loaded to eliminate driveways and garages from fronting on the central green?

A bikepath is shown passing along the front of the single-family lots on the south side of Avondale Woods. The applicant may want to consider relocating the bikepath to the rear of these lots like the bikepath shown along the rear of the lots backing up to the Triangle Woods to increase pedestrian and bicycle access to the potential Avondale Woods park.

### Central Open Space

Avondale Boulevard is directed toward a central green space that will have a recreation facility for the entire development. The central green space is intended to be a focal point for the entire development. Accordingly, the design of, and access to, this "central park" will be an important site feature and will play a significant role in establishing the character of this site.

One element of this will be the architectural character and street presence of the units around the green. The plan surrounds the central green by a roadway, with facing dwelling units, single-family on the north and multiple-family on the south. To provide a strong street character, units fronting the central green should be free of sidewalk and yard interruptions by driveways.

This would also permit some degree of on-street parking around the central green, providing a separation between the street and the pedestrian

## Planning Considerations

environment, and reduce the need for a parking lot to serve the park and the potential recreation center. To emphasize the walkable, pedestrian-oriented neighborhood character, reduced front and side yard setbacks and sidewalks that connect the front doors to the public sidewalks will be important connecting elements.

### *Neighborhood Continuity*

The applicant is proposing a series of interconnected neighborhoods, intended to establish a single, integrated development. Although lot and unit details will be provided at a later stage, creating a consistent, integrated neighborhood will depend heavily on architectural themes, connected open spaces, and streets used throughout the development. In the single-family areas, using matching amenities, such as street lights, pedestrian amenities (benches and other seating areas), landscape elements, and other similar features can help demonstrate this unity of design and purpose.

### Density

When the rezoning/preliminary development plan for the 200-unit National Church Residences development was approved for the southeast corner of the parcel in April 2009, City Council members agreed to consider the density of the 19.62-acre NCR site apart from any future development proposals on the balance of the overall parcel. This was generally with the understanding that the quality of the development would warrant this consideration. The applicant is proposing 360 dwelling units at a density of three dwelling units per acre over the remaining 120 acres.

### Utilities & Traffic Study

Adequate utilities exist to serve the proposed development. Stormwater management is provided by detention ponds proposed in the eastern portion of site to the north and south of the existing sanitary sewer easement. The stormwater detention ponds will also provide the stormwater management for the NCR site.

The traffic analysis conducted for the NCR site only accounted for a maximum of three dwelling units per acre over the entire 140 acre parcel (allowing for an additional 220 dwelling units to develop on the remainder of the parcel after NCR's 200 dwelling units). Since 360 dwelling units are proposed, the traffic impact study will need to be re-evaluated to identify the nature of improvements that will be required on Avery Road and on the future Avondale Boulevard to serve both NCR and Avondale Woods.

## Analysis

### Community Plan Future Land Use

The 2007 Community Plan classifies this parcel 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 throughout the site allows for greater housing choices for all age groups. The Future Land Use classification for the 140-acre parcel recommends a gross density of 3.0 dwelling units per acre. The 120-acre site would yield a maximum of 360 dwelling units.

## Analysis

### Southwest Area Plan

#### Discussion Point

6. Does the proposal meet the objectives of the Southwest Area Plan, emphasizing regional pedestrian and greenway connections and a broader range of housing options?

The Southwest Area Plan identifies coordination of land uses and the preservation of rural character and natural features as major issues for this area. Site development is to be evaluated with the objective of preserving the existing woodlots and balancing mixed residential development with the potential commercial and higher-density residential development and traffic improvements that could develop in Columbus.

Additionally, site development should be compatible with the Community Plan's Land Use Principles and demonstrate integration with the NCR site. The Southwest Area Plan also emphasizes regional bicycle and greenway connections, pedestrian access, and the provision of a broader range of housing options.



### Thoroughfare Plan

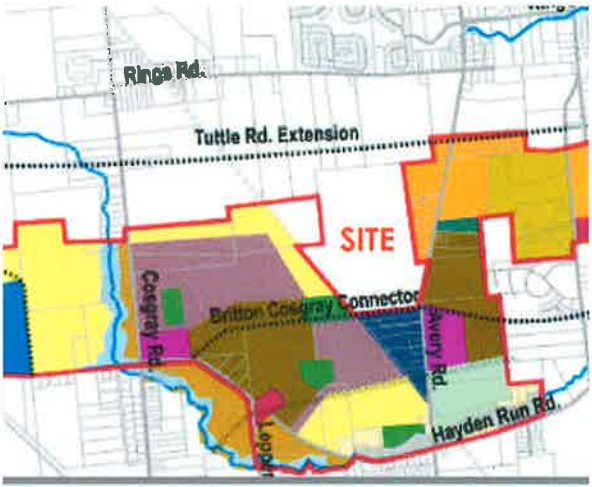
The Thoroughfare Plan includes an extension of Tuttle Crossing Boulevard from Avery Road to Cosgray Road but is not in the current five-year Capital Improvements Program (and has not been proposed in the CIP currently under review). The segment of Tuttle Crossing Boulevard north of this site is planned as a four-lane divided roadway with a 100-foot right-of-way. The precise alignment of this roadway is unknown. The alignment may provide some ability to place open space between the roadway and this development, however this cannot be assured and buffering will be needed to provide an adequate transition for the homes proposed along the northern boundary of the development.

A stub road is provided in the western portion of the site to allow future connection to Rings Road in accordance with the concept depicted in the Southwest Area Plan. Although this connector roadway may not be in place for some time, it is necessary to ensure this connection so that future residents are made aware of its development. The design of the internal street network will help minimize the potential for cut-through traffic through the site.

### City of Columbus Avery Road

The Thoroughfare Plan for the City of Columbus Proposed shows Avery Road adjacent to the site as a future six-lane roadway, based on the area's projected development. Right-of-way along Avery Road will be dedicated to the City of Columbus with the NCR development. Columbus has no timeline for the improvement of Avery Road.

## Analysis

	<p>As noted above, the traffic study will need to be updated to determine the nature of the intersection improvement needed for the Avery Road access to NCR and Avondale Woods and coordinated with the City of Columbus.</p>
<p>Britton-Cosgray Connector</p>	<p>The City of Columbus Thoroughfare Plan also proposes a four-lane arterial roadway along the south side of the NCR and Avondale Woods site, connecting Britton Parkway to the east with Cosgray Road to the west. It is uncertain whether this road will pass under or over the CSX rail line. Only the portion of this road west of the rail line is in place and timing for the construction of the remaining sections has not been determined.</p>
<p>Draft Hayden Run Corridor Plan</p>	<p>The Draft Hayden Run Corridor Plan (2004) recommends office and neighborhood commercial development on the parcels to the east of the site. The plan also recommends intensive development served by transit on the land to the south of the site and the future Britton-Cosgray Connector road near the intersection of Avery Road and the CSX rail line.</p>  <p>It seems likely that the land located immediately to the east of the site on the west side of Avery Road (south of the future Tuttle Crossing extension) may develop as commercial rather than office. To account for this, buffering adjacent to this parcel may be needed as well. As noted earlier, the need for an additional access point between the site and Avery Road may be available in this location.</p>
<p><b>Land Use Principles</b></p>	<p>The 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 ten principles are summarized and discussed below.</p>
<p><u>Discussion Point</u></p> <p>7. What design characteristics should be applied to meet the Land Use Principles and justify the density of 3 dwelling units per acre considered by City Council?</p>	<div style="border: 1px solid black; padding: 5px;"> <p><b>Quality and Character (Principles 1, 6, 7, and 9):</b> 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.</p> </div> <p>The proposal preserves many of the natural features on this site, and the</p>

## Analysis

layout can create attractive public realms by including the modifications discussed in this report. These include eliminating driveways from the units fronting along the central green and redesigning the north-south roadway to slow traffic and improve pedestrian safety. Consistent architectural themes and pedestrian-oriented architectural character will be critical to encourage walking and biking through these neighborhoods.

**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.*

The applicant is proposing several connections through the site that are consistent with the Community Plan and will assist with providing connectivity through the site. As previously discussed, a secondary access point on Avery Road will likely be needed to permit public safety access. An additional bike path along the CSX rail line would encourage pedestrian and bicycle connections throughout the site and the surrounding area.

**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.*

The applicant is proposing to develop an inter-connected, multi-generational neighborhood that will assist with achieving the Community Plan's recommendation of providing a greater range of housing options. Using consistent architectural themes and pedestrian-oriented architectural and street design techniques will reinforce the creation of a unified neighborhood with a mix of housing types.

## Planning Analysis Summary

## Concept Plan

### Planning Analysis

Given the unique circumstances of this site, Planning has identified several discussion items related to some of the larger issues associated with this site. The Commission may provide the applicant with feedback regarding the discussion items detailed in the Planning Report and summarized below, as well as other issues that might be identified.

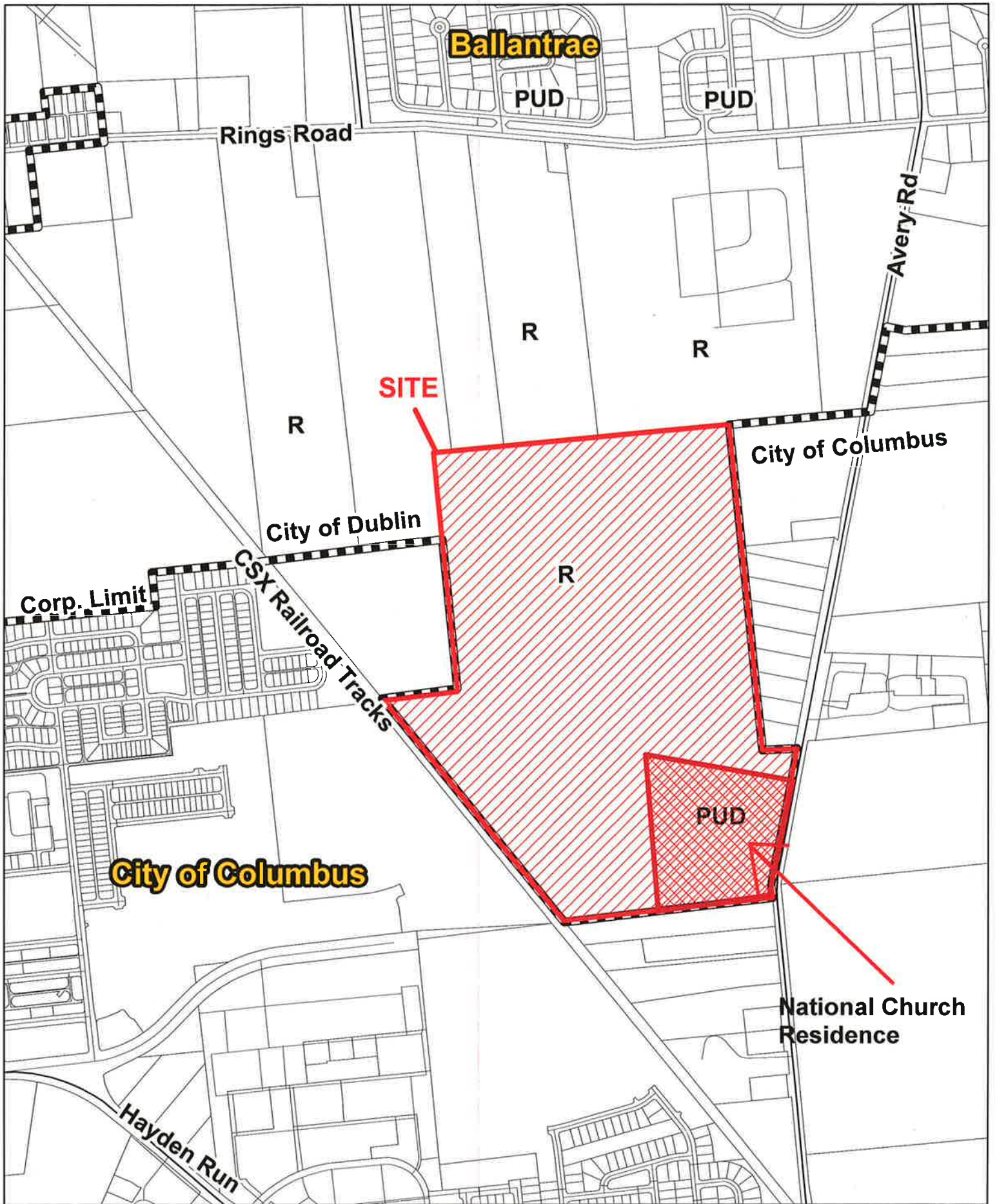
### Discussion Items

- 1) Are the proposed land use relationships consistent with the Community Plan?

## Planning Analysis Summary

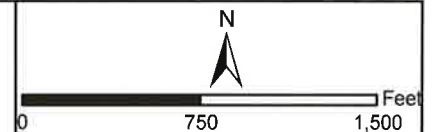
## Concept Plan

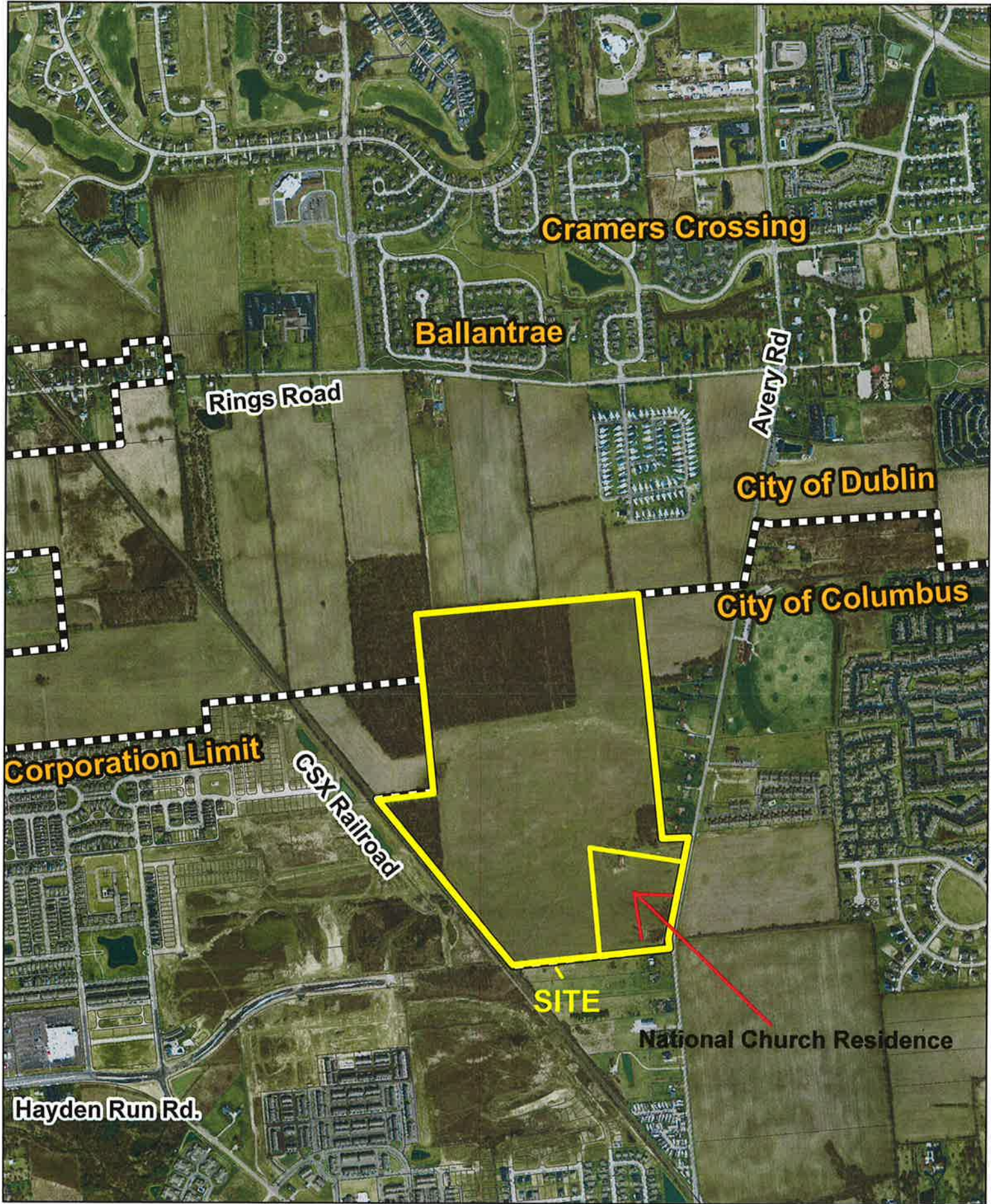
- 2) Are the land uses arranged in a manner that helps unify the site into well-related neighborhoods?
- 3) Are the proposed street and bikepath networks conducive to internal circulation and the creation of an interconnected, pedestrian-oriented development?
- 4) Since the timing of the Tuttle Crossing extension is unknown, and therefore a second access point serving the site could be some time away, to what extent should the site be developed without a second access point?
- 5) Should the units fronting the central green space be alley-loaded to eliminate driveways and garages from fronting on the central green?
- 6) Does the proposal meet the objectives of the Southwest Area Plan, emphasizing regional pedestrian and greenway connections and a broader range of housing options?
- 7) What design characteristics should be applied to meet the Land Use Principles and justify the density of 3 dwelling units per acre considered by City Council?



City of Dublin  
Land Use and  
Long Range Planning

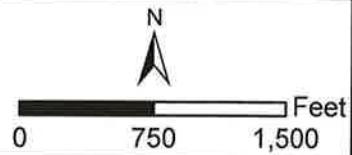
10-036CP  
Concept Plan  
Avondale Woods  
5215 Avery Rd.





City of Dublin  
Land Use and  
Long Range Planning

### Development Context



# SOUTHWEST AREA PLAN

## AVERY WEST DETAIL



### Design Recommendations

#### West of CSX Railroad

1. Realignment of Houchard Road to maintain existing large lot, single-family development
2. Incorporation of a variable median along the Tuttle-Houchard 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-Houchard 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-Houchard 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. Efferman 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 TRD
19. Future overpass (City of Columbus jurisdiction)

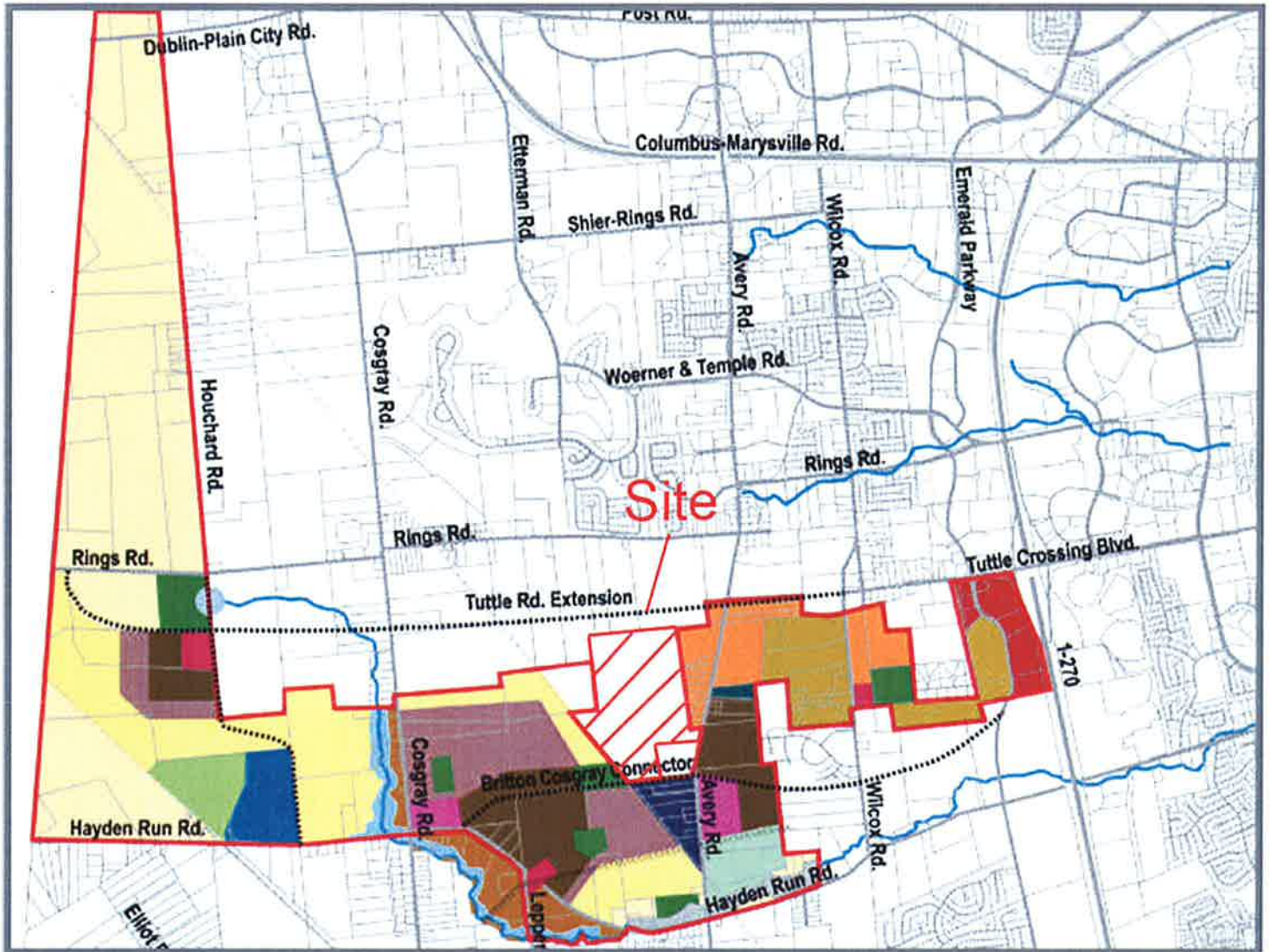
#### General Notes:

Encourage additional senior housing options/alternatives in appropriate locations.

### Land Use Classification

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

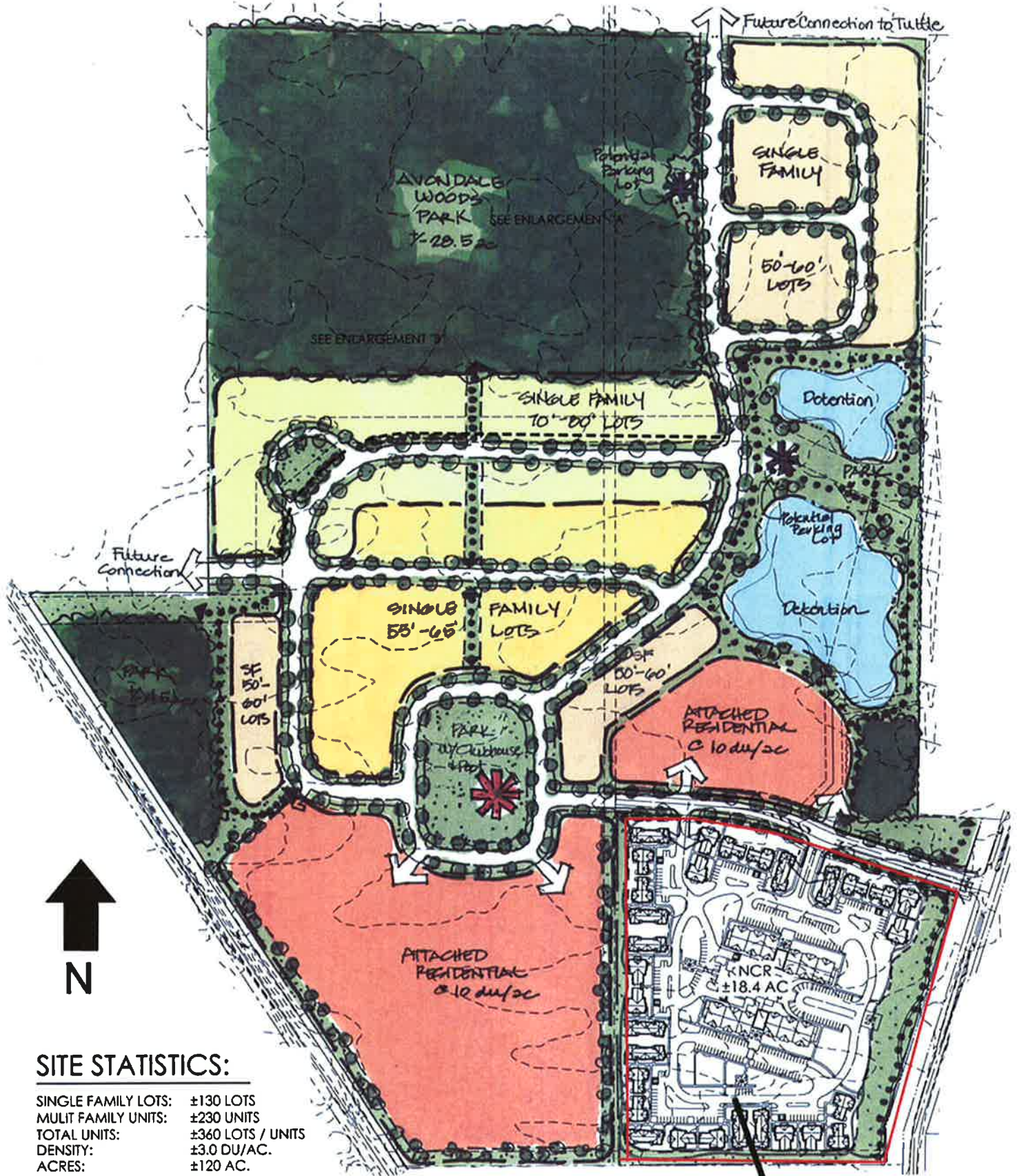
# City of Columbus Draft Hayden Run Corridor Plan (2004)



- Proposed Major Roads
- Fuel Line
- Existing Public Facilities
- Cluster Development
- Existing Park
- Existing Multi-Family
- Existing Commercial
- Neighborhood Edge
- Neighborhood General
- Neighborhood Center
- Transit Oriented Dev.
- Community Center/School
- Community Commercial
- Neighborhood Commercial
- Low Density Residential
- Park
- Office
- Hayden Run Buffer
- Hayden Run Spring
- Service Boundary



# Proposed Concept Plan



## SITE STATISTICS:

SINGLE FAMILY LOTS:	±130 LOTS
MULTI FAMILY UNITS:	±230 UNITS
TOTAL UNITS:	±360 LOTS / UNITS
DENSITY:	±3.0 DU/AC.
ACRES:	±120 AC.

Approved NCR Preliminary Development Plan

# RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10148

April 6, 2009

Page 4

Held

20

## Ordinance 13-09

**Rezoning of Approximately 19.62 Acres, More or Less, Located on the West Side of Avery Road, Approximately 4,000 Feet South of Rings Road, from R, Rural District, to PUD, Planned Unit Development District.** (National Church Residences at Avondale Woods – Case 09-007Z)

Ms. Swisher stated that at the hearing on March 16, Council requested clarification regarding the project's compliance with the Community Plan. The Homewood Corporation, owner of the 140 acres of which the 20-acre site is a part of, raised concerns about the development potential of the remaining 120 acres. Homewood has requested that Council consider the residual 120 acres at the Community Plan's maximum recommended density of three dwelling units per acre.

As outlined in the staff report, at the Plan's recommended density of three dwelling units per acre, this would result in a total of 420 dwelling units over the entire parcel. Excluding the NCR development site results in 360 dwelling units on that residual 120 acres. The effect of the three dwelling units per acre is that there are an additional 20 acres at three units per acre, resulting in a total of 60 dwelling units net increase. The impact of this requested density brings the density of the overall 140 acre parcel to four dwelling units per acre. While the NCR project density would not separately comply with the Plan at its proposed density, Planning believes there are unique characteristics associated with this development that justify this deviation:

- The Southwest Area Plan, as displayed, shows that it meets the general intent of the Plan, with greater density shown in the southeastern quadrant – the location of the NCR development.
- The Southwest Area Plan also includes a general note that additional senior housing options and alternatives are recommended in appropriate locations.
- Senior housing typically generates lower volumes of traffic than typical multi-family or single-family developments.
- Planning believes that this proposed land use would serve as a suitable land use buffer between Avery Road and the development on the remainder of that parcel.

Planning therefore supports Council's consideration of maintaining the Community Plan's maximum recommended density of three dwelling units per acre over the residual of that acreage. However, because that acreage is not part of this or any other rezoning proposal at this time, any future development would be evaluated on its merits, guided in part by the Community Plan. Any action Council takes tonight regarding the NCR development would be specific to that development. Approval does not commit or limit a future Commission to a specific zoning action on the remainder of that parcel.

Mayor Chinnici-Zuercher stated that at the last meeting, it was reported that Homewood Corporation would not sell the property to NCR, if the City did not agree to this pre-zoning density issue. What is the status of the sale of the property?

Ms. Swisher responded that she understands that NCR has moved forward with obtaining a land option from the owner. This has apparently been worked out between the parties.

Mayor Chinnici-Zuercher clarified that before Council tonight for rezoning is only the acreage related to the NCR development – not the entire parcel owned by Homewood.

Ms. Swisher responded that is correct.

Mr. Foegler added that the one item Homewood wanted clarification about was that by approval of this rezoning, Council was not as a matter of policy incorporating an offset and therefore a net reduction in the residual amount of housing left on the property. This has been addressed in the staff report.

Vice Mayor Boring added that on the reverse side, approval of the NCR rezoning application does not indicate to Homewood that the City is going to approve amending the Community Plan to four dwelling units per acre density for this property.

Ms. Swisher confirmed that is correct.

Mayor Chinnici-Zuercher asked Ms. Swisher to review the NCR proposal for the site.

She reviewed the details of the development, as shared at the meeting of March 16.

- The 20-acre site is part of a 140-acre parcel, as previously described. The site is located 4,000 feet south of Rings Road, in the southernmost portion of the City.

**10-036CP**  
Concept Plan  
Avondale Woods  
5215 Avery Rd.

# RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10148

April 6, 2009

Page 5

Held

20

- The City's corporation limits run along the site's eastern and southern boundaries, with frontage on Avery Road. There are parcels within Washington Township as well as the City of Columbus to the south and east of that development.
- The Community Plan specifies the overall parcel as mixed residential, low density – three dwelling units over that entire 140 acre parcel, with objectives of providing a mix of housing options and greater housing choices.
  - There are a number of near future transportation improvements planned in this area, including the widening of Avery Road, extension of Tuttle Crossing, and a Britton/Cosgray connector, currently under construction by the City of Columbus, which will pass immediately to the south of this site.
  - The Southwest Area Plan showed different densities of housing recommended for the overall 140 acres.
  - The proposed preliminary development plan includes a single-story community center in the center of the site, fronted by two three-story residential buildings – containing a total of 100 dwelling units.
  - To the south of the main building is a ¼ acre outdoor recreational area with a variety of amenities.
  - Around the perimeter of the site are 30 single-story cottage units, containing from 3-4 dwelling units each. They are intended to act as a buffer to the three-story building from future lower density residential developments to the north and west.
  - She shared the proposed north and south elevations of the three-story buildings, constructed primarily of brick and stone with some architectural detail and changes to the roof and chimney lines. She also shared east and west elevations of the same building as viewed from Avery Road. There are three different styles of cottages – all intended to coordinate with the three-story buildings -- and utilizing brick and stone materials.
  - The applicant has submitted a traffic impact study which has recently been approved by the City of Columbus, as this portion of Avery Road is within their jurisdiction as well as the City of Dublin's. It shows that turn lanes will be necessary from both northbound and southbound directions.
  - Access to the site is provided by a proposed connector roadway along the northern boundary of the development. It consists of three lanes, tapering down to two, with two access points into the development off of the roadway. An internal roadway circulates throughout the site around a three-story building, with groups of parking spaces located in offset groups for safety and maneuverability by the residents.
  - The Community Plan recommends a Dublin model roadway character, which is typical of mounding and varying bikepaths along that frontage. The applicant also shows a dry creek bed detention system along that frontage, which will be more naturalized.
  - The applicant has provided approximately 3.85 acres of open space, counting the ¼ acre outdoor recreation area and the walking path and bikepath systems that circulate throughout the site.
  - This project is to develop within two phases, approximately within a year of each other, depending upon funding. The eastern halves of the three-story buildings, the community center and 15 northern cottages will be in Phase 1; the western three-story buildings and remaining single-story buildings will be developed with Phase 2.

Planning has evaluated this request based upon review criteria for a rezoning and preliminary development plan. Approval with four conditions, as outlined in the report is recommended.

Ms. Salay noted that in reviewing the minutes, she has questions about the group of five parking spaces being eliminated. This parking would serve residents from the north side who picnic in that area. Why did Planning Commission feel it was important to eliminate this parking?

Ms. Swisher responded that it was actually staff's suggestion, because all of the other parking spaces are located off the main roadway throughout the development. That creates a safer area for them in terms of backing out of spaces. With 60 spaces on the north side, staff felt the five in this location could be eliminated.

Ms. Salay asked if there was a specific reason for the developer proposing the parking in this location.

10-036CP  
Concept Plan  
Avondale Woods  
5215 Avery Rd.

# RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

April 6, 2009

Page 6

Held

20

Ms. Swisher responded that they desired more parking spaces closer to the outdoor recreation area.

Ms. Salay stated that a Commissioner talked of putting trees and a tree canopy in the 20 feet of utility easement. In view of the City's *Right Tree, Right Place* program, she wants to ensure that the developer selects the proper planting material for this location.

Ms. Swisher stated that staff made it clear that coordination with the utility company would be important to ensure there would not be conflicts in the future.

Ms. Salay noted that the perimeter walking paths are a great addition. Will those be built with Phase 1?

Ms. Swisher responded that the applicant has indicated that all of the outdoor amenities will be constructed with Phase 1.

Ms. Salay pointed out that Council needs to make an effort to meet regularly with Planning & Zoning Commission. There was much discussion about this project not meeting density, and the Commission felt it was problematic for the site. In a Council study session, however, Council indicated their support of this project at a higher density than a typical Dublin project because of the affordable senior housing it offered. For those reason, Council felt it was appropriate to deviate from the Community Plan.

Ms. Salay asked how the Britton-Cosgray connector will cross the railroad tracks.

Ms. Swisher responded that it was originally to have been an overpass, but staff understands that it is now to be an underpass.

Ms. Salay stated that this will be more aesthetically pleasing than an overpass.

Mr. Reiner noted that the information identified as "Supplemental Information regarding Proposed Uses" is not part of the proposed text. Is there any reason for this?

Ms. Swisher responded that staff merely wanted to include the information. The applicant had submitted the information to staff as part of the text, but staff felt it did not fit in the zoning text. Staff felt it would be helpful for P&Z and Council to have the information to explain how NCR plans to operate.

Mr. Reiner thanked the applicant, staff, and the P&Z Commission for working together to create a beautiful project. Is there any other information to share about how the facility will operate? Is there any food service offered in the facility?

Ms. Swisher responded that there is not a commercial kitchen involved. The applicant can expand on this.

Jim Baugh and Matt McClure, National Church Residences addressed Council.

Mr. Baugh indicated that the property is operated as independent living, multi-family apartments with an affordability component and restricted to seniors 62 and over. There are no meal services provided. Typically, their properties are served by Meals on Wheels or food brought in by other volunteer groups. The community center has two components, serving as a center for the residents and an adult daycare for the community at large.

Mr. Reiner asked how applicants are selected for admittance to the facility.

Mr. Baugh responded that in the first phase, 80 of the 100 units are income restricted. The restrictions are prescribed by the low income housing tax credit program. The restrictions are both income and rent restricted. A typical set aside for income would be 60 percent of the area median income. That would be the primary screening mechanism. This level would vary by community.

The tax credit program is the primary funding mechanism. It is an equity program, administered by the IRS and promulgated by the state. The Ohio Housing Finance Agency administers the program in Ohio.

Mr. Reiner asked if there is any set aside for Dublin residents or for military veterans.

Mr. Baugh responded there is not such a set aside at this property.

Ms. Salay stated that when the City group toured other NCR projects in relation to the potential Dublin project, they talked of how the advertising is done in the community. They cannot set aside properties for Dublin residents, but they advertise the opening within the area at senior centers within this geographic area. Typically, a high percentage of

10-036CP  
Concept Plan  
Avondale Woods  
5215 Avery Rd.