City of Dublin

Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017-1090
Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council
From: Marsha I. Grigsby, City Manager
Date: September 18, 2014
Initiated By: Steve Langworthy, Planning Director
Claudia D. Husak, AICP, Planner II
Re: Ordinance 99-14 - Rezoning Approximately 120 Acres located on the West Side of Avery Road, South of the Intersection with Rings Road at the Southern City Limits from R, Rural District to PUD, Planned Unit Development District (Avondale Woods plan) to Facilitate the Future Development of up to 360 Single and Multi-family Housing Units and 37 Acres of Open Space. (Case 12-084Z/PDP/PP)

Summary

Ordinance 99-14 is a request for review and approval of a rezoning from R, Rural District to PUD, Planned Unit Development District, for a 120-acre site on the west side of Avery Road, south of the intersection with Rings Road at the southern city limit. The proposal includes a preliminary plat that will create 77 single-family residential lots, ten reserves of open space, and the rights-of-way for Avondale Woods Boulevard, Scarlett Lane, Tanseyclose Lane and Langley Drive.

Background

The Planning and Zoning Commission reviewed this application for a rezoning from R, Rural District to PUD, Planned Unit Development, on August 7, 2014, and have made a recommendation of approval to City Council.

Over the last 10+ years, various applications for rezoning of this property have been reviewed, none of which were approved. The Planning and Zoning Commissions has reviewed concept plans and the rezoning application that led to the approval recommendation since 2009.

Descriptions

Site

The site is 120 acres and has 130 feet of frontage on Avery Road and will have 1,000 feet of frontage on the future Avondale Woods Boulevard. The site is primarily flat, sloping toward the east, just north of the NCR development. There are several large stands of mature trees on the site, including the Avondale Woods, a 29-acre woodlot in the northwest corner; Triangle Woods, an approximately 4.8-acre woodlot in the west; and a smaller stand in the southeast. 70-foot wide storm and sanitary sewer easement that crosses the site east-west approximately 100 feet south of Avondale Woods. A 30-foot wide communications easement crosses the site north-south along the west boundary of the National Church Residences site and 40-foot wide water easement that runs along the south property line.

The proposed Hayden Run Boulevard extension overpass over the railroad lines will be located immediately to the south and the CSX railroad tracks run along the west site boundary.

Surrounding Sites
Land to the north is zoned R, Rural District and includes large-lot single-family residences in Dublin and Washington Township, the Ponderosa Estates manufactured home park and undeveloped agricultural land designated as Mixed Residential in the Community Plan. The Dublin City limit runs along south property line and other land includes single-family residences 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. To the east, across Avery Road is undeveloped land in the City of Columbus, designated as Neighborhood Center or Office in the Hayden Run Corridor Plan. Land in the City of Columbus immediately adjacent to the west of the site includes a woodlot and single-family and multiple family residential neighborhoods in the City of Columbus across the CSX railroad tracks.

Preliminary Plat
The proposed preliminary plat subdivides 120 acres of land into 78 single-family lots and 10 reserves of open space. The plat also provides rights-of-way for Avondale Woods Boulevard, Scarlett Lane, Tanseyclose Lane and Langley Drive.

The Subdivision Regulations require the dedication of 22.2 acres of open space based on the size of the site and the maximum number of units proposed. The plat includes reserves labelled A through J. The roundabout center and splitter island should also be included as a reserve.

Preliminary Development Plan
This is a proposal for a residential development consisting of a maximum of 360 dwelling units on a 120-acre site with a mixture of single family and multiple-family housing. 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 site is planned to provide a mix of housing types arranged in varying densities and lot sizes throughout the site. According to the applicant, the proposal is intended is to provide a development that is conducive to multi-generational living, including the National Church Residences project.

The proposal includes approximately 37 acres of park space including preserved tree stands and a recreation center intended for use by the entire development.

The proposal includes a mix of multiple family and single-family subareas and open spaces. Main access is from Avery Road on Avondale Woods Boulevard, which has partially been constructed for the National Church Residences. The boulevard terminates at a 2-acre central open space around which single-family lots and multiple-family apartment units front. Single-family residences (78 lots) also are proposed adjacent to the large Avondale

Woods tree stand in the north of the site and the smaller Triangle Woods tree stand to the west.

A large section of multiple family units (maximum of 132 units in 2-, 3- and 4-unit buildings) is proposed in the southwest portion of the site, west of National Church Residences, the Hayden Run Boulevard extension (planned) to the south and the CSX railroad line to the west. The plan shows 48 attached residential units in 2-unit buildings north of Avondale Woods Boulevard in the center of the site and a third multiple family area in the northeast portion of the site (19 buildings with a mix of units for a total of 102). All multiple family units are served by private interior streets.

Community Plan

Future Land Use
The Community Plan classifies this site as Mixed Residential Low Density, which is intended to provide a mix of housing options and transition from existing single-family neighborhood. The integration of a broad range of housing within neighborhood in intended to allow for greater housing choices, particularly for younger and older age groups. Public services are necessary, and larger projects may include a mix of densities that together do not exceed the average density.

Density
The Future Land Use Plan calls for a range in density of 2-5 dwelling units per acre, with the typical density being 3.0 dwelling units per acre. The proposal meets the typical density at 360 dwelling units for the 120-acre site.

Southwest Area Plan
The Southwest Area comprises nearly 1,500 acres of mostly undeveloped land stretching from Emerald Parkway to Houchard Road and bordering the City of Columbus to the south. The future extension of Tuttle Crossing Boulevard to the west will open much of this area to development, although some development may occur in advance of the Tuttle Crossing Boulevard extension where access from existing roadways and utilities is already available. This site is included in the area plan as part of the Avery Road to Railroad Focus Area.

The Plan states new housing in this area should be designed to blend sensitively with the scale and architecture of the National Church Residences and to create an integrated neighborhood with residents in various stages of life. According to the area plan, 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 Boulevard to Avery Road. Proposed office and retail development along Avery Road in the City of Columbus will create additional traffic issues and access challenges. The City of Dublin is continuing to cooperate with Columbus, Hilliard, and Franklin County to ensure the impacts of new development on the regional transportation network are effectively managed.

Thoroughfare Plan
The Thoroughfare Plan includes an extension of Tuttle Crossing Boulevard from Avery Road to Cosgray Road. Design and acquisition for the extension of Tuttle Crossing Boulevard from Wilcox Road to Avery Road are programmed in the City's Five-Year Capital Improvements Program in year 2014 and 2015. No construction for the extension is currently programmed.

The segment of Tuttle Crossing Boulevard west of Avery Road, 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 has not been determined. The conceptual alignment in the Community Plan shows the potential for placing open space between the roadway and this development; however, as this is only a conceptual alignment, buffering will be needed along the northern boundary of the development to provide an adequate transition for the proposed homes.

Development Text

Use
The development text is divided to provide standards, requirements and restrictions for each Subarea. The overall permitted number of units is 360, 77 of which are single-family lots.

Subareas
Subarea A will include approximately 8 acres north of Avondale Woods Boulevard and permits a total of 48 units, which may either be attached or detached. The proposal shows 24 buildings with two units each, serviced by a private street off Avondale Woods Boulevard.

Subarea B will include approximately 19 acres in the southwest portion of the site and permits a total of 132 units, which may either be attached or detached. The proposal shows 40 buildings. The applicant has worked with Planning on the layout of Subarea B, particularly in terms of providing an appropriate mix of two-, three-, and four-unit buildings. Sidewalks are indicated along one side of the streets serving this portion of the site.

The applicant has increased the setbacks along the CSX line from previous submittals from 50 to 100 feet. There have also been changes incorporated to pull as many units as possible away from this boundary. The plans show and the text requires a minimum 6-foot tall mound with a 6-foot fence along the railroad setback. The mound will be planted with evergreen and deciduous trees and shrubs. A bikepath is also proposed within this setback. The text also requires that existing healthy trees remain in this area if feasible.

CSX has contacted Planning and requested a 100-foot setback with fencing along the common property line (see attached correspondence). The letter reiterates information researched by staff indicating that the line is quite active with a minimum of 16 trains in a 24-hour period, five of which run during the evening. Planning continues to be concerned about this area of the proposal and prefers that no units directly front or back up to the railroad line. Planning had suggested to the applicant that a single-loaded street or alley along this site boundary would further increase the setback of the units. The proposal includes four buildings directly backing up to the railroad boundary, but adhering to the 100-foot setback requested.

Planning is also concerned that the proposed 100-foot setback along the southern property line is insufficient. Due to the planned improvements, the Hayden Run Boulevard connector will be

located above the proposed buildings and the views from the apartments will be of a concrete wall. The applicant has included buffering details for this area.

Subarea C is approximately 31 acres and borders the Avondale Woods tree stand to the north, Triangle Woods to the west, the apartment units to the south along Avondale Woods Boulevard, and the multiple family units in Subarea A to the east. The site plan shows 77 single-family lots in the center of the site with lot sizes that vary from 90 feet around to the central open space, 65 to 70 feet toward the northern woods, to 55 feet adjacent to Triangle Woods.

Subarea D is approximately 15 acres in the northeast portion of the site. The text would permit a maximum of 103 units in this subarea. This Subarea includes two large open spaces. A central open space is intended to serve as an amenity for the residents of this Subarea, and the other open space to the south may be required for stormwater management. The plan has been revised to propose one access point off Scarlett Lane, the main north-south connector road. The access point is connected through interior private roads, which incorporate on-street parallel parking. Buildings front onto Scarlett Lane and each unit has a walk that extends to the sidewalk, which is provided on both sides of the street. The units have garages that are accessed through an alley-like system in the rear.

The applicant has indicated that the layout of this Subarea may change significantly at the final development plan stage, depending on market conditions and final product section.

All other Subareas meet open space requirements, including details for the clubhouse proposed in Subarea E.

Traffic and Access
This proposal includes one main access point from Avery Road. Avondale Woods Boulevard provides access to Subareas A, B and C and surrounds the central green and extends north near the western boundary of the site. A planned access to the future extension of Tuttle Crossing Boulevard west of Avery Road is proposed in the north portion of the site. A street stub (Scarlett Lane) 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.

As determined by the submitted traffic study, the applicant is responsible for installing a traffic signal at the intersection of Avery Road and Avondale Woods Boulevard, which is within the City of Columbus right-of-way. The City Engineer recommends the installation when a plat is recorded for any development beyond the first 56 units.

However, Columbus may not allow a traffic signal installation until signal warrants are met, which could take several years. The City Engineer will continue to work with Columbus regarding the timing of traffic signal installation. During this period, left turns from Avondale Woods Boulevard onto Avery Road will be difficult, particularly during peak hours. This will be an inconvenience and a safety concern. If accommodations cannot be made to install a traffic signal prior to meeting warrants, a second access point must be established from the north end of the site to the extension of Tuttle Crossing Boulevard. This connection would be required with the construction of Phase 3 (the second portion of single family homes) or after 72 units have been constructed.

The second access point from the site to the future extension of Tuttle Crossing Boulevard to the north is required upon completion of 126 units (Phase 5), as documented in the traffic study. This access is required regardless of the number of lanes on Avery Road and the intersection control at Avery Road and Avondale Woods Boulevard.

Although the Washington Township Fire Marshal will permit a single access point for at least a portion of the development, only 126 dwelling units can be served before a second access point will be required. Although the applicant is providing for an emergency access through the 13-acre site to the northeast within the City of Columbus, it will not fulfill the Engineering requirements as stated above. The City will work in cooperation with the applicant to build Tuttle Crossing Boulevard between the site and Avery Road.

The applicant has agreed to make a financial contribution to other required offsite improvements: widening Avery Road within the City of Dublin, extending Tuttle Crossing Boulevard from Wilcox Road to Avery Road, and roundabouts at the Avery Road intersections with Tuttle Crossing Boulevard and with Rings Road/Cara Road. Funding splits for both Tuttle Crossing Boulevard projects will be finalized in an infrastructure agreement. This agreement will be scheduled for Council consideration at the October 13, 2014 meeting.

Architecture
The applicant has provided architectural detailing and character examples for the multiple family units. Each final elevation will need to be reviewed and approved at the final development plan for the multiple family units. According to the text, each of the buildings has the option of being front- or rear-accessed, depending on its location.

The primary material is siding with a secondary use of stone on portions of the front elevations. The plans do not indicate what type of siding is proposed at this point; the text has been revised to limit vinyl as a secondary accent material. Some of the roof gables are clad in shake and roof brackets provide additional architectural interest. Shutters are shown on some of the windows. A majority of the units include a porch, and each multiple-family unit includes a patio.

No architectural concepts have been provided for the single-family portion of the development. However, quality is essential for this portion of the development as much as for the multiple-family areas. The applicant has included quality requirements in the development text. The text also requires that the single-family units meet the Residential Appearance Code. The Zoning Code requires two- and three-units buildings also meet the Appearance Code.

Building Materials
Permitted materials include brick, stone, stucco, wood and cementitious siding. The text also permits other products as exterior building materials but requires their approval with the final development plan with examples of successful, high quality installations used with appropriate architectural detailing. Vinyl has been eliminated as a material that can be approved at the final development plan stage. High-quality materials are critical to the creation of distinctive, enduring neighborhoods. Permitted trim materials include gypsum reinforced fiber cement, vinyl, and decorative synthetic millwork exterior applications.

Permitted roofing materials include 30-year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles, standing seam, slate and ceramic tiles. The text also permits engineered wood or slate roofing materials, if approved as part of the final development plan.

Open Space and Landscaping
The text included details for all open space reserves as well as the proposed clubhouse. Buffering requirements and details are included in each subarea.

Utilities and Stormwater Management
Utilities serving the proposed development are adequate. This site will be served by connecting the proposed sanitary sewer mains and services into the existing 36-inch sanitary sewer main that crosses the site west to east. New public water main and fire hydrants are proposed to be installed to serve a majority of this development. This public water system will connect to an existing 12-inch water main located along the southern edge of Avondale Woods Boulevard.

The portions of the project that are attached residential (multi-family) will be served by master metered private water mains and hydrants.

Stormwater management is provided by the expansion of an existing retention basin located in the eastern portion of site. These ponds also provide the stormwater management for National Church Residences. In addition to the proposed ponds, public storm sewer is proposed along with storm structures placed at adequate intervals. Appropriate easements will be obtained to encompass these future improvements.

Recommendation of the Planning and Zoning Commission

The Planning and Zoning Commission recommended approval of the Rezoning/Preliminary Development Plan and Preliminary Plat to City Council on August 7, 2014 with the conditions listed below.

Rezoning/Preliminary Development Plan Conditions

1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the final development plan stage;
2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas;
3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text
4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home;
5) That the applicant continue working with Engineering on the roundabout design details in Subarea D prior to submitting for a final development plan;
6) That the applicant work with staff to further review the proposed street names for the development;
7) That Lot 58 be eliminated from the proposal;
8) That the development text be revised to eliminate vinyl as a permitted primary material;

9) That the roundabout center and splitter islands be included as HOA maintained reserves on the plat;
10) That the applicant enter into an infrastructure agreement with the City, prior to submitting the first final development plan, for development thresholds and public project contributions and that the infrastructure agreement details be referenced in the development text;
11) That the development text be revised to require simulated divided lights for all windows on all 4 sides of the buildings in all Subareas;
12) That the development text be revised to limit the height of a fence if used as part of a landscape buffer to 6 feet;
13) That the western landscape buffer along Subarea A not be permitted to include a fence;
14) That all details for an outdoor amenities including decks, patios and/or fences for the multiple family units be included for approval at the final development plan stage and that the development text be revised to reflect this requirement; and
15) That all entry feature details be submitted for approval at the final development plan stage for each Section and that the development text be revised to reflect this requirement.

Preliminary Plat Condition

1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.

Conditions 1 through 4, 6 through 9, and 11 through 13 of the Preliminary Development Plan and the single condition of the Preliminary Plat have been addressed. The other conditions will have either been partially addressed and will be further addressed at the final development plan stage and with the approval of the Infrastructure Agreement.

Recommendation

Planning recommends City Council approval of Ordinance 99-14 at the second reading/public hearing on October 13, 2014.

RECORD OF ORDINANCES

Dayton Legal Blank, Inc. Form No. 30043

99-14

Ordinance No. _____ *Passed* _____, 20____

REZONING APPROXIMATELY 120 ACRES LOCATED ON THE WEST SIDE OF AVERY ROAD, SOUTH OF THE INTERSECTION WITH RINGS ROAD AT THE SOUTHERN CITY LIMITS FROM R, RURAL DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT (AVONDALE WOODS PLAN) TO FACILITATE THE FUTURE DEVELOPMENT OF UP TO 360 SINGLE AND MULTI FAMILY HOUSING UNITS AND 37 ACRES OF OPEN SPACE. (CASE 12-084Z/PDP/PP)

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, _____ of its elected members concurring, that:

Section 1. The following described real estate, (see attached legal description), situated in the City of Dublin, State of Ohio, is hereby rezoned PUD, Planned Unit Development District, and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter 153 of the Codified Ordinances), the City of Dublin Zoning Code and amendments thereto.

Section 2. The application, including the list of contiguous and affected property owners, and the recommendations of the Planning and Zoning Commission, are all incorporated into and made an official part of this Ordinance and said real estate shall be developed and used in accordance there within.

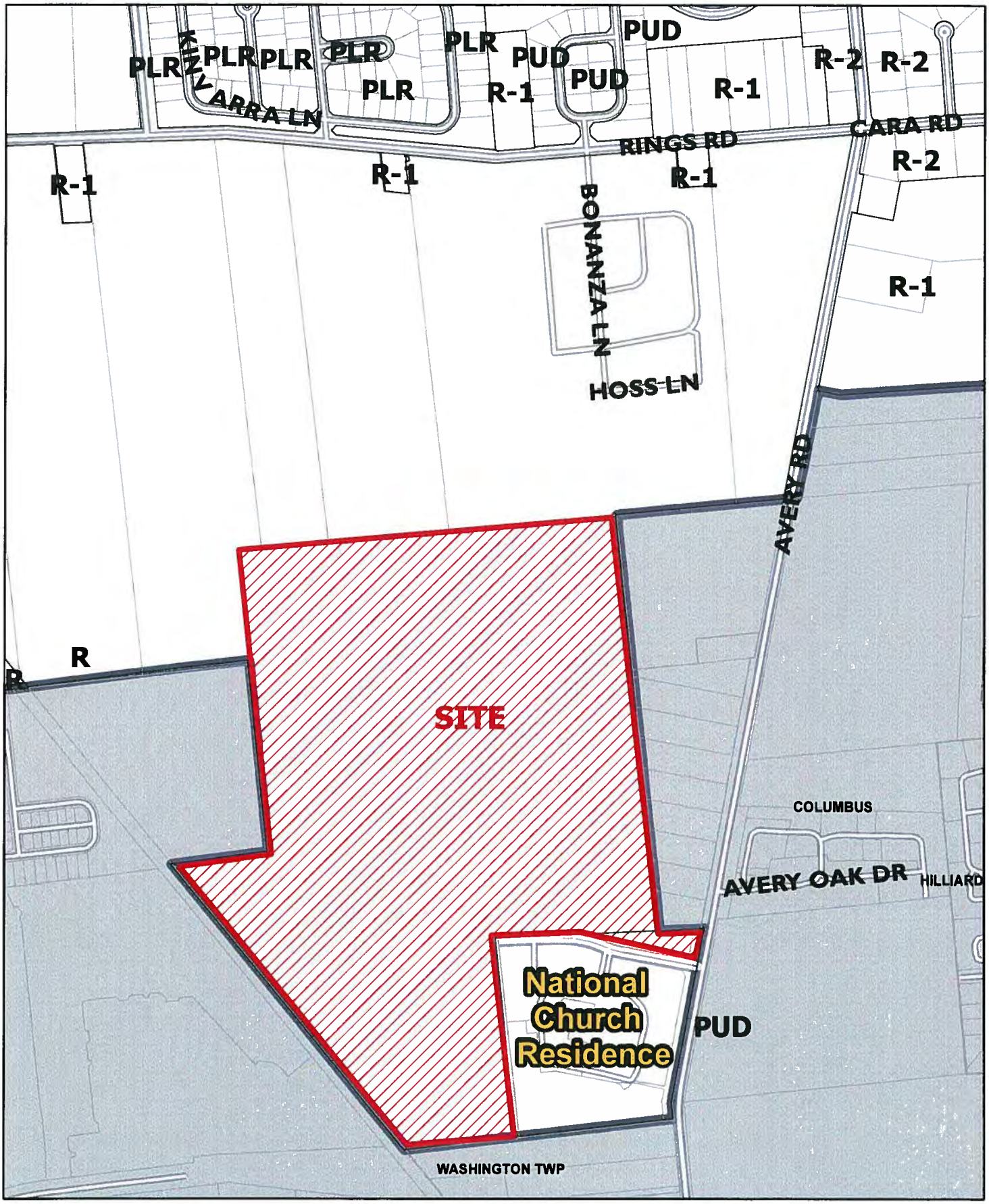
Section 3. This Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this _____ day of _____, 2014.

_____
Mayor - Presiding Officer

ATTEST:

_____
Clerk of Council



City of Dublin

12-084Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Avondale Woods
Avery Road

0 250 500
Feet

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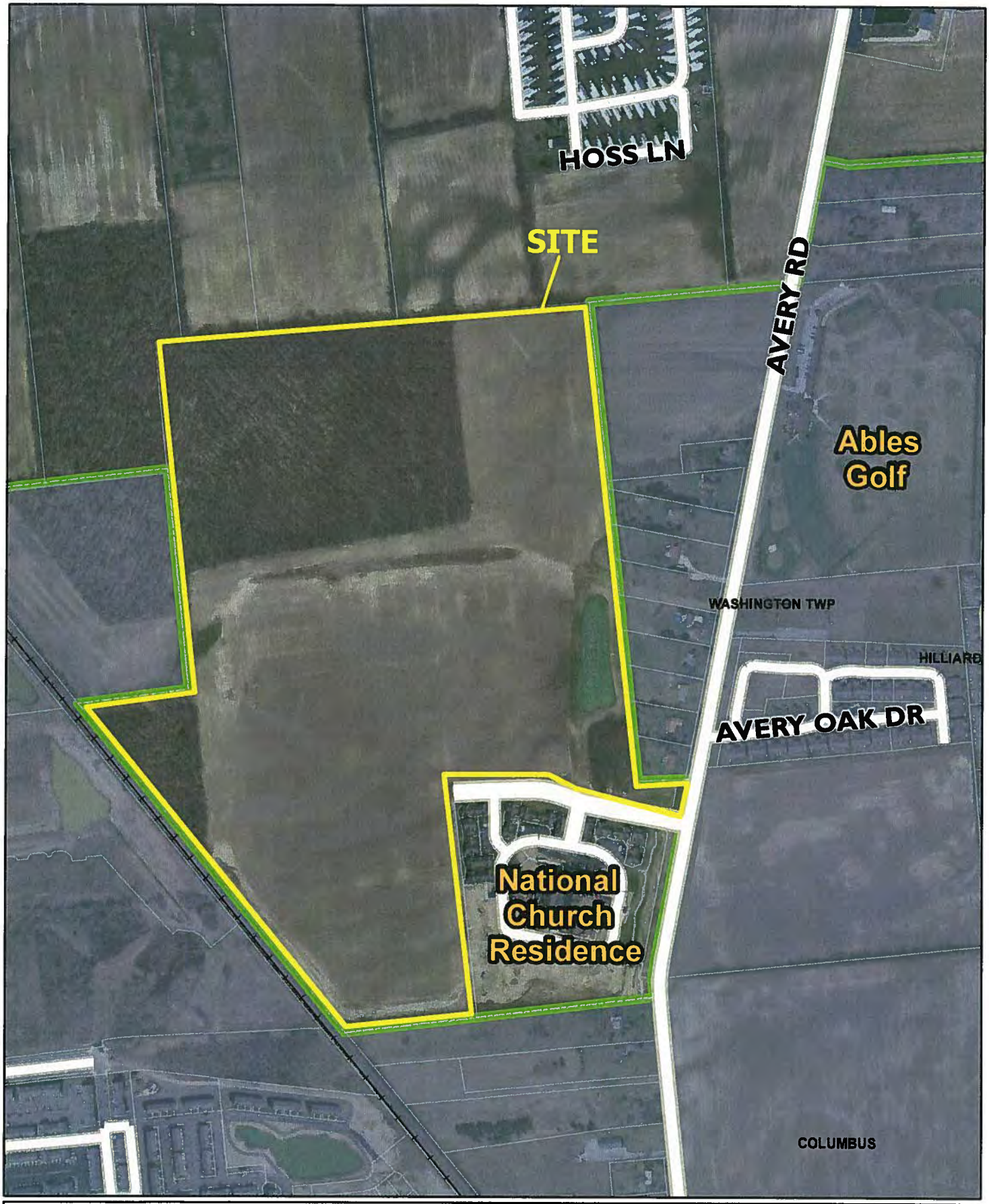

City of Dublin

12-084Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Avondale Woods
Avery Road

0 250 500
Feet

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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

PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

I. PLEASE CHECK THE TYPE OF APPLICATION:

- ☐ Informal Review
- ☐ Concept Plan (Section 153.056(A)(1))
- ■ Preliminary Development Plan / Rezoning (Section 153.053)
- ☐ Final Development Plan (Section 153.053(E))
- ☐ Amended Final Development Plan (Section 153.053(E))
- ☐ Standard District Rezoning (Section 153.018)
- ☒ Preliminary Plat (Section 152.015)
- ☐ Final Plat (Section 152.085)
- ☐ Conditional Use (Section 153.236)
- ☐ Corridor Development District (CDD) (Section 153.115)
- ☐ Corridor Development District (CDD) Sign (Section 153.115)
- ☐ Minor Subdivision
- ☐ Right-of-Way Encroachment
- ☐ Other (Please Specify): _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es): Avery Road	
Tax ID/Parcel Number(s): 274-000137	Parcel Size(s) (Acres): 120.253 ac.
Existing Land Use/Development: agriculture, woods, undeveloped.	

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:
Proposed Land Use/Development: Residential development, parks & open space
Total acres affected by application: 120.253

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): Homewood Corporation LLC, c/o Jim Lipnos, President	
Mailing Address: (Street, City, State, Zip Code) 2700 Dublin Granville Rd. Columbus, Ohio 43231	
Daytime Telephone: 614-898-7200	Fax: 614-898-7210
Email or Alternate Contact Information: jlipnos@homewoodcorp.com	RECEIVED

FILE COPY
NOV 05 2012
CITY OF DUBLIN
PLANNING

12-0842/PISP/PP

IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Jim Lipnos	**Applicant is also property owner:** yes ☑ no ☐
Organization (Owner, Developer, Contractor, etc.): Homewood Corporation, LLC	
Mailing Address: (Street, City, State, Zip Code) 2700 Dublin Granville Rd. Columbus, OH 43231	
Daytime Telephone: 614-898-7200	**Fax:** 614-898-7210
Email or Alternate Contact Information: jlipnos@homewoodcorp.com	

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: Chris Cline	
Organization (Owner, Developer, Contractor, etc.): Blaugrund, Herbert and Martin	
Mailing Address: (Street, City, State, Zip Code) 300 W Wilson Bridge Rd. Ste. 100 Worthington, OH 43085	
Daytime Telephone: 614-923-3132	**Fax:** 614-764-0774
Email or Alternate Contact Information: ctc@bhmlaw.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

I James L. Lipnos, the owner, hereby authorize Chris Cline to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.

Signature of Current Property Owner:	**Date:** 10/30/12

☐ Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this 30 day of October, 20 12

State of Ohio

County of Franklin

Notary Public Tracy McVey

NOTARIAL SEAL STATE OF OHIO

TRACY McVEY
Notary Public, State of Ohio
My Commission Expires
07-14-2017

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

I James L. Lipnos, the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.

Signature of applicant or authorized representative:	**Date:** 10/30/12

VIII. UTILITY DISCLAIMER: The Owner/Applicant acknowledges the approval of this request for review by the Dublin Planning and Zoning Commission and/or Dublin City Council does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

I James L. Lipovas, the owner or authorized representative, acknowledge that approval of this request does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

Signature of applicant or authorized representative:	Date: 10/30/12

IX. APPLICANT'S AFFIDAVIT: This section must be completed and notarized.

I James L. Lipovas, the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct, to the best of my knowledge and belief.

Signature of applicant or authorized representative:	Date: 10/30/12

Subscribed and sworn to before me this 30 day of October, 2012

State of Ohio

County of Franklin

Notary Public: Tracy McVey

NOTARIAL SEAL STATE OF OHIO

TRACY McVEY
Notary Public, State of Ohio
My Commission Expires
07-14-2017

FOR OFFICE USE ONLY			
Amount Received: 3980	Application No: 12-084	P&Z Date(s): 8-7-14	P&Z Action: Approved
Receipt No: 270006	Map Zone: 4	Date Received: 11-6-12	Received By: CDH
City Council (First Reading): 9-22-14		City Council (Second Reading): 10-13-14	
City Council Action:		Ordinance Number: 99-14	
Type of Request: Rezoning w/Preliminary Development Plan / Prelim Plat			
N, S, E, (W) (Circle) Side of: Avery Rd			
N, (S), E, W (Circle) Side of Nearest Intersection: Rings Road			
Distance from Nearest Intersection: 1500'			
Existing Zoning District: R		Requested Zoning District: PUD	

12-084Z/PDP/PP – National Church Residences at Avondale Woods

- Homewood Corp.
  c/o James L. Lipnos, President
  2700 E. Dublin Granville Rd
  Dublin, OH 43231

- Linda Menery
  c/o EMH&T
  500 New Albany
  Worthington, OH 43054

Patch Family LP
PO Box 156
Amlin, OH 43002

David W. Patch, Jr.
PO Box 156
Amlin, OH 43002

Dennis Richards
National Church Residences
2335 North Bank Drive
Columbus, OH 43220

James A. Dvorak, et. Al
2315 Edington Road
Columbus, OH 43221

Angelo J. Dallas, TR
3297 McKinley Avenue
Columbus, OH 43204

Paul and Celeste Fender
6555 Rings Road
Dublin, OH 43016

David S. Weatherby
5255 Avery Road
Dublin, OH 43016

Barbara L. LeMaster
5251 Avery Road
Dublin, OH 43016

Joseph & Angelo Dallas, TR
3297 McKinley Avenue
Columbus, OH 43204

Hadjarpour Saeed
Hasjarpour Mujgon
5243 Avery Road
Dublin, OH 43016

Elizabeth Baltes-Spring
3600 Sterling Park Circle, Apt. B
Grove City, OH 43123

Matthew & Lorraine Rich
5247 Avery Road
Dublin, OH 43016

Gregory and Cheryl Jordan
5231 Avery Road
Dublin, OH 43016

Morman and Mary Mullins
5227 Avery Road
Dublin, OH 43016

Daniel and Susan Myher
5235 Avery Road
Dublin, OH 43016

K & P Partnership
1311 Autumn Hill Drive
Columbus, OH 43235

White Family Farm, Ltd.
5730 Hayden Run Road
Hilliard, OH 43026

Geoffrey Hetler and
Deborah Muntzing
5223 Avery Road
Dublin, OH 43016

Matthew Reed
5219 Avery Road
Dublin, OH 43016

Tarek M. Moussa
5055 Avery Road
Dublin, OH 43016

W. Heath & Stacy E. Elliott
5067 Avery Road
Dublin, OH 43016

Jim and Janet Sylvester
5163 Avery Oak Drive
Dublin, OH 43016

New York Central Lines
500 Water St. (C910)
Jacksonville, FL 32202

~~Dominion Homes, Inc.~~
~~5000 Tuttle Crossing Blvd.~~
~~Dublin, OH 43016~~

Correna Cox
6250 Cartwright Lane North
Dublin, Ohio 43016

M/I Homes of Central Ohio LLC
3 Easton Oval, Suite 500
Columbus, OH 43219

White Family Farm Ltd.
5730 Hayden Run
Hilliard, OH 43026

Angelo Dallas
6333 Rings Rd.
Dublin, OH 43016

John Damico
3969 Smiley Rd
Hilliard, OH 43026

Current Resident
6348 Cartwright Ln
Dublin, OH 43016

Current Resident
6340 Cartwright Ln
Dublin, OH 43016

Current Resident
6334 Cartwright Ln
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5480 Carson City Ln
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5478 Carson City Ln
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5474 Carson City Ln
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5468 Carson City Ln
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Current Resident
5440 Carson City Ln
Dublin, OH 43016

George Kontogiannis
400 S. 5th St. Ste 400
Columbus, OH 43215

Hayden Run One LLC
23775 Commerce Park Ste 7
Beachwood OH 44122

Paddock Owner LTD
230 West St Ste 200
Columbus, OH 43215

119.335 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Numbers 3453 and 3012, being all of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 and all of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

BEGINNING at a northeasterly corner of the remainder of said 2.6 acre tract, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence with the perimeter of said "Avondale Senior Village Amended", the following courses and distances:

South 10°44'43" West, a distance of 120.81 feet to a point;

South 55°47'16" West, a distance of 35.38 feet to a point;

North 79°10'10" West, a distance of 313.92 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 11°25'51", a radius of 456.00 feet, an arc length of 90.98 feet, and a chord that bears North 73°27'15" West, a chord distance of 90.82 feet to a point of reverse curvature;

with the arc of a curve to the left having, a central angle of 24°33'25", a radius of 516.00 feet, an arc length of 221.16 feet, and a chord that bears North 80°01'02" West, a chord distance of 219.47 feet to a point;

South 87°42'16" West, a distance of 333.40 feet to a point; and

South 06°09'16" East, a distance of 1032.59 feet to a point in the southerly line of said 137.274 acre tract;

thence with the perimeter of said 137.274 acre tract, the following courses and distances:

South 83°28'01" West, a distance of 583.81 feet to a point;

North 39°15'59" West, a distance of 1857.05 feet to a point;

North 83°02'04" East, a distance of 492.25 feet to a point;

North 06°22'31" West, a distance of 1549.32 feet to a point;

North 84°15'41" East, a distance of 1947.00 feet to a point; and

South 05°46'37" East, a distance of 2128.26 feet to a point at the northwesterly corner of said 2.6 acre tract;

thence North 87°27'47" East, the northerly line of said 2.6 acre tract, a distance of 173.28 feet to the POINT OF BEGINNING and containing 119.335 acres of land, more or less.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

SUBAREA "A"
8.038 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

Beginning, for reference, at a northeasterly corner of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence with the perimeter of said "Avondale Senior Village Amended", the following courses and distances:

South 10°49'50" West, a distance of 121.15 feet to a point;

South 55°49'50" West, a distance of 35.36 feet to a point;

North 79°10'10" West, a distance of 315.05 feet to a point;

with the arc of a curve to the right, having a radius of 907.90 feet, a central angle of 03°01'39" and a chord that bears North 75°26'16" West, a chord distance of 47.97 feet (arc length of 47.97 feet) to the TRUE POINT OF BEGINNING;

thence across said 137.274 acre tract, the following courses and distances:

with the arc of a curve to the right having a radius of 907.90 feet, a central angle of 02°42'48" and a chord that bears North 72°34'02" West, a chord distance of 42.99 feet (arc length of 42.99 feet) to a point;

with the arc of a curve to the left having a radius of 505.17 feet, a central angle of 25°04'04" and a chord that bears North 79°45'42" West, a chord distance of 219.26 feet (arc length of 221.02 feet) to a point;

South 87°42'16" West, a distance of 362.58 feet to a point;

with the arc of a curve to the left having a radius of 1030.00 feet, a central angle of 03°28'53" and a chord that bears South 85°57'49" West, a chord distance of 62.58 feet (arc length of 62.59 feet) to a point;

South 84°13'23" West, a distance of 65.94 feet to a point;

North 05°46'37" West, a distance of 461.31 feet to a point;

North 84°13'23" East, a distance of 24.30 feet to a point;

North 05°46'37" West, a distance of 135.00 feet to a point;

North 84°13'23" East, a distance of 230.00 feet to a point;

northeastwardly, with the arc of a curve to the left having a radius of 175.00 feet, a central angle of 59°54'37" and a chord that bears North 54°16'04" East, a chord distance of 174.76 feet (arc length of 182.99 feet) to a point;

South 66°29'18" East, a distance of 73.91 feet to a point;

South 05°46'37" East, a distance of 249.44 feet to a point;

South 02°51'31" East, a distance of 10.60 feet to a point;

South 01°45'25" East, a distance of 213.62 feet to a point;

North 87°47'33" East, a distance of 183.28 feet to a point;

southeastwardly, with the arc of a curve to the right having a radius of 150.57 feet, a central angle of 110°27'05" and a chord that bears South 36°43'38" East, a chord distance of 247.36 feet (arc length of 290.27 feet) to a point;

South 19°05'33" West, a distance of 57.42 feet to the TRUE POINT OF BEGINNING, and containing 8.038 acres of land, more or less.

SUBAREA "B"
19.104 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

BEGINNING at a southwesterly corner of said 137.274 acre tract, at a northwesterly corner of that tract conveyed to Heath W. and Stacy E. Elliot by deed of record in Instrument Number 199812290335107;

thence North 39°15'59" West, with the westerly line of said 137.274 acre tract, a distance of 1112.50 feet to a point;

thence across said 137.274 acre tract, the following courses and distances:

North 59°20'27" East, a distance of 145.29 feet to a point;

North 84°13'23" East, a distance of 425.00 feet to a point;

South 50°46'37" East, a distance of 35.36 feet to a point;

South 05°46'37" East, a distance of 22.29 feet to a point;

with the arc of a curve to the left having a radius of 160.70 feet, a central angle of 180°00'00" and a chord that bears North 84°13'23" East, a chord distance of 321.40 feet (arc length of 504.86 feet) to a point;

North 05°46'37" West, a distance of 17.29 feet to a point;

North 39°13'23" East, a distance of 35.36 feet to a point;

North 84°13'23" East, a distance of 170.94 feet to a point;

with the arc of a curve to the right having a radius of 970.00 feet, a central angle of 03°28'53" and a chord that bears North 85°57'49" East, a chord distance of 58.93 feet (arc length of 58.94 feet) to a point; and

North 87°42'16" East, a distance of 33.22 feet to a point; in the easterly line of the remainder of said 137.274 acre tract, the westerly line of that subdivision entitled "Avondale Senior Village Amended", of record in Plat Book 114, Page 41;

thence South 06°09'16" East, with the westerly line of said "Avondale Senior Village Amended", a distance of 972.45 feet to a point in the southerly line of said 137.274 acre tract;

thence South 83°28'01" West, with said southerly line, a distance of 583.81 feet the POINT OF BEGINNING, and containing 19.104 acres of land, more or less.

SUBAREA "C"
30.550 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

Beginning, for reference, at a northeasterly corner of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence with the perimeter of said "Avondale Senior Village Amended", the following courses and distances:

South 10°49'50" West, a distance of 121.15 feet to a point;

South 55°49'50" West, a distance of 35.36 feet to a point;

North 79°10'10" West, a distance of 315.05 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 05°44'27", a radius of 907.90 feet, an arc length of 90.97 feet, a chord bearing of North 74°04'52" West and chord distance of 90.93 feet to a point of reverse curvature;

with the arc of a curve to the left, having a central angle of 25°04'04", a radius of 505.17 feet, an arc length of 221.02 feet, a chord bearing of North 79°45'42" West and chord distance of 219.26 feet to a point of tangency;

South 87°42'16" West, a distance of 333.40 feet to the TRUE POINT OF BEGINNING;

thence South 06°09'16" East, with the easterly line of the remainder of said 137.724 acre tract, the westerly line of said "Avondale Senior Village Amended", a distance of 60.14 feet to a point;

thence across said 137.274 acre tract, the following courses and distances:

South 87°42'16" West, a distance of 33.22 feet to a point of curvature;

with the arc of a curve to the left, having, a central angle of 03°28'53", a radius of 970.00 feet, an arc length of 58.94 feet, and a chord that bears South 85°57'49" West, a chord distance of 58.93 feet to a point;

South 84°13'23" West, a distance of 170.94 feet to a point;

South 39°13'23" West, a distance of 35.36 feet to a point;

South 05°46'37" East, a distance of 17.29 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 179°59'60", a radius of 160.70 feet, an arc length of 504.86 feet, a chord bearing of South 84°13'23" West and chord distance of 321.40 feet to a point of tangency;

North 05°46'37" West, a distance of 22.29 feet to a point;

North 50°46'37" West, a distance of 35.36 feet to a point;

South 84°13'23" West, a distance of 425.00 feet to a point;

North 05°46'37" West, a distance of 515.25 feet to a point;

North 84°13'23" East, a distance of 135.00 feet to a point;

North 05°46'37" West, a distance of 111.07 feet to a point;

North 50°46'37" West, a distance of 35.36 feet to a point;

South 84°13'23" West, a distance of 161.34 feet to a point in the westerly line of said 137.274 acre tract;

North 06°22'31" West, with said westerly line, a distance of 50.00 feet to a point;

thence across said 137.274 acre tract, the following courses and distances:

North 83°37'29" East, a distance of 25.00 feet to a point;

North 06°22'31" West, a distance of 349.57 feet to a point;

North 54°02'45" East, a distance of 249.05 feet to a point;

North 84°13'23" East, a distance of 395.92 feet to a point;

South 05°46'37" East, a distance of 155.00 feet to a point;

North 84°13'23" East, a distance of 20.00 feet to a point;

North 05°46'37" West, a distance of 155.00 feet to a point;

North 84°13'23" East, a distance of 730.00 feet to a point;

South 05°46'37" East, a distance of 350.00 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 90°00'00", a radius of 175.00 feet, an arc length of 274.89 feet, a chord bearing of South 39°13'23" West and chord distance of 247.49 feet to a point of tangency;

South 84°13'23" West, a distance of 230.00 feet to a point;

South 05°46'37" East, a distance of 135.00 feet to a point;

South 84°13'23" West, a distance of 24.30 feet to a point;

South 05°46'37" East, a distance of 461.31 feet to a point;

North 84°13'23" East, a distance of 65.94 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 03°28'53", a radius of 1030.00 feet, an arc length of 62.59 feet, a chord bearing of North 85°57'49" East and chord distance of 62.58 feet to a point of tangency; and

North 87°42'16" East, a distance of 29.18 feet to the TRUE POINT OF BEGINNING and containing 30.550 acres of land, more or less.

SUBAREA "D"
15.358 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

Beginning, for reference, at a northeasterly corner of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence South 87°27'47" West, with the northerly line of said 2.6 acre tract, a distance of 174.62 feet to a point on the easterly line of said 137.274 acre tract;

thence North 05°46'37" West, with said easterly line, a distance of 871.30 feet to the TRUE POINT OF BEGINNING;

thence across said 137.274 acre tract, the following courses and distances:

North 70°28'32" West, a distance of 497.78 feet, to a point;

South 84°13'23" West, a distance of 99.60 feet, to a point;

North 05°46'37" West, a distance of 102.56 feet, to a point;

South 84°13'23" West, a distance of 50.00 feet, to a point; and

North 05°46'37" West, a distance of 942.06 feet, to a point in the northerly line of said 137.724 acre tract;

thence North 84°15'41" East, ,with the said northerly line, a distance of 599.63 feet to a point in the easterly line of said 137.274 acre tract;

thence South 05°46'37" East, with said easterly line, a distance of 1256.96 feet to the TRUE POINT OF BEGINNING, and containing 15.358 acres of land, more or less.

SUBAREA "E"
11.295 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Numbers 3453 and 3012, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 and all of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

BEGINNING at a northeasterly corner of the remainder of said 2.6 acre tract, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence with the perimeter of said "Avondale Senior Village Amended", the following courses and distances:

South 10°49'50" West, a distance of 121.15 feet, to a point;

South 55°49'50" West, a distance of 35.36 feet, to a point;

North 79°10'10" West, a distance of 315.05 feet, to a point of curvature; and

with the arc of a curve to the right, having a central angle of 03°01'39", a radius of 907.90 feet, an arc length of 47.97 feet, a chord bearing of North 75°26'16" West and chord distance of 47.97 feet, to a point of tangency;

thence across said 137.274 acre tract, the following courses and distances:

North 19°05'33" East, a distance of 57.42 feet, to a point of curvature;

with the arc of a curve to the left, having a central angle of 110°27'05", a radius of 150.57 feet, an arc length of 290.27 feet, a chord bearing of North 36°43'38" West and chord distance of 247.36 feet, to a point of tangency;

South 87°47'33" West, a distance of 183.28 feet, to a point;

North 01°45'25" West, a distance of 213.62 feet, to a point;

North 02°51'31" West, a distance of 10.60 feet, to a point;

North 05°46'37" West, a distance of 249.44 feet, to a point;

North 66°29'18" West, a distance of 73.91 feet, to a point of curvature;

with the arc of a curve to the left, having a central angle of 30°05'23", a radius of 175.00 feet, an arc length of 91.90 feet, a chord bearing of North 09°16'04" East and chord distance of 90.85 feet, to a point of tangency;

North 05°46'37" West, a distance of 247.44 feet, to a point;

North 84°13'23" East, a distance of 99.60 feet, to a point; and

South 70°28'32" East, a distance of 497.78 feet, to a point in the easterly line of said 137.274 acre tract;

thence South 05°46'37" East, with said easterly line, a distance of 871.30 feet to a point at the northwesterly corner of said 2.6 acre tract;

thence North 87°27'47" East, with the northerly line of said 2.6 acre tract, a distance of 174.62 feet to the POINT OF BEGINNING and containing 11.295 acres of land, more or less.

SUBAREA "F"
29.505 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

Beginning, for reference, at a northeasterly corner of the remainder of that 2.6 acre tract conveyed as Parcel Number 2 to Homewood Corporation by deed of record in Official Record 23250A17, a northwesterly corner of that plat entitled "Avondale Senior Village Amended" of record in Plat Book 114, Page 41, in the westerly right-of-way line of Avery Road of record in Plat Book 114, Page 41;

thence South 87°27'47" West, with the northerly line of said 2.6 acre tract, a distance of 174.62 feet, to a point on the easterly line of said 137.274 acre tract;

thence North 05°46'37" West, with said easterly line, a distance of 2128.26 feet to a point;

thence South 84°15'41" West, a distance of 599.63 feet to the TRUE POINT OF BEGINNING;

thence across said 137.274 acre tract, the following courses and distances:

South 05°46'37" East, a distance of 942.06 feet, to a point;

South 84°13'23" West, a distance of 680.00 feet, to a point;

South 05°46'37" East, a distance of 155.00 feet, to a point;

South 84°13'23" West, a distance of 20.00 feet, to a point;

North 05°46'37" West, a distance of 155.00 feet, to a point;

South 84°13'23" West, a distance of 395.92 feet, to a point; and

South 54°02'45" West, a distance of 277.80 feet, to a point in the westerly line of said 137.274 acre tract;

thence North 06°22'31" West, with said westerly line, a distance of 1082.66 feet to a point at the northwesterly corner of said 137.274 acre tract;

thence North 84°15'41" East, with the northerly line of said 137.274 acre tract, a distance of 1347.37 feet to the TRUE POINT OF BEGINNING, and containing 29.505 acres of land, more or less.

SUBAREA "G"
5.294 ACRES

Situated in the State of Ohio, County of Franklin, City or Dublin, located in Virginia Military Survey Number 3453, being part of the remainder of that 137.274 acre tract conveyed as Parcel Number 1 to Homewood Corporation by deed of record in Official Record 23250A17 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), being more particularly bounded and described as follows:

BEGINNING at a northwesterly corner of said 137.274 acre tract, at a southwesterly corner of that tract conveyed to PF Farming LLC by deed of record in Instrument Number 201210290145035;

Thence North 83°02'04" East, with the northerly line of said 137.274 acre tract, a distance of 492.25 feet to a point;

Thence North 06°22'31" West, with the westerly line of said 137.274 acre tract, a distance of 81.28 feet to a point;

Thence across said 137.274 acre tract, the following courses and distances:

North 84°13'23" East, a distance of 161.34 feet to a point;

South 50°46'37" East, a distance of 35.36 feet to a point;

South 05°46'37" East, a distance of 111.07 feet to a point;

South 84°13'23" West, a distance of 135.00 feet to a point;

South 05°46'37" East, a distance of 515.25 feet to a point; and

South 59°20'27" West, a distance of 145.29 feet to a point in the westerly line of said 137.274 acre tract;

Thence North 39°15'59" West, with the westerly line of said 137.274 acre tract, a distance of 744.56 feet to the POINT OF BEGINNING containing 5.294 acre, more or less.

EMH&T
Engineers, Surveyors, Planners, Scientists

MEMO

Date: October 31, 2012

To: Aaron Stanford, PE, City of Dublin

From: Brian Quackenbush, PE, EMH&T

Subject: Avondale Woods Utility Engineering Memo

Copies: Jim Lipnos, Homewood Corporation

Linda Menerey, EMH&T

This memo has been prepared to summarize the availability of necessary utilities at the site of the future Avondale Woods single and multi-family home development.

Sanitary Sewer Extensions and Taps

Sanitary sewer service will be extended from two locations within the proposed development.

An existing 36" sanitary sewer main runs through the northern portion of the site. This 36" main extends from Avery Road between parcels 198710190192073 and 199610300219374. Flow from all of the single family homes as well as the clubhouse and pool will be directed to this existing main.

An existing 12" sanitary sewer runs south from the abovementioned 36" sanitary sewer main and services the existing NCR development to the southeast of the proposed Avondale Woods development. Sanitary flow from the townhome portions of the Avondale Woods development will be directed to an existing manhole along the 12" main.

Storm Sewer Outlet

The existing stormwater management basin located on the east side of the site is not sufficiently sized for the future development. Therefore, the pond will be expanded to provide a storage volume of 40.0 ac-ft. This volume requirement was determined through preliminary stormwater calculations. Storm pipes and structures will be put in place to convey the runoff from the development to the proposed retention pond on the east side. The existing pond outlet control structure will be utilized. Modifications will be made to the structure based on more in-depth stormwater calculations that will be completed as the project progresses to final engineering.

EMH&T
Engineers. Surveyors. Planners. Scientists

Water Mains, Services and Taps

Water service to the development will be provided by tapping the existing 12" water main that has been extended from Avery Road within the Avondale Woods Blvd right-of-way. A public water main will be constructed to provide water service and fire protection through fire hydrants to the proposed single family home sections of the development. The public water main will be sized to meet jurisdictional requirements.

Water service to the multi-family home/townhome sections of the development will be provided through private services. Master water meters and backflow preventers will be constructed at two locations within the development. The first will be tied directly into the existing 12" watermain mentioned above. A 3" private water service line and an 8" private fire protection service line will extend from the meter and backflow preventer through the row of townhomes on the eastern side of the development and will extend to the clubhouse and pool. The second master water meter and backflow preventer will be constructed on the west side of the site and will tap into the newly proposed public water main that will serve the single family homes. A 3" private water service line and an 8" private fire protection service line will extend from the meter and backflow preventer to the townhomes within the southern half of the development.

Menerey, Linda

From: Perkins, Alan <aperkins@wtwp.com>
Sent: Wednesday, September 04, 2013 4:27 PM
To: Menerey, Linda
Cc: Jim Lipnos (jlipnos@homewoodcorp.com); Cline, Christopher Thomas; Quackenbush, Brian; Claudia Husak; jgoodwin@dublin.oh.us
Subject: RE: Avondale Meeting Summary: Alan Perkins/Washington Twp Fire 8-29-13

Categories: Filed by Newforma

Linda:

Thanks for arranging the meeting at my office to discuss Washington Township Fire Department concerns with Avondale Woods. I concur and agree with the fire access issues you have outlined from our meeting. Please accept this as confirmation from Washington Township Fire Department relating to fire access agreements for the proposed Avondale Woods development.

Sincerely,

Alan L. Perkins, CFPS
Fire Marshal
Washington Township Fire Department
6200 Eiterman Road
PO Box 3248
Dublin, Ohio 43016-1294
(614) 652-3930
(614) 766-2507 (fax)
aperkins@wtwp.com

From: Menerey, Linda [mailto:lmenerey@emht.com]
Sent: Tuesday, September 03, 2013 10:52 AM
To: Perkins, Alan
Cc: Jim Lipnos (jlipnos@homewoodcorp.com); Cline, Christopher Thomas; Quackenbush, Brian; Menerey, Linda; Claudia Husak; jgoodwin@dublin.oh.us
Subject: Avondale Meeting Summary: Alan Perkins/Washington Twp Fire 8-29-13

Alan:
Thank you for meeting with Jim Lipnos, Chris Cline, Brian Quackenbush and me.
Based on our meeting we believe we have come to an understanding regarding the following items as it relates to Fire Access for Avondale Woods:

- We will provide "auto turn" information for the mutli family areas in Subareas A, B and D. These are areas where you have concerns with the 22' pavement widths.

- Overall, the vehicular circulation throughout the development is adequate
- You are agreeable to allowing 126 lots/units with appropriate roads to be built before a second access point would be required. The 126 units are currently planned in Subarea A – (48 single family lots) and Subarea C-(78 single family units.) Further construction beyond the 126 units in Subareas A and C would require a second access point or agreement by you that additional development is permitted under terms acceptable to the fire department.
- Second access points discussed may include Avery Road (once improvements occur), temporary access through the Kontogiannis parcel (to the east in Columbus) or Tuttle Crossing Extended.
- You indicated that access through the Kontogiannis parcel may not meet a "perfect" standard but could be acceptable once plans are provided to you for review and approval.

Please confirm that this information accurately reflects what we discussed in our meeting on August 29, 2013.
Thank again Alan,

Linda M. Menerey ASLA, PLA
Associate

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Pat Bryant, ROW
Room 162
3450 Riverwood Pkwy SE
Atlanta, GA 30339
Phone: 678-627-5334
E-fax: 281-664-3265

VIA EMAIL

September 25, 2013

Mr. Jim Lipnos, President
Homewood Corporation
2700 East Dublin-Granville Road
Suite 300
Columbus, Ohio 43231

Re: Avondale Woods Plat

Dear Mr. Lipnos,

After AT&T has investigated your request to reduce a segment of the 30-foot easement on the Avondale Woods property, we are in agreement to reduce the 30-foot to a 10-foot easement in the segment indicated on the Plat. If you would like a paper copy of this letter I can mail one to you on Thursday. Let me know.

If you have any questions regarding the easement and I am not in the office you can reach me on my cell phone, 404-735-2522.

Sincerely,

Patricia A. Bryant

Pat Bryant
Contracted Right of Way Manager
National Construction and Engineering

Cc: Tony Lyle, HLG
Mike Diederich, AT&T Engineer

Subject: FW: Avondale-Dublin

From: Quackenbush, Brian
Sent: Thursday, September 19, 2013 3:28 PM
To: 'jlipnos@homewoodcorp.com'
Cc: Menerey, Linda
Subject: FW: Avondale-Dublin

Jim,

As requested by Aaron Stanford, I met with Jason Sanson at the City of Columbus Division of Sewers and Drains last week to discuss the project and its relation to the existing 36" sanitary sewer. Below is a summary of our meeting, and I wanted to give you a heads up on these items before I forward along to Aaron.

Let me know if you have any questions or if you are OK with me sending this summary along to Aaron.

Brian

From: Sanson, Jason T. [mailto:JTSanson@columbus.gov]
Sent: Thursday, September 19, 2013 3:08 PM
To: Quackenbush, Brian
Subject: RE: Avondale-Dublin

Brian,

I agree with the provided summary. The sanitary fee for the individual homes will be the current capacity fee plus the current front footage fee at the time of construction. Assuming a house built today on a lot 60 feet wide with a ¾" water service, the sanitary service fees would be ($3,044 + 60'x$45) = $5,744/lot.

JASON T. SANSON, P.E.
SECTION MANAGER, PRIVATE DEVELOPMENT

Direct: 614-645-3702
Fax: 614-645-1840
www.columbus.gov

From: Quackenbush, Brian [mailto:BQuackenbush@emht.com]
Sent: Wednesday, September 18, 2013 8:18 AM
To: Sanson, Jason T.
Subject: Avondale-Dublin

Jason,

Thanks again for meeting with me last week to discuss this new residential project being proposed on the West side of Avery Road in the City of Dublin. I prepared the following summary of the key points we discussed:

1. Due to the depth of the existing 36" sewer (CC-13289) and the proximity to the proposed houses adjacent to this sewer, you asked that we verify that the house basement foundations are outside of the influence line for an excavation of this sewer. There is an existing 30' easement on this sewer so the buildings had been set at the

edge of this easement or 15' from the center line of the sewer. We studied the influence line for this excavation and we are going to shift the building setback line to be 20' from the centerline of the sewer to be outside of the excavation. This generally increases the front setback for these lots from 40' to 45'.

2. Since the sewer was installed by the City of Columbus using Capital Improvement funds, sanitary fees will need to be paid to the City of Columbus. Can you please verify the amount of these additional fees? Will the fee be the standard cost for a single family home or an additional frontage fee charge?
3. A mainline sewer will need to be extended to the Northeast corner of the Avondale property to serve the property to the North. A sewer extension will not be required through the wooded reserve to the serve the properties to the Northwest of the project.

Please review and let me know if you agree with my interpretation of our meeting. Once I receive your concurrence, I will forward to the summary to Aaron Stanford at the City of Dublin. Thank you.

Brian

Brian Quackenbush, PE, LEED AP
Associate & Senior Project Manager

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Preliminary Development Plan

AVONDALE WOODS

Dublin, Ohio

LAND PLANNING, LANDSCAPE ARCHITECTURE & ENGINEERING:

EMH&T

5500 New Albany Road
Columbus, Ohio 43054

Phone: (614) 775-4710

Contact: Linda Menerey

EMHT
Engineers. Surveyors. Planners. Scientists

OWNER:

Homewood

2700 East Dublin-Granville Road, Suite 300
Columbus, Ohio 43231

Phone: (614) 744-2008

Contact: Jim Lipnos

Homewood

LEGAL COUNSEL:

Blaugrund & Herbert

300 West Wilson Bridge Road, Suite 100
Worthington, Ohio 43085

Phone: (614) 764-0684

Contact: Chris Cline

Blaugrund & Herbert
INCORPORATED

Submittal – September 8, 2014

Dublin Planning and Zoning Commission

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II. Rezoning Statement
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SECTION I –
Development Overview

I. INTRODUCTION TO AVONDALE WOODS

Avondale Woods is a 120 acre residential development located in the southernmost portion of the City of Dublin. The development's name comes from Avondale, the Irish country estate of Charles Parnell Roberts, often referred to as the father of Irish democracy.

A striking characteristic of the site is the large wooded area at the north end of the project, comprising about 29 acres. A wooded area of this size is unique in northwestern Franklin County, and the development's plans preserve it in its entirety. Two smaller wooded areas are also preserved, a triangular wooded area along the CSX railroad tracks and a smaller wooded lot just under I acre in size, north of the NCR project and Avondale Woods Boulevard lot.

The development is unusual in that it is surrounded by the City of Columbus on three sides, with only the northern boundary adjoining the City of Dublin. However, existing features, such as the CSX Railroad on the west and Avery Road on the east limit the site's interaction with the adjoining development. There is only one current access point to the site, Avondale Woods Blvd. located at Avery Road at the southern end of the property. Eventually, there will be a second access, at the Dublin border on the north, once Tuttle Boulevard is extended west of Avery Road. In the interim, emergency access for the northern portion will be available through an adjoining Columbus multifamily site being developed on Avery Road.

As a result of the physical considerations of the site, Avondale Woods will be a largely self-contained community, with shopping, recreation, and governmental services near, but not immediately adjacent to the neighborhood. The Avondale Woods community as a result seeks to provide a mix of housing opportunities to attract a diverse group of residents of varying ages, family makeups and economic levels that live together in a single, cohesive, community. There will be both rental and owner occupied housing, with both single family homes and attached residential rental homes in two, three and four unit buildings. The attached rental units are unusual in that the layouts and architectural styles are modeled after single family homes rather than typical flats or townhouse units. Emphasizing open floor plans, the attached rental homes begin with the assumption that, in the current housing climate, more families will be living in rental homes and for longer periods of time. However, this rental market is increasingly demanding of quality layouts and interior features. The Avondale Woods units measure up to this challenge.

The layout of the development emphasizes a single community composed of both homeowners and rental residents. There are no barriers between the different housing types and the recreation paths link all the open space amenities including the community center and swimming pool which is also a joint resource for all residents. The adjoining 17 acre National Church Residences housing community at the southeast corner of the site will be linked to the Avondale Woods Development via pedestrian paths, providing a further mix of ages and demographics, as well as senior support services. A final point is the two acre central green that

comprises a focal point for the community and provides a desirable open space area and gathering place.

The character of the single family and attached residential homes is comprised of traditional architecture and includes elements that seek to convey a welcoming neighborhood feel of more simple times. Colors, materials and architectural features will subtly link all of the Avondale Woods housing types. Common elements include front porches, walkways from the sidewalk to the front door (except for homes with courtyard garages/drives), and shortened building setbacks to emphasize a pedestrian scale and walkable environment.

In its modern, suburban, phase, Dublin has developed as an archetypal auto oriented suburban community. Now, Dublin is reorienting its focus for a new phase that will respond to the needs of its corporate residents and an aging population. Avondale Woods seeks to be part of that reorientation by responding to the changing housing needs of the community. For young Dublin corporate workers who are making the move from apartments to family friendly rental homes or single family owned units, Avondale Woods provides housing options that will meet their needs and allow them to stay in Dublin. For older Dublin citizens looking to downsize or to transition to rental homes, the development also provides options that will have genuine appeal. For those who want the feel of a neighborhood and a livable interior similar to a single family home, but, must preserve their mobility in the job market, Avondale Woods again responds with desirable options. And of course, for any family just looking for a welcoming neighborhood and either rental or owned housing options, Avondale Woods is on target.

Despite being well sheltered from outside influences, Avondale Woods is accessed by an expanding network of roadways, giving access to shopping and services in Dublin, Hilliard and Columbus as well as access to Interstate 270 and the nearby Tuttle Mall. In addition to this convenient automobile access, mass transit is also currently accessible a short distance to the south on Avery Road, and, a new walkable transit center is planned nearby just to the north of Hayden Run Road.

Avondale Woods is well positioned to respond to the housing needs of both Dublin and its residents in the coming years.

II. REZONING STATEMENT

A. Explain the relationship of the proposed development to existing and future land uses in the surrounding area, the street system, community facilities, open space system, services, and other public improvements

Relationship to Land Uses.

The Avondale Woods site is a large peninsula protruding into the City of Columbus representing the southernmost boundary of the City of Dublin. This peninsula is composed of the previously rezoned National Church Residences Site of 17 acres and the lands encompassed by this application, about 120 acres.

Northern Border: The peninsula's northern border is in the City of Dublin and abuts tracts that front on Rings Road. With the exception of a large trailer park (non-conforming use), these tracts are generally undeveloped and remain in the Rural zoning category. The terrain in this area is generally open, flat, and unremarkable. Development timing of the land in this adjoining area will depend on extension of the Cramer South trunk sewer line that currently is east of Avery Road at Wilcox Road. The westward extension of Tuttle Boulevard, expected to be aligned along the Avondale Woods northern boundary, will impact development of these lands, generally expected to be residential in nature. The Avondale Woods site will be significantly insulated from this future development, regardless of its land use, by the 28 acre wooded area at the northwest portion of the site, by the wide Tuttle Boulevard, and by additional green space likely to be added by the future development.

Eastern Border: Along the eastern boundary, the site is bordered at its northeast corner by a twelve acre site in the City of Columbus. This site was designated as Office in the Columbus Hayden Run Corridor Plan but has recently been rezoned for multifamily development at 12 units per acre. Moving south, there are nine single family home sites in Washington Township that front on Avery Road. Avondale Woods is insulated from these sites by a park area containing a large storm water management pond. The available depth of these parcels, initially about 500 feet at the northern end of the lots and diminishing to about 200 feet at the southern end, is also a factor that acts as a limit on intensity of development and if combined would result in an irregularly shaped tract. The future of these sites is clouded as they can only be annexed to the City of Columbus and planned widening of Avery Road will challenge residential viability. Columbus designates these sites as Office in the Hayden Run Corridor Plan but if the sites should annex to the City of Columbus and obtain sewer service, land use would be determined by municipal zoning action which could approve a different land use.

South of the last of these homes the Avondale Woods site has approximately a 150' border with Avery Road followed by the 70' right-of-way of Avondale Woods Boulevard, the only current access to the development. Opposite the Avondale Woods Boulevard and NCR frontage east of Avery Road, the Hayden Run Corridor Plan envisions a Neighborhood Center providing convenience retail services to the surrounding area.

Hayden Run Boulevard currently terminates west of the CSX railroad tracks. It is planned to be a major arterial as it extends eastward, via an overpass to Avery Road and further east

past Avery to Wilcox, Riggins and Britton Parkway. This will spur further development along this corridor providing additional commercial and housing.

Eastern and Southern Border: The 17 acre National Church Residences site comprises part of both the eastern and southern borders of the site, largely insulating the Avondale Woods development from the future Neighborhood Center Columbus development east of Avery Road. The remaining portion of Avondale Woods' southern border adjoins more Washington Township land currently used as two single family sites reaching from Avery Road to the railroad tracks. These township lands are also marked for annexation only to the City of Columbus. Moreover, this is the location for the extension of Hayden Run Boulevard. South of these two sites the City of Columbus currently begins, forming a corridor connecting the Columbus lands east of Avery Road to lands west of the railroad tracks out to the Madison County line. The Hayden Run Corridor Plan recommends that the land to the immediate south of the Hayden Run Boulevard roadway to the point that Avery Road crosses the railroad tracks be developed as Transit Oriented Development.

Western Border: To the west of the railroad tracks, which comprise the southwestern border of the Avondale Woods site, is a large area of land both developed and planned for additional residential development of various types in the City of Columbus. Densities are much higher than is typical of Dublin development. The effect of this development is muted by the intervening railroad tracks. To the northwest, the Avondale Woods site borders an 18 acre site which is east of the railroad tracks but is in the City of Columbus. This site is essentially an island that can only be accessed using the Avondale Woods roadway system (a road will be stubbed from the Avondale Woods system) or by a future roadway from the north in the City of Dublin. The Columbus Hayden Run Corridor Plan does not indicate a proposed land use for this tract. At the northeast corner of the Avondale Woods site, the 28 acre wooded portion on the site borders another large wooded tract in the City of Dublin that will likely also remain in a wooded state.

To summarize, the Avondale Woods site is largely self contained and isolated, both from interaction and from influence, from the surrounding lands. As a result, Avondale Woods generally neither influences, nor is influenced by, the land use of these neighboring tracts.

Relationship to the Street System

Avondale Woods will have two access points: To Avery Road via Avondale Woods Boulevard, which has already been partially constructed along the northern boundary of the National Church Residences site, and to Tuttle Crossing Boulevard at the northern end of the site. At the current point in time only the Avery Road access will be available since Tuttle Crossing Boulevard has not been extended west of Avery Road. In the interim, an emergency access easement has been negotiated with the 12 acre multifamily site at the northeast border of the site.

Once the planned roadway network improvements are complete and the second entrance to Tuttle Crossing Boulevard is available, Avondale Woods will have excellent access to nearby services, arterial roadway systems connecting to Dublin and Hilliard, and to regional freeway access points at the Avery Road interchange at SR 161/US 33 and I-270 at Tuttle Crossing Interchange. In the interim, access via Avery Road provides acceptable and convenient access.

Relationship to Community Facilities, Services and Public Improvements

Because the Avondale Woods site represents the southern boundary of the City of Dublin, community facilities are within close proximity. The Daree Fields sports park is about two miles to the northwest. The Ballantrae Community Park, with a municipal swimming pool, is one mile to the north. Coffman Park, which includes the City of Dublin municipal building and Dublin Recreation Center, is two and one half miles to the northeast.

Shopping centers are located close to the site with commercial two miles north on Avery Road. Grocery and community services are located to the west on Hayden Road and Cosgray Road. Additionally, The Mall at Tuttle Crossing is one and one half miles to the east.

The closest fire station is about one and one half miles to the north on Shier Rings Road. Various facilities and services are either available, or will become available, in both the City of Columbus and the City of Hilliard in a sub two mile radius to the south, east and west. Old Dublin, with shopping and the Dublin Library, is about three miles to the northeast.

Relationship to the Open Space System

The primary relationship to the open space system in this quadrant will be enhanced by the Avondale Woods development. It will preserve approximately 35 acres of woods, and the largest remaining wood lot in this area. It will also provide 2 large park areas and interconnected pedestrian trails. The Avondale Woods development is located within 3 miles of Homestead Park (Washington Township). The Heritage Trail Metro Park is 2 miles southwest and future bikeway access will provide virtually unlimited access to open space in both the City of Dublin and regionally such as the northwest Battelle Metro Park and the Heritage Rails to Trails bikeway system to the south.

The 2 acre plus central green within the Avondale Woods development will serve as a community gathering place for residents and the Avondale Woods Community Building with its pool will similarly serve all of the residents of the development.

B. State how the proposed rezoning and development relate to the existing land use character of the vicinity.

As discussed herein, Avondale Woods is significantly insulated from surrounding land uses, which currently continue to develop. It is reasonable to say that the site's development is neutral in any effect on nearby development. Similarly, the apparent trajectory of nearby development will not negatively impact Avondale Woods, both because the land uses are compatible and also because of the insulated nature of the site.

C. State how the proposed rezoning and development relate to the Dublin Community Plan. If the proposal is inconsistent with the Community Plan, then justify the proposed deviation from the Community Plan.

The proposed development is fully consistent with the 2007 Dublin Community Plan.

The Future Land Use Map shows the site as "Mixed Residential Low Density", defined as "a mix of housing options and transition from existing single-family neighborhoods at a maximum density of 3.0 du/ac." At the time of the National Church Residences rezoning, it was clarified that the remaining Avondale Woods land would have the 3.0 du/ac density applied without subtraction for the units included in the National Church Residences portion. The 120 remaining acres thus yields a potential of 360 residential units as shown in this application.

The Southwest Area plan portion of the 2007 Dublin Community Plan provides for residential land uses roughly similar to what is proposed in this plan—higher density residential in the northern and southern sections (Subareas B and D) and single family residential density in the central section (Subarea C). When overlaid with the overall 3.0 du/ac requirement for the site as a whole this proposal seems to be solidly on target.

The Southwest Area plan portion of the 2007 Dublin Community Plan also emphasized that existing wooded areas should be integrated into the design of open spaces and emphasized connectivity to be provided throughout the area and into adjacent jurisdictions. As noted above, all possible pedestrian and roadway connections have been made at points where the site allows contact with adjacent boundaries and all wooded areas are preserved as open space.

D. Explain how the proposed rezoning meets the criteria for Planned Districts [Code Section 153.052(B)]

(1) *Consistency with Dublin Zoning Code:* The proposed development text addresses the influences and needs of the site, which are unique in multiple ways, particularly due to the influence of other jurisdictions on three sides of the site, arterial roadways on two sides of the site, a railroad along one boundary and the extensive wooded areas.

(2) *Conformance with adopted Plans:* The site is part of the Southwest Area Plan which calls for mixed residential uses and densities similar to the types of housing proposed, preservation of wooded areas, connectivity with adjacent jurisdictions and an overall density of 3.0 dwelling units per acre. The proposal directly meets all of these requirements.

(3) *Advancement of general welfare & orderly development:* The Preliminary Development Plan creates an integrated residential development that will be largely self sufficient in its creation of a viable Dublin community surrounded by, and yet separated from (due to existing and planned transportation barriers) development in Dublin and adjoining jurisdictions.

(4) *Effects on adjacent uses:* Adjacent uses are generally of a more intense nature which will not be impacted by this development, largely due to the transportation barriers which adjoin the site.

(5) *Adequacy of open space for residential development:* Overall, approximately 1/3 of the 120 acre site is composed of open space, a higher proportion than is typically found in Dublin residential development. The open space is comprised of both active and passive recreation, providing multiple opportunities for the residents in the development.

(6) *Protection of natural features and resources* The proposal preserves the majority of the site's natural resources, chiefly in the form of the unique stands of large wooded areas.

(7) *Adequate infrastructure:* The site meets all engineering requirements for delivery of utility services and handling of storm water.

(8) *Traffic and pedestrian safety:* Internal road networks are carefully designed to facilitate access within the subdivision and to surrounding road networks without encouraging high speeds or cut through traffic.

(9) *Coordination & integration of building &site relationships* The proposal brings together several different housing products that will attract families of different ages, different sizes, and different economic levels, providing opportunities for both rental and owned homes. The different housing types and neighborhoods will be visibly unified through the use of common architectural elements. Shared amenities such as the village green, a single community center with pool, the unique wooded areas and a multipurpose pathway system will encourage interaction between the demographically diverse mix of residents.

(10) *Development layout and intensity:* The building layouts, site layout, roadways and access encourage an interactive pedestrian oriented environment that brings residents out of their homes and into the community. Multiple elements such as shorter front yard setbacks, front porches, walkways from the porch to the street, and other common elements will create the sense of a single community with an inviting and open environment. Density is well balanced to provide an appropriate residential mass which is vibrant but manageable.

(11) *Stormwater Management:* Adequate provision is made for storm water management in accordance with Dublin Code.

(12) *Community Benefit:* Standard Dublin Code would not be able to address the unique characteristics of this site and allow preservation of its unique characteristics. The planned development process is well suited to exploitation of the potential benefits this site offers.

(13) *Design and Appearance:* The proposed building design and materials are superior to the surrounding area and on par with quality residential development in other Dublin residential areas.

(14) *Development Phasing:* The site is already well served with infrastructure feasible to serve the development. The phasing plan allows for a reasonable development progression and infrastructure extensions.

(15) *Adequacy of public services:* The site is accessible to Dublin emergency and recreational services within appropriate distances and reasonable timeframes.

(16) *Infrastructure Contributions* To be determined

E. If a previous application to rezone the property has been denied by City Council within the last twelve months, list when and state the basis for reconsideration as noted in Code Section 153.234.

No previous applications to rezone the property have been submitted or denied by City Council.

SECTION II – Development Standards

- Overall Development Standards
- Sub Area Standards
- Project Phasing
- Diversity Matrix
- Additional Exhibits
    - Exhibit A – Examples of Architectural Design Elements
    - Exhibit B – Multi-Family Character
    - Fire Turning Radius and Footprint Overlay (4)

I. OVERALL DEVELOPMENT STANDARDS

This development shall be in accordance with Dublin Code at the time of development unless noted otherwise in the overall development standards or subarea standards.

The following standards shall be applicable to subareas as noted.

A. Density: Total site density shall not exceed 3 dwelling units per acre based on 120 acres for a total of 360 dwelling units.

B. Parking: All parking requirements shall be in accordance with Dublin code at the time of development except parking for the community center and pool in Subarea E will be approved as part of the Final Development Plan and will consider pedestrian access from the adjoining neighborhoods.

C. Model Homes and Sales Offices

1. Model homes and sales offices shall be permitted within Subareas A, B, C, D & E in accordance with Dublin Code requirements.

D. Residents Association

1. Applicant will establish multiple forced and funded residents' associations through deed based subdivision covenants and restrictions.

2. An overall Avondale Woods Master Residents Association will be comprised of the subarea residents' associations' members. This master association will be funded by the subarea residents' associations and will be responsible for tasks that affect all residents in the different subareas such as operating and maintaining the community building and pool and maintaining the stormwater facility area.

3. Each of the individual residential subareas, Subarea A, Subarea B, Subarea C and Subarea D will have their own residents' association which will address tasks associated with the respective subareas. If the subarea is owned and operated as a single entity that entity will operate the residents' association. If the subarea is, or becomes, a neighborhood of individually owned parcels then the subarea residents' association will function with the parcel owners as members.

E. Entry Features

1. Entry features are permitted in each Subarea at major entry points with final design, location and landscape to be submitted for approval at time of Final Development Plan.

2. Entry features may be located within the setbacks in each Subarea but shall not prohibit clear sight distance or cause safety concerns.

3. Entry features may include but not be limited to fences, posts, columns, walls, trellises, gazebos, signs, landscaping, signage, logo etc.

F. Architectural Diversity (Applies to Subarea C Only)

1. A matrix has been provided to promote architectural diversity for the front building facades for single family homes.

2. Diversity shall be achieved by restricting the same front facades as follows:

   - No home 2 lots to the left or right of the subject lot shall have the same front façade as the subject lot and
   - No home directly across the street and one lot to the left or right of that lot shall have the same front façade as the subject lot. However, this requirement may be adjusted depending on specific site conditions. An example would be a home across the street facing on a different street.

G. Reserve Ownership and Maintenance

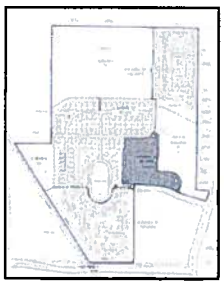
Reserve	Ownership	Maintained By
Reserve "A"	SHOA	SHOA
Reserve "B'	City	City
Reserve "C"	City	City
Reserve "D"	City	City
Reserve "E"	City	MHOA
Reserve "F"	SHOA	SHOA
Reserve "G"	MHOA	MHOA
Reserve "H"	SHOA	MHOA
Reserve "I"	SHOA	SHOA
Reserve "J"	City	MHOA
Reserve "K"	City	City
Reserves "L, M, N"	City	MHOA

SHOA = Subarea Homeowner Association/Subarea Resident Association
MHOA = Master Homeowner Association

The applicant agrees the MHOA will maintain the entire Reserve J islands, including the portion of the island within the public right of way extending east to Channel Lane, outside of the rezoning boundary.

Reserve Ownership and Maintenance is indicated on multiple drawings within the Preliminary Development Plan and specifically on the Open Space and Connectivity Plan - Sheet 6/26 and the Overall Preliminary Plat - Sheet 21/26

H. An infrastructure agreement shall be executed between the City and the Developer prior to submittal of a Final Development Plan.



II. SUBAREA STANDARDS

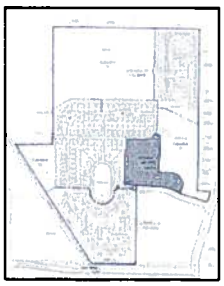
Subarea A

Subarea A is comprised of approximately 8 acres of attached residential housing located north of Avondale Woods Boulevard and the NCR site.

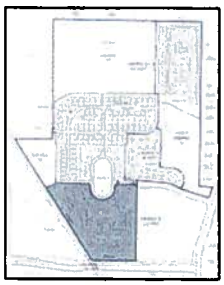
Permitted Uses	Residential housing composed of attached and/or detached units
Density	Maximum of 48 residential units
Building setbacks	25' south boundary (Avondale Woods Blvd) 20' west boundary 20' north boundary 5' east boundary A minimum distance of 12' shall be maintained between buildings
Pavement setbacks	25' south boundary (Avondale Woods Blvd)* 20' west boundary 20' north boundary 0' east boundary *except entry drives to access the units
Open Space	Open space shall be provided via a central green of approximately 1 acre in size surrounded by a walking path connecting to each unit. This area is intended for use by the residents of this Subarea and shall include benches and landscaping. Other passive and active elements may be included and shall be determined at time of Final Development Plan. A portion of the storm water management area may extend into this subarea. This open space shall be owned and maintained by the Subarea A Resident Association.
Materials	Permitted cladding materials will be brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (eg Hardiplank). Other high quality materials may be approved in the Final Development Plan with examples of successful, high quality installations used with appropriate architectural detailing. Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications. However, in no case may horizontal vinyl lap siding be

Materials, Cont.	used. Permitted roofing materials include 30 year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials, may be approved in the Final Development Plan with examples of successful, high quality installations.
Architectural Requirements	General: ▪ Details for outside amenities such as decks, patios, and/or fences shall be provided at Final Development Plan. ▪ The City of Dublin Residential Appearance Code shall not be applicable to units within this Subarea. All elevations shall be reviewed and approved at time of Final Development Plan by Planning Commission. ▪ The architectural theme shall have a Craftsman influence as reflected in the Examples of Architectural Design Elements: Exhibits A and B. ▪ In order to carry the neighborhood theme through all subareas, all units will have porches and a sidewalk extending from the front door connecting to the public sidewalk or connecting to a private walk. ▪ Privacy between units may be accomplished with building elements and/or privacy fencing. Privacy fencing is not intended to entirely enclose a patio area but is intended for privacy between unit patios. ▪ Any fencing used shall be limited to 6' in height and shall be submitted for approval with the Final Development Plan. ▪ Colors will be from a historic palette of a major paint manufacturer and will be a subset of the palette permitted for the single family area. ▪ Main doors and garage door colors will be varied dark accent colors with a single color per building. ▪ Where a unit is" double fronted" - fronting a public street or green and backing to the front of

Architectural Requirements, Cont.	units on an internal street – the unit face on the public street or green shall be considered the dominant elevation and be treated accordingly from an architectural perspective. The "back of the unit" shall also be given a similar level of architectural detail and consideration as the front. Garages and Parking: ▪ Garage doors shall be treated as decorative elements and shall have various carriage door styles ▪ Coach lights shall be required on the garage ▪ All units will have two car attached garages. ▪ The driveway shall be a minimum length of 19 feet exclusive of sidewalks. ▪ Shared driveways shall be utilized where possible. ▪ Additional parking spaces for visitors shall be indicated on the Final Development Plan. Roofs: ▪ Roof slopes to be min. 6/12 except porch roofs which may be less. ▪ Gable vents shall be addressed with architectural detail. ▪ Rakes and frieze boards will be used on roofs. ▪ Rakes shall be extended to min. 12" overhang on main gables with decorative bracketed supports. Front Porches: ▪ Porches shall be required on all units whether facing a street or open space. ▪ Columns shall be primary accent pieces and may be used on optional masonry bases. ▪ Porch Roofs to be metal when isolated ▪ Porches shall have accent railings. Windows: ▪ Windows without shutters shall be wrapped with trim.



	▪ Windows to be simulated divided light with grid patterns used on all four sides of the building. Shutters: ▪ Shutters shall be used judiciously but shall not be required on every window or on every elevation. ▪ Shutters shall be equal to the size of full window and have shutter hardware.
Landscaping and Screening	A minimum 25' wide buffer shall be installed along the western property line of Subarea A, where adjacent to the rear of lots in Subarea C. The intent of this buffer is to provide screening between the alley in Subarea A and the rear of lots in Subarea C. The buffer shall be a minimum of 5' in height with 75% year round opacity. This buffer may not include fencing. A landscape plan for this buffer shall be submitted for approval with the Final Development plan. The maintenance for this buffer shall be the responsibility of the Subarea A Residents Association.

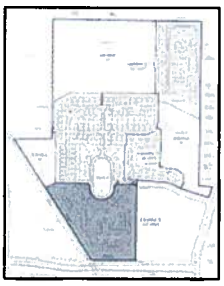


AVONDALE WOODS - SUBAREA B

Subarea B

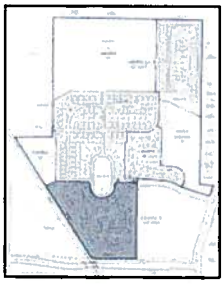
Subarea B is comprised of approximately 19.1 acres of attached residential housing located south of central park and Avondale Woods Boulevard.

Permitted uses	Residential housing composed of attached and/or detached units
Density	Maximum of 132 residential units
Building setbacks	The front setback of the units located along Avondale Woods Blvd shall be located 15' from edge of right-of-way. Staggering of units/buildings shall not be required. 100' west boundary 100' south boundary 50' east boundary A minimum distance of 12' shall be maintained between buildings.
Pavement setbacks	20' on north boundary along Avondale Woods Blvd. and Central Green Rd.* ** 100' west boundary** 100' south boundary ** 50' east boundary ** * except entry drives to access units ** except bike/pedestrian paths
Open Space	Open space shall be provided via green spaces located in the rear of most units (except those facing the central green). Additional green space is located within the large buffer areas along the west, and south property lines indicated as Reserve F and in the Landscape Buffer along the east property line as indicated on the Open Space Plan. The open space along the property lines is intended for passive recreation for the residents of Subarea B. It shall incorporate landscaping, benches and a path either through it or along the perimeter. This open space shall be owned and maintained by the Subarea B Resident Association.
Materials	Permitted cladding materials will be brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (eg Hardiplank). Other high quality materials may be approved in the Final Development Plan with examples of successful, high quality installations used with appropriate architectural detailing.

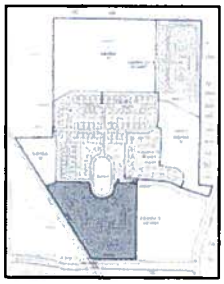


AVONDALE WOODS - SUBAREA B

Materials, Cont.	Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications. However, in no case may horizontal vinyl lap siding be used. Permitted roofing materials include 30 year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials, may be approved in the Final Development Plan with examples of successful, high quality installations.
Architectural Requirements	General: ▪ Details for outside amenities such as decks, patios, and/or fences shall be provided at Final Development Plan. ▪ The City of Dublin Residential Appearance Code shall not be applicable to units within this Subarea. All elevations shall be reviewed and approved at time of Final Development Plan by Planning Commission. ▪ The architectural theme shall have a Craftsman influence as reflected in the Examples of Architectural Design Elements: Exhibits A and B. ▪ Units fronting the public street facing the central green in Subarea C will have porches and a sidewalk extending from the front door connecting to the public sidewalk. ▪ In order to carry the neighborhood theme through all subareas, units fronting an internal private street or green space will have porches and a sidewalk extending from the front door to the driveway or private walk. ▪ Privacy between units may be accomplished with building elements and/or privacy fencing. Privacy fencing is not intended to entirely enclose a patio area but is intended for privacy between unit patios. ▪ Any patio, porch, deck and associated fencing shall not extend into any perimeter setback.

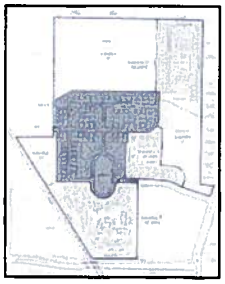


Architectural Requirements, Cont.	▪ Any fencing used shall be limited to 6' in height and shall be submitted for approval with the Final Development Plan. ▪ Colors will be from a historic palette of a major paint manufacturer and will be a subset of the palette permitted for the single family area. ▪ Main doors and garage door colors will be varied dark accent colors with a single color per building. ▪ Double fronted units are located facing both Avondale Woods Boulevard and O'Shea Lane (refer to the Preliminary Plat for location.) Both elevations shall be considered the dominant elevation and shall be treated with the same level of architectural detail. "Double fronted" shall be defined as units fronting both a public street or green and an internal street. ▪ On building facades immediately adjacent to the railroad tracks, sound insulation techniques shall be utilized with specific methods presented for review and approval by the Planning Commission at time of Final Development Plan. Garages and Parking: ▪ Garage doors shall be treated as decorative elements and shall have various carriage door styles ▪ Coach lights shall be required on the garage ▪ All units will have attached garages. Three bedroom units will have two car garages. ▪ No more than two 16' garages will be on the front elevation. ▪ The driveway shall be a minimum length of 19 feet exclusive of sidewalks. ▪ Shared driveways shall be utilized where possible. ▪ Additional off-street parking spaces for visitors with locations provided shall be shown on the Final Development Plan. Roofs:



Architectural Requirements, Cont.	▪ Roof slopes to be min. 6/12 except porch roofs which may be less. ▪ Gable vents shall be addressed with architectural detail. ▪ Rakes and frieze boards will be used on roofs. ▪ Rakes shall be extended to min. 12" overhang on main gables with decorative bracketed supports. Front porch: ▪ Porches shall be required on all units whether facing a street or open space. ▪ Columns shall be primary accent pieces and may be used on optional masonry bases. ▪ Porch Roofs to be metal when isolated ▪ Porches shall have accent railings. Windows: ▪ Windows without shutters shall be wrapped with trim. ▪ Windows to be simulated divided light with grid patterns used on all four sides of the building. Shutters: ▪ Shutters shall be used judiciously but shall not be required on every window or on every elevation. ▪ Shutters shall be equal to the size of full window and have shutter hardware.
Landscaping and Screening	Landscaping and screening, including tree preservation, shall be in accordance with Dublin Code except as noted below. Within the 100' building setback along the west property line, a buffer shall be required to provide both a physical and visual barrier to the CSX railroad track. This buffering shall be a minimum of 10' in height. The first 6' in height shall have 100% opacity from proposed grade at install and then a minimum of 75% opacity at 6'-10' within 4 years of installation. A landscape plan for this buffer including any proposed fencing shall be submitted for approval with the Final Development Plan. Any fencing shall be limited to 6' in height.

Landscaping and Screening, Cont.	The intent of the buffer along the south property line is to provide an additional layer of screening between units and the proposed Hayden Crossing Boulevard. The minimum buffer width shall be 100' and shall contain screening to a minimum height of 6' at installation and 75% opacity within 4 years of installation. Buffering may be achieved by using any of the following: landscaping, mounding, fencing or walls. A detailed planting plan shall be provided at time of Final Development Plan. A bike/pedestrian path will be located within both the west and south property line building setbacks to connect with proposed/existing paths in other subareas or adjacent development. Buffering shall be provided along the east property line to provide screening between the NCR development and the proposed units in Subarea B. Buffer shall be a minimum width of 50' and planted with native plant materials at a minimum height of 6' at installation and reach 50% opacity within 4 years of installation. A detailed planting plan shall be provided at time of Final Development Plan. Subarea B Residents Association shall maintain buffers and landscape.

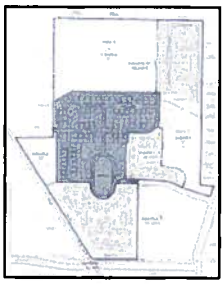


AVONDALE WOODS - SUBAREA C

Subarea C

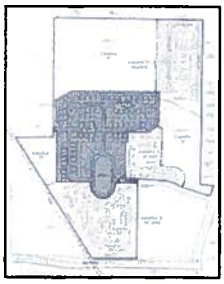
Subarea C is comprised of approximately 30.6 acres of single family homes located south of the main woods area.

Permitted Uses	Single Family Residential, one principle structure per lot
Density	A maximum of 77 residential units
Front Yard Building Setback	The front yard building setback shall be 15' from the right of way. Corner lots shall have a 15' front yard building setback from both rights of way. However, lots with existing utility easements in front yards (lots 24 through 36, 41 & 42) will have the front setback 5' off the edge of the easement area and the front setback for Lots 37 through 40 shall be as shown on the Plat, Sheet 21A. Front setbacks do not need to be staggered on any lot.
Side Yard Building Setback	6'
Side Yard Pavement Setback	3' *per code however* no pavement setback shall be required where two properties share a common driveway.
Rear Yard Setback	25'- A 5' encroachment shall be permitted in the rear yard setback for patios and decks.
Lot Width	55' minimum at the building line, generally arranged in areas composed of similar lot widths without intermixing of different lot widths.
Lot Depth	Each lot will provide a minimum of 65' buildable depth.
Open Space	Open space provided in the eyebrow off Avondale Woods Boulevard will be landscaped, owned by the city and maintained by the Subarea C Residents Association. Where Subarea C abuts Subareas F & G, a delineation between public/private ownership will be installed at the time of development in coordination with parks department. A central green of approximately 2 acres will be owned and maintained by the City of Dublin.
Materials	Permitted cladding materials will be brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (eg Hardiplank). Other high quality materials may be approved in the Final Development Plan with examples of successful, high quality installations used with appropriate architectural detailing.

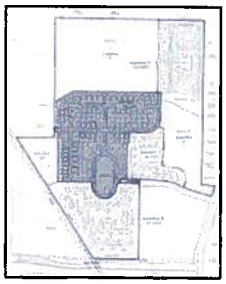


AVONDALE WOODS - SUBAREA C

Materials, Cont.	Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications. However, in no case may horizontal vinyl lap siding be used. Permitted roofing materials include 30 year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials, may be approved in the Final Development Plan with examples of successful, high quality installations.
Architectural Requirements	General: ▪ The architectural theme shall have a Craftsman influence as reflected in the Examples of Architectural Design Elements: Exhibits A and B. ▪ In order to carry the neighborhood theme through all Subareas, all homes will have porches and a sidewalk extending from the front door connecting to the public sidewalk, except those homes with courtyard garages/drives which will have porches and a sidewalk extending from the front door to the driveway. ▪ Homes fronting the central green (lots 1-8) shall be required to have side load garages. ▪ All homes will have a post lamp of a single design and color. ▪ All homes will have mailboxes of a single design and color. ▪ Colors will be from a historic palette of a major paint manufacturer and will be a subset of the palette permitted for the single family area. ▪ Main doors and garage door colors will be varied with a single color per building. ▪ Dublin Residential Appearance code applies unless in conflict with specific standards herein. Garages and Parking: ▪ Garage doors shall be treated as decorative

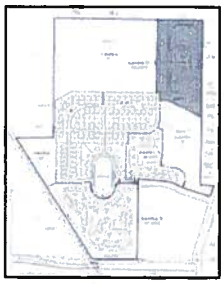


Architectural Requirements, Cont.	elements and shall have various carriage door styles ▪ Coach lights shall be required on the garage ▪ All homes will have a minimum two car garage. ▪ A front load garage shall have a minimum driveway length of 19 feet exclusive of sidewalks. ▪ On 55' wide lots, the percentage of garage door to the overall front façade may be greater than 35% but may not exceed 40%. This requirement only applies to garages facing a public street. ▪ Front loaded garages shall be located behind the front façade of the home. Roofs: ▪ Roof slopes to be min. 6/12 except porch roofs which may be less. ▪ Gable vents shall be addressed with architectural detail. ▪ Rakes and frieze boards will be used on roofs. ▪ Rakes shall be extended to min. 12" overhang on main gables with decorative bracketed supports. Front Porches: ▪ Front porches shall be required on all units. ▪ Columns shall be primary accent pieces and may be used on optional masonry bases. ▪ Porch Roofs to be metal when isolated ▪ Porches shall have accent railings. Windows: ▪ Windows without shutters shall be wrapped with trim ▪ Windows to be simulated divided light with grid patterns used on all four sides of the building Shutters: ▪ Shutters shall be used judiciously but shall not be required on every window or on every elevation. ▪ Shutters shall be equal to the size of full window and have shutter hardware.
Landscaping and Tree Preservation	Tree Preservation



AVONDALE WOODS - SUBAREA C

Landscaping and Screening, Cont.	▪ A 20' tree preservation zone shall be required along the rear of lots 29-41 as indicated on the Preliminary Plat (Sheet 21.) Within the tree preservation zone, selective clearing may occur to remove dead, dying or noxious species of trees. Utilities shall not be located within the tree preservation zone unless approved by the City Engineer or City Forester. No structures (including play structures, decks, storage buildings, etc.) may be permitted in the tree preservation zone.
Miscellaneous	The right of way surrounding the central green shall be 50 feet. The pavements width shall be 28 feet. Lot 42 shall have the home fronting Avondale Woods Boulevard with a side load garage fronting on Scarlett Lane. In order to avoid direct sight lines from inside the rear living area of a home that directly "backs" to another lot (lots 14-23 and 43-54 on the Preliminary Plat), the developer will program the homes to allow for reversing the footprints to minimize direct sight lines. A sidewalk easement shall be provided on each lot as necessary and shall be indicated on the final plat.

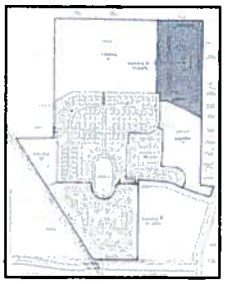


AVONDALE WOODS - SUBAREA D

Subarea D

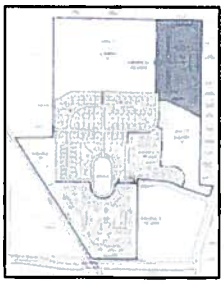
Subarea D is comprised of approximately 15.4 acres of attached residential housing located at the northeast corner of the site, east of the main woods.

Permitted Uses	Residential housing composed of attached and/or detached units.
Density	Maximum of 103 residential units
Building and Pavement Setbacks	50' from north property line 30' from east property line 25' from west property line (Scarlett Lane right of way) 0' from south property line A minimum distance of 12' shall be maintained between buildings.
Open Space	Open space of 1 acre minimum shall be located on the southern property line of Subarea D and may be utilized for storm water management as necessary. It shall be owned and maintained by the Subarea D Resident Association. However, if it is used for stormwater management, it shall be maintained by the Avondale Woods Master Resident Association. A minimum of 0.3 acres of additional open space will be provided in this subarea and shall be owned and maintained by the Subarea Resident Association. This open space is intended for passive recreation for the residents of Subarea D. It shall incorporate landscaping, benches and a path either through it or along the perimeter.
Materials	Permitted cladding materials will be brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (eg Hardiplank). Other high quality materials may be approved in the Final Development Plan with examples of successful, high quality installations used with appropriate architectural detailing. Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications. However, in no case may horizontal vinyl lap siding be used. Permitted roofing materials include 30 year or better



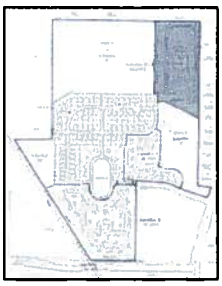
AVONDALE WOODS - SUBAREA D

Materials, Cont.	dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials, may be approved in the Final Development Plan with examples of successful, high quality installations.
Architectural Requirements	General: ▪ Details for outside amenities such as decks, patios, and/or fences shall be provided at Final Development Plan. ▪ The City of Dublin Residential Appearance Code shall not be applicable to units within this Subarea. All elevations shall be reviewed and approved at time of Final Development Plan by Planning Commission. ▪ The architectural theme shall have a Craftsman influence as reflected in the Examples of Architectural Design Elements: Exhibits A and B. ▪ Colors will be from a historic palette of a major paint manufacturer. Main doors and garage door colors will be varied with a single color per building. ▪ In order to carry the neighborhood theme through all Subareas, units fronting an internal private street or green space will have porches and a sidewalk extending from the front door to the driveway or private walk. ▪ Privacy between units may be accomplished with building elements and/or privacy fencing. Privacy fencing is not intended to entirely enclose a patio area but is intended for privacy between unit patios. ▪ Any patio, porch, deck and associated fencing shall not extend into any perimeter setback. ▪ Any fencing used shall be limited to 6' in height and shall be submitted for approval with the Final Development Plan. ▪ Main doors and garage door colors will be varied dark accent colors with a single color per building. Garages and Parking: ▪ Garage doors shall be treated as decorative



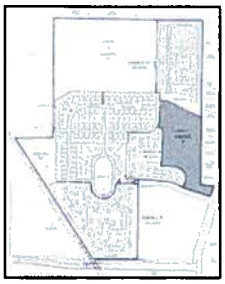
AVONDALE WOODS - SUBAREA D

Architectural Requirements, Cont.	elements and shall have various carriage door styles ▪ Coach lights shall be required on the garage ▪ All units will have attached garages. ▪ The driveway shall be a minimum length of 19 feet exclusive of sidewalks. ▪ Additional off-street parking spaces for visitors with locations provided shall be shown on the Final Development Plan. Roofs: ▪ Roof slopes to be min. 6/12 except porch roofs which may be less. ▪ Gable vents shall be addressed with architectural detail. ▪ Rakes and frieze boards will be used on roofs. ▪ Rakes shall be extended to min. 12" overhang on main gables with decorative bracketed supports. Windows: ▪ Windows without shutters shall be wrapped with trim. ▪ Windows to be simulated divided light with grid patterns used on all four sides of the building. Shutters: ▪ Shutters shall be used judiciously but shall not be required on every window or on every elevation. ▪ Shutters shall be equal to the size of full window and have shutter hardware.
Landscaping	Existing healthy trees shall be maintained in the tree rows along the north and east property lines. A buffer consistent with the building setback on the north and east property lines shall be provided and contain screening at a minimum height of 6' at install and 75% opacity within 4 years of installation. Selective clearing by the developer may occur to remove dead, damaged or obnoxious tree species and understory. A landscaping plan including any proposed fencing shall be submitted for approval with the Final Development Plan. Any fencing used shall be limited to 6' in height.
Miscellaneous	▪ Applicant will work with the City to provide a



AVONDALE WOODS - SUBAREA D

Miscellaneous, Cont.	midblock, safe crossing of Scarlett Lane for pedestrians from Subarea D to Avondale Woods Boulevard at time of Final Development Plan. ▪ A roundabout is shown on the PDP as a possible solution for traffic calming along Scarlett Lane. The applicant will work with Engineering on the roundabout design details prior to submittal for a Final Development Plan. ▪ An access agreement with the adjacent owner of Parcel 010-279301 is in place for emergency access. Design standards for this emergency access shall be subject to approval by the Washington Township Fire Department. This emergency access provision is only envisioned prior to connection of Scarlett Lane to Tuttle Crossing Boulevard.

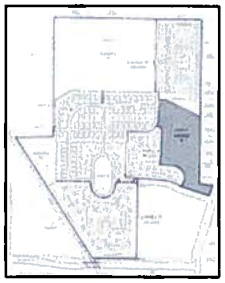


AVONDALE WOODS - SUBAREA E

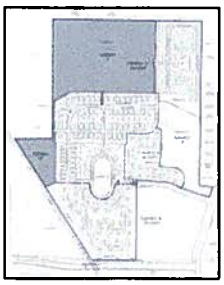
Subarea E

Subarea E is comprised of approximately 11.3 acres of park area containing storm water management, woods, clubhouse, pool and pedestrian trails.

Permitted Uses	Storm water retention and recreation purposes for the benefit of Avondale Woods' residents, to include a community clubhouse, swimming pool, associated parking, pedestrian paths and other appropriate recreational uses.
Density	Max 15,000 sf for clubhouse structure No size is specified for swimming pool Accessory structures, if any, must comply with building setbacks
Building setback	20' all boundaries
Pavement setback	20' all boundaries* * except bike/pedestrian paths
Ownership	Avondale Woods Master Residents Association
Maintenance	The landscape, pavement and buildings will be maintained by the Avondale Woods Master Residents Association. The City of Dublin will maintain pond and utility infrastructure.
Architectural Requirements	i) Craftsman influenced architecture ii) Large, bracketed overhangs iii) Metal roof accents on projecting elements as common tie to single family area iv) Colors will be from a historic palette of a major paint manufacturer and will be a subset of the palette permitting for the single family area. v) Roof pitches will be at least 6/12 on main roof. Porches and one story shed elements will be a minimum of 4/12 pitch. vi) Main entry facing the street will be required and shall have porch or stoop with walk from stoop connecting to public sidewalk and parking lot.
Materials	Permitted cladding materials will be brick, stone/synthetic stone, stucco/synthetic stucco, wood and fiber cement siding (eg Hardiplank). Other high quality materials may be approved in the Final Development Plan with examples of successful, high quality installations used with appropriate architectural detailing.



Materials, Cont.	Secondary materials for trim and ornamentation include gypsum reinforced fiber cement trim, wood, vinyl, and decorative synthetic millwork for exterior applications. However, in no case may horizontal vinyl lap siding be used. Permitted roofing materials include 30 year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate and ceramic tile. "Engineered" wood or slate, as well as other high quality roofing materials, may be approved in the Final Development Plan with examples of successful, high quality installations. Architectural style will be compatible with other Subareas.



AVONDALE WOODS - SUBAREAS F & G

Subarea F

Subarea F is comprised of approximately 29.5 acres of wooded preserve area generally referred to as Avondale Woods and is located at the northern end of the site, west of the north/south entrance road.

A 20 foot strip of land shall be provided as shown on the Preliminary Development Plan to include a pedestrian path to provide access to Avondale Woods. A delineation shall be provided along the edge of this 20 foot strip of land and the lots abutting either side in Subarea C. A delineation shall also be provided along the edge of lots 39-42, located in Subarea C, which abut the extension of Subarea F south to Scarlett Lane. The means of delineation including any fencing (limited to 6' in height) shall be submitted for approval with the Final Development Plan.

Transfer of this ground is anticipated to occur after approval of Final Development Plan.

Permitted uses	Recreational uses as determined by City of Dublin Parks Department policy
Building setbacks	50' from any boundary adjoining residential structures
Ownership	City of Dublin, Ohio
Maintenance	City of Dublin, Ohio

Subarea G

Subarea G is comprised of approximately 5.3 acres of wooded area generally referred to as the Triangle Woods and Lot 58. It is located southwest of the single family in Subarea C and adjacent to the railroad tracks. A delineation shall be provided along the edge of lots 58-67, located in Subarea C, which abut the extension of Subarea G north to Scarlett Lane. The means of delineation including any fencing (limited to 6' in height) shall be submitted for approval with the Final Development Plan.

Transfer of this ground is anticipated to occur after approval of Final Development Plan.

Permitted uses	Recreational uses as determined by City of Dublin Parks Department policy
Building setbacks	50' from any boundary adjoining residential structures
Pavement setbacks	25' from any boundary adjoining residential structures* * Except pedestrian/bike paths
Ownership	City of Dublin, Ohio
Maintenance	City of Dublin, Ohio

III. PROJECT PHASING

It is anticipated that Phase I of the project will begin with the multifamily in Subarea A commencing spring of 2015. Depending on market conditions, the developer anticipates Phase 2 would begin with the single family lots in Subarea C. This construction is anticipated to occur immediately following Phase I, in early Summer of 2015 or sooner, and include the extension of Avondale Woods Boulevard, the central green road and the 8 single family lots surrounding the green. The developer anticipates developing the balance of the single family lots in 3 additional phases of 20-25 lots each. The multifamily in Subarea B is anticipated to be developed in 2 phases. The timing of these phases is unknown at this time due to secondary site access being required. Subarea D is anticipated to be the last phase of the development. However, Washington Township Fire Department has agreed to allow 126 units and clubhouse (Subareas A, C and E) to be built before a second access point would be required or an agreement is reached with terms acceptable to Washington Township's Fire Department and Dublin Traffic Engineering. The developer has an access agreement in place from Subarea D with the adjacent owner of Parcel 010-279301 for access to Avery Road.

The ultimate timing and number of lots/units developed per phase may be subject to change and will be determined at time of Final Development Plan.

The developer will pay for the installation of a traffic signal at Avondale Woods Boulevard and Avery Road at such time as permitted or required by the City of Columbus.

Subject (Single Family) Lot	Influenced Lot
1	2, 3, 7, 8
2	1, 3, 4, 6, 7, 8
3	1, 2, 4, 5, 7, 8
4	2, 3, 5, 6
5	1, 2, 3, 4, 6, 7
6	2, 3, 4, 5, 7, 8
7	1, 2, 5, 6, 8
8	1, 2, 6, 7
9	10, 11, 17, 18, 19
10	9, 11, 12, 16, 17, 18
11	9, 10, 12, 13, 15, 16, 17
12	10, 11, 13, 14, 15, 16, 78
13	11, 12, 14, 15, 54, 78
14	12, 13, 15, 16, 54, 55, 78
15	11, 12, 13, 14, 16, 17, 54
16	10, 11, 12, 14, 15, 17, 18
17	9, 10, 11, 15, 16, 18, 19
18	9, 10, 16, 17, 19, 20
19	9, 17, 18, 20, 21
20	18, 19, 21, 22
21	19, 20, 22
22	20, 21, 23
23	22, 24, 25, 53
24	23, 25, 26, 53
25	23, 24, 26, 27, 52, 53
26	24, 25, 27, 28, 51, 52, 53
27	25, 26, 28, 29, 50, 51, 52
28	26, 27, 29, 30, 49, 50, 51
29	27, 28, 30, 31, 48, 49, 50
30	28, 29, 31, 23, 47, 48, 49
31	29, 30, 32, 33, 46, 47, 48
32	30, 31, 33, 34, 46, 47, 48
33	31, 32, 34, 35, 45, 46, 47
34	32, 33, 35, 36, 44, 45, 46
35	33, 34, 36, 37, 43, 44, 45
36	34, 35, 37, 38, 43, 44
37	35, 36, 38, 39, 43
38	36, 37, 39, 40, 43
39	37, 38, 40, 41, 43

Subject Lot	Influenced Lot

40	38, 39, 41, 42, 43, 57
41	39, 40, 42, 43, 57
42	40, 41, 43, 57, 59, 75
43	36, 37, 38, 39, 40, 41
44	34, 35, 36, 43, 45, 46
45	33, 35, 36, 43, 44, 46, 47
46	32, 33, 34, 44, 45, 47, 48
47	30, 31, 32, 45, 46, 48, 49
48	29, 30, 31, 46, 47, 49, 50
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61	59, 60, 62, 63, 71, 72, 73
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63	61, 62, 64, 65, 69, 70, 71
64	62, 63, 65, 66, 69, 70, 71
65	63, 64, 66, 67, 68, 69, 70
66	64, 65, 67, 68, 69
67	65, 66, 68
68	65, 66, 67, 69, 70
69	64, 65, 66, 68, 70, 71
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75	42, 56, 57, 76, 77
76	55, 56, 57, 75, 77, 78
77	13, 54, 55, 56, 75, 76, 78
78	12, 13, 14, 54, 55, 76, 77

CSX
REAL PROPERTY

6737 Southpoint Drive
S/C J915
Jacksonville, FL 32216-6177
(904) 279-3824
Telefax (904) 245-4525
matt_cangiolosi@csx.com

Matt Cangiolosi
Regional Manager

January 30, 2012

Ms. Claudia D. Husak, AICP, Planner II
City of Dublin
Planning and Zoning Commission
5800 Shier Rings Road
Dublin, Ohio 43016-1236

Re: Notice of Meeting –Avery Road Concept Plan
Avondale Woods – 10-036CP
5215 Avery Road
Dublin, Ohio

Dear Ms. Husak:

Thank you for your notification of the above referenced notice of meeting regarding the Avery Road Concept Plan for 5215 Avery Road, Dublin, Ohio. The proposal is for the development of 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road. This aerial view (copy attached) shows that this parcel fronts on a railroad right of way and we want to bring to your attention that we do not think that residential development adjacent to the railroad is good practice.

While we can appreciate the situation of the property owners who own lots there, the development of residential units is of great concern to us especially if it poses a safety risk. If the development should take place despite our concerns, please be sure to place an appropriate buffer (we suggest a minimum of 100 ft. barrier) and fencing between operating track and any residential development.

We also request that you enter our comments in the public record.

Thank you.

Sincerely,

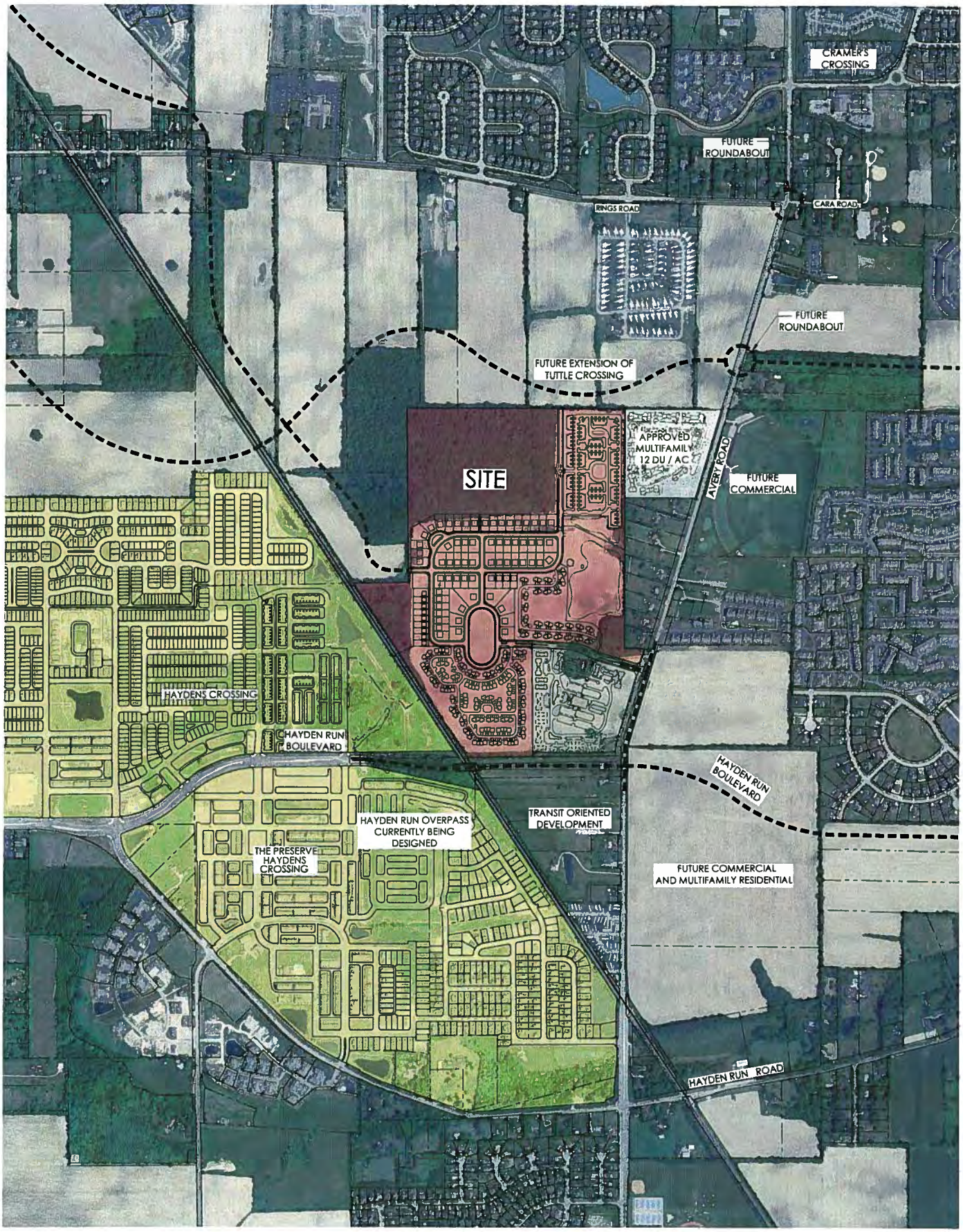
Matt Cangiolosi

Attachments

SECTION III – Exhibits

- Regional Context Map
- Vicinity Map
- Existing Conditions
- Site Plan
- Subarea Map
- Open Space and Connectivity Plan
- Landscape Plan
- Landscape Details (2)
- Landscape Cross Section
- Railroad Cross Section
- Phasing Plan
- Overall Utility Plan
- Utility Plan Enlargements (3)
- Overall Grading Plan
- Grading Plan Enlargements (3)
- Overall Preliminary Plat (2)
- Preliminary Plat Enlargements (3)
- Tree Survey (2)

J:\20120826\Dwg\04Sheets\Preliminary Development\20120826-DP-REG-CNTX-N.dwg Last Saved By: nventreace, 9/3/2014 10:52 AM



AVONDALE WOODS

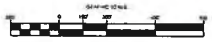
City of Dublin . Franklin County . Ohio

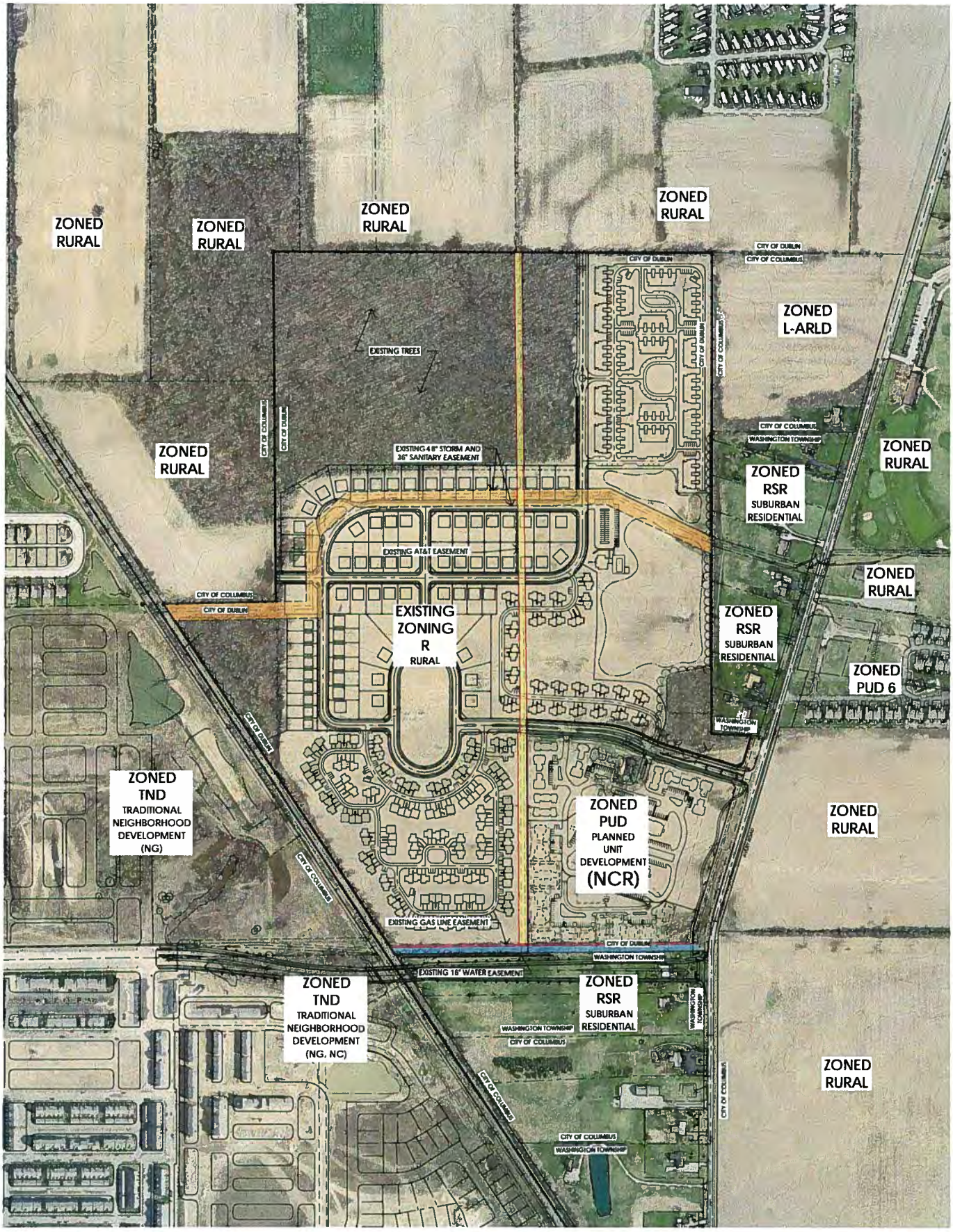
PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

EMH&T

REGIONAL CONTEXT MAP





AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

EMHT

VICINTY MAP

2 26

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PREPARED BY
EMH&T

EXISTING CONDITION

SITE STATISTICS:

GROSS ACREAGE:	±120 AC
UNITS:	380 DU'S
ATTACHED RESIDENTIAL:	180 DU'S
FUTURE RESIDENTIAL:	103 DU'S
SINGLE FAMILY:	77 DU'S
DENSITY:	3.0 DU/AC

* NCR ACREAGE NOT INCLUDED IN SITE DATA OR UNIT COUNTS.

AVONDALE WOODS

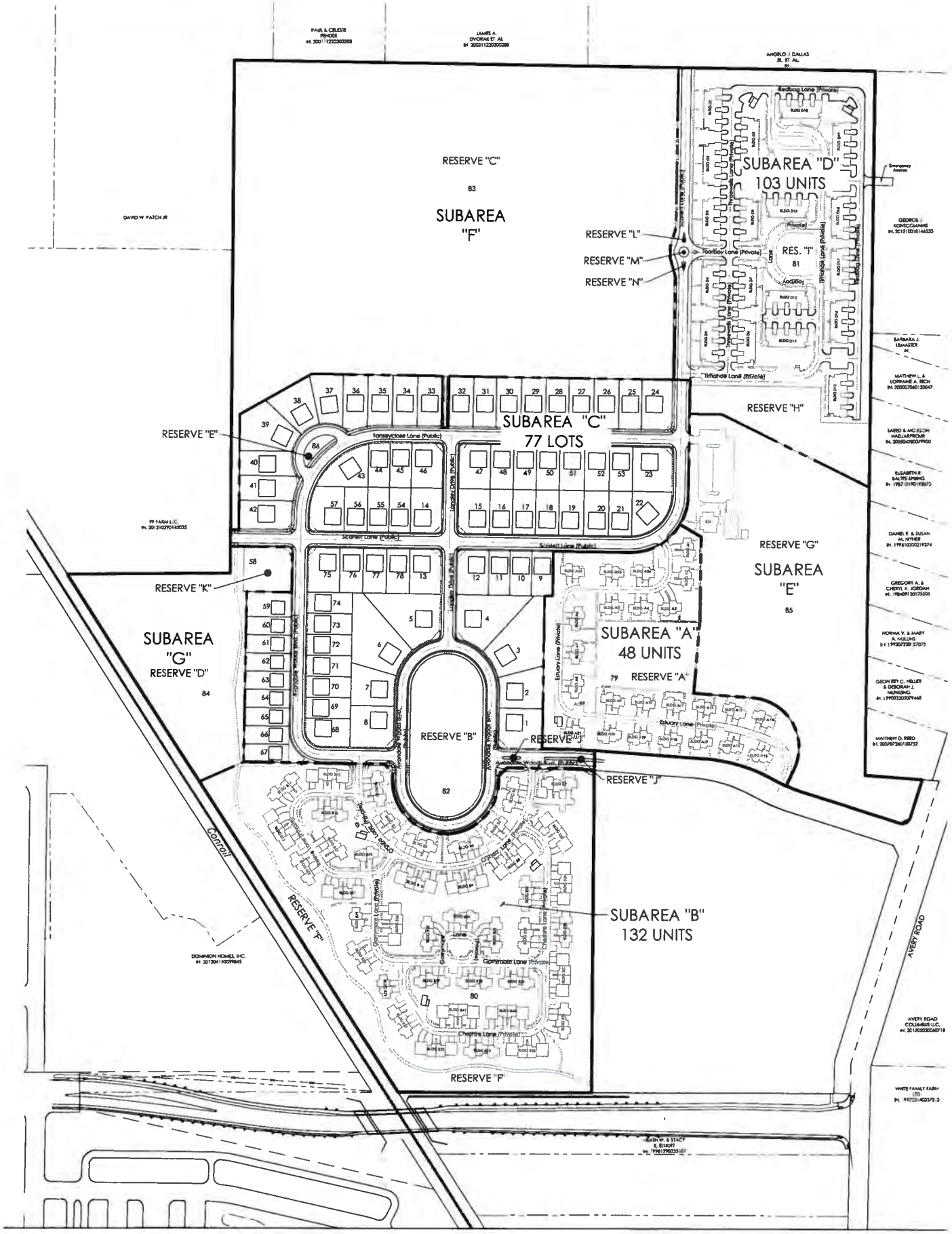
City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PREPARED BY:
EMH

SITE PLAN



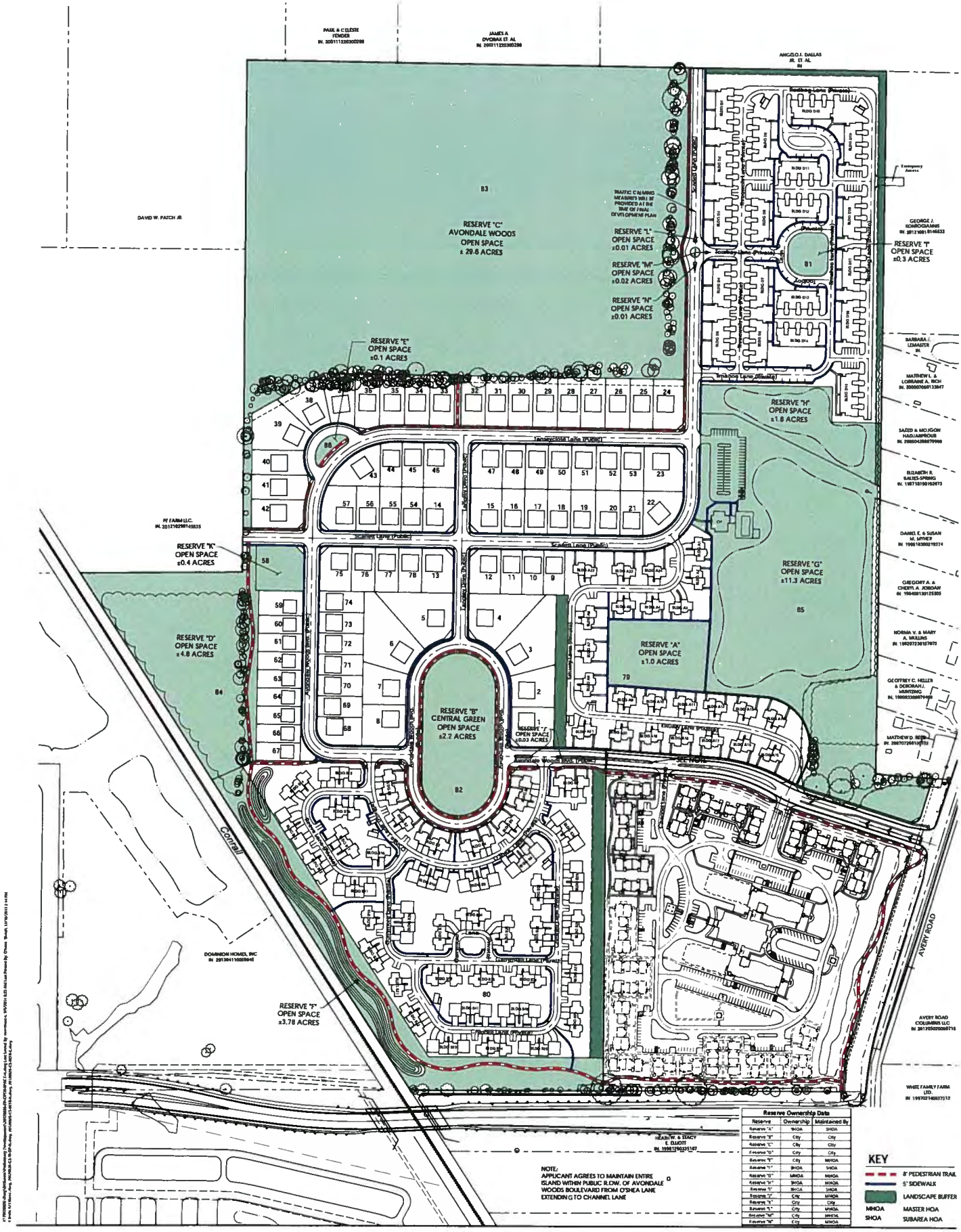
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

SUBAREA MAP



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

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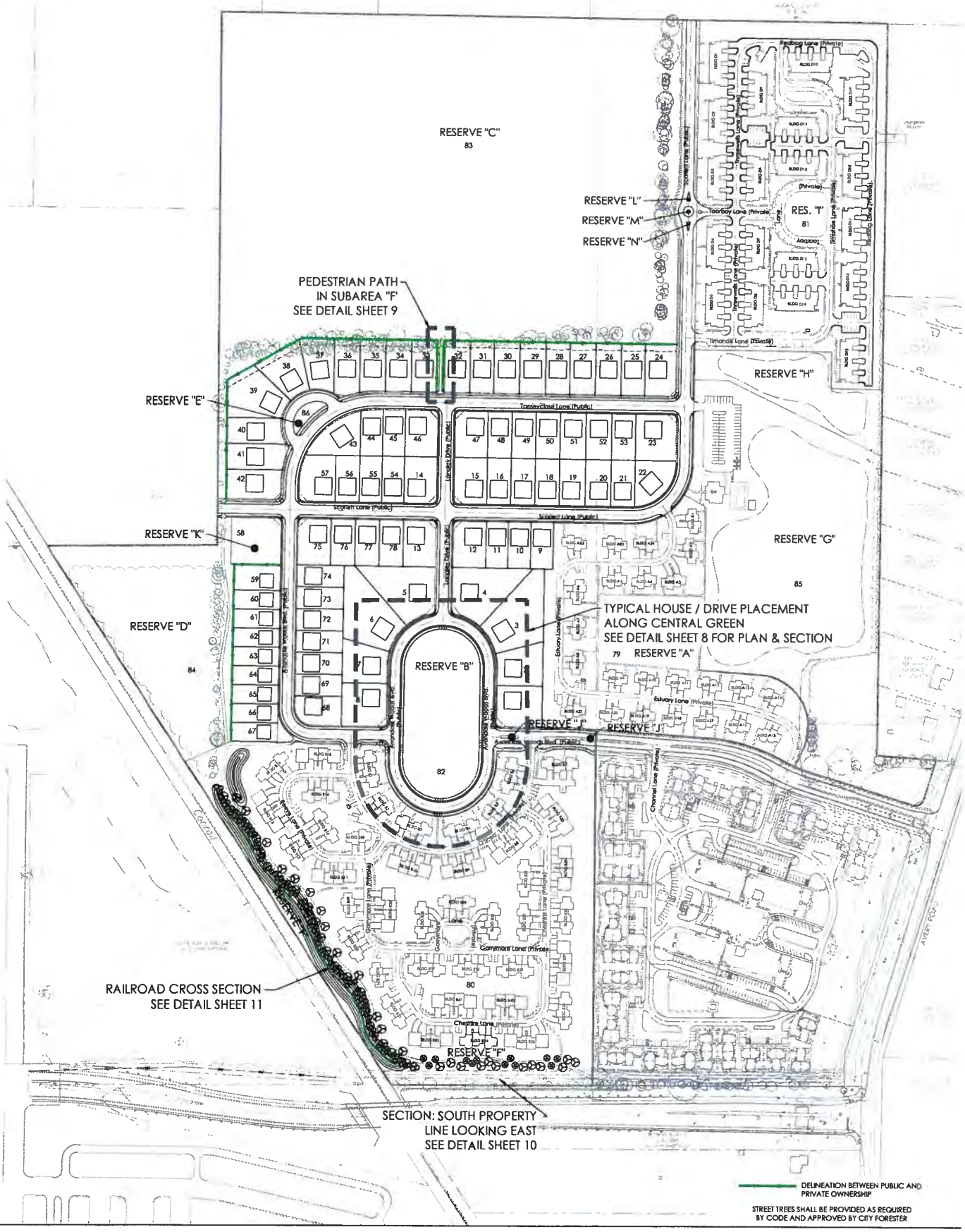
OPEN SPACE & CONNECTIVITY PLAN

6 of 26



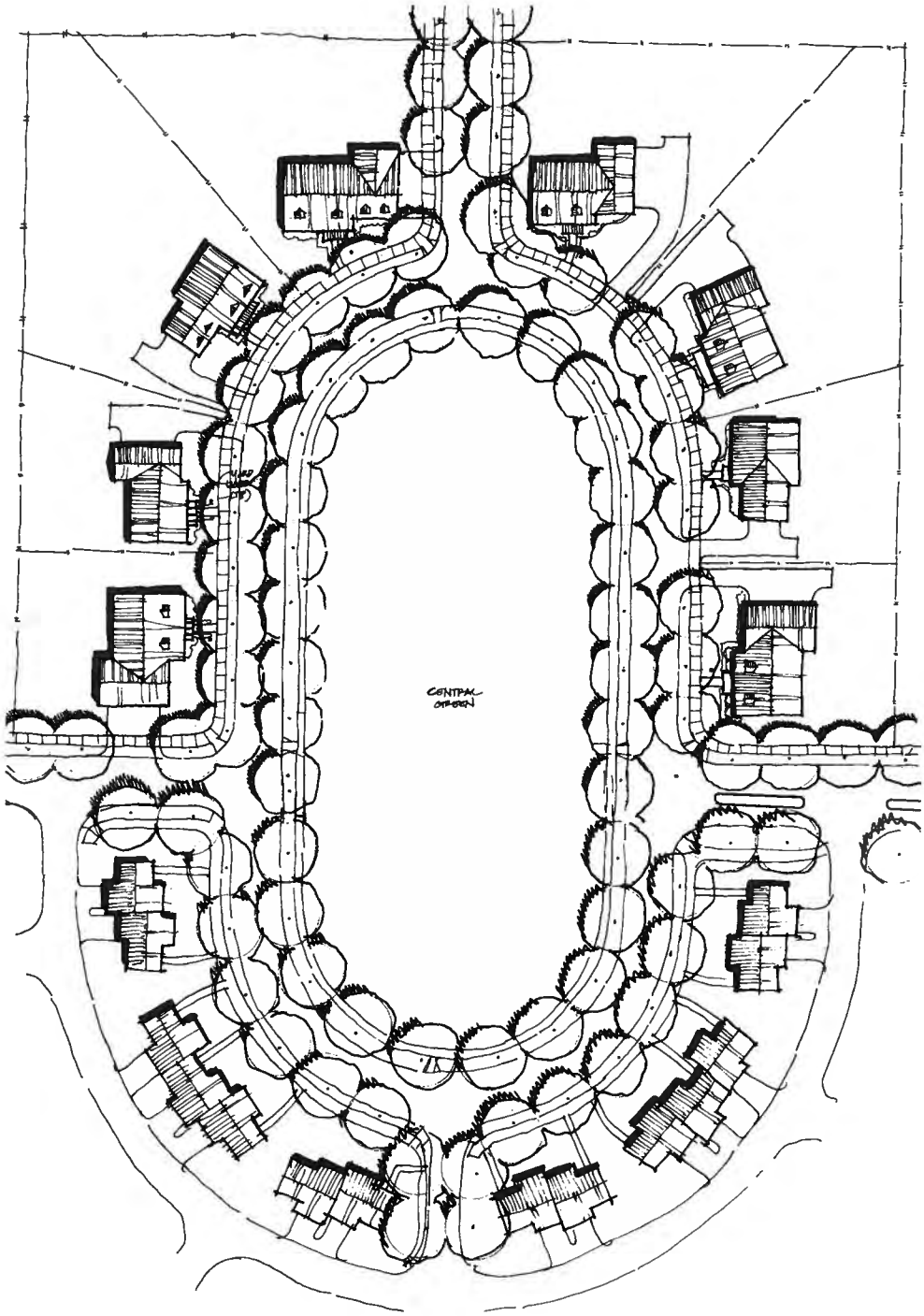
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

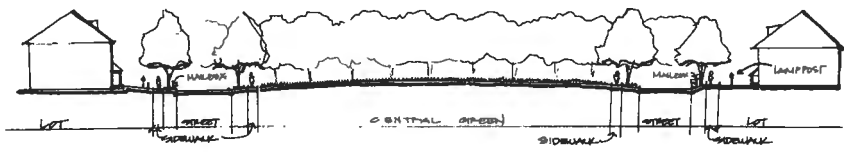
HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

LANDSCAPE PLAN



TYPICAL HOUSE / DRIVEWAY
PLACEMENT ALONG CENTRAL GREEN

SCALE 1" = 30'



SECTION : CENTRAL GREEN

SCALE 1" = 30'

NOTE:

PARK DESIGN IS CONCEPTUAL, PARK LAYOUT TO BE APPROVED BY THE PARKS AND RECREATION DEPARTMENT.

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PREPARED BY:

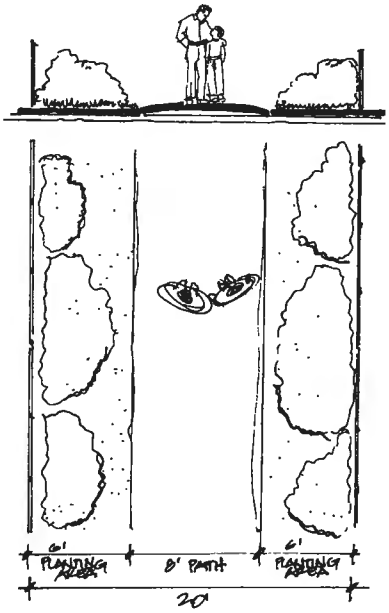
LANDSCAPE DETAILS

DRAWING SCALE

NORTH

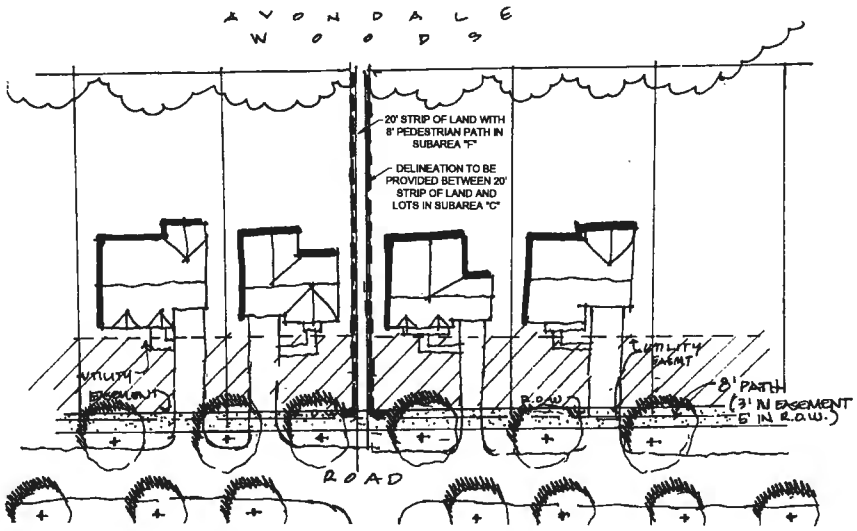
SHEET 8 26

AVONDALE WOODS



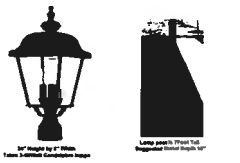
SECTION : PEDESTRIAN PATH IN SUBAREA "F"

SCALE 1" = 2'



PEDESTRIAN PATH IN SUBAREA "F"

SCALE 1" = 50'

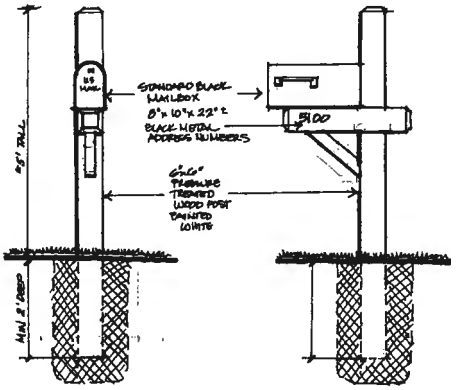


CAPITAL LIGHTING - POST HEAD - 3008 CAST BLACK

CAPITAL LIGHTING - YARD POST WITH PHOTO CELL WV 295 - 320N CAST BLACK

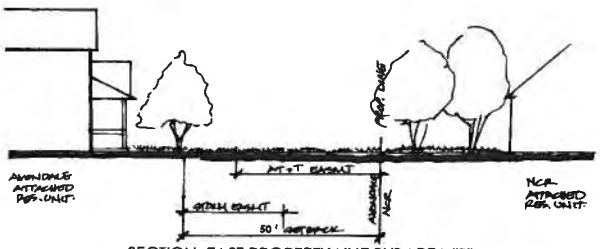
YARD LIGHTING

NO SCALE



MAIL BOX

SCALE 1" = 1'



SECTION: EAST PROPERTY LINE SUBAREA "B"

SCALE 1" = 10'

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PREPARED BY:

EMH&T

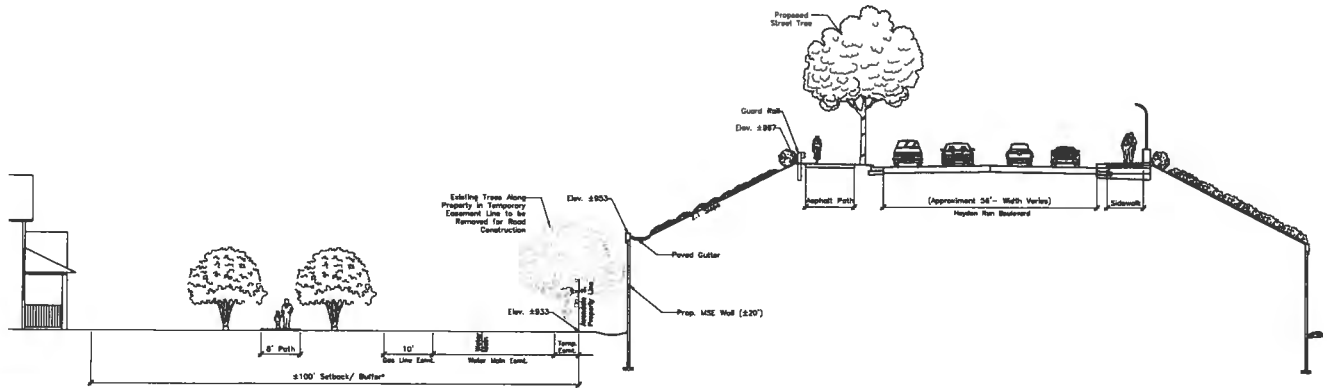
LANDSCAPE DETAILS

AS NOTED

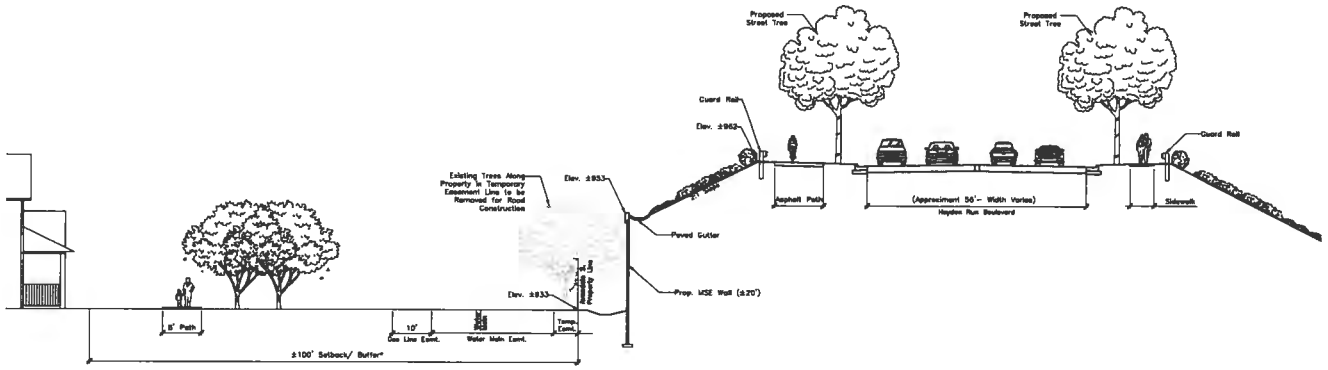
NORTH

AVONDALE WOODS

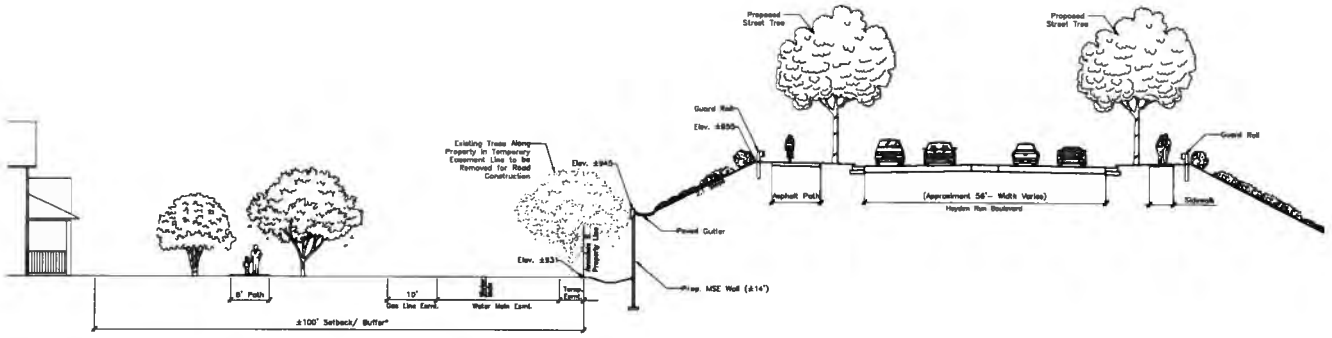
SHEET 9 24



SECTION 1: SOUTH PROPERTY LINE LOOKING EAST
APPROXIMATE HAYDEN RUN BLVD. STATION (99+50)
SCALE 1" = 10'

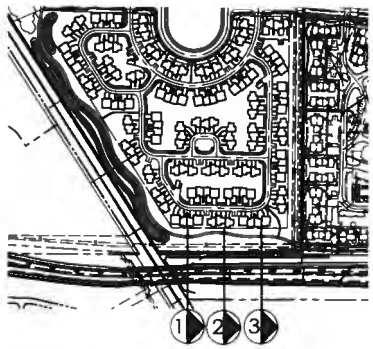


SECTION 2: SOUTH PROPERTY LINE LOOKING EAST
APPROXIMATE HAYDEN RUN BLVD. STATION (101)
SCALE 1" = 10'



SECTION 3: SOUTH PROPERTY LINE LOOKING EAST
APPROXIMATE HAYDEN RUN BLVD. STATION (102+50)
SCALE 1" = 10'

NOTE:
*BUFFER SHALL CONTAIN SCREENING TO A MINIMUM HEIGHT OF 6' AND 75% OPACITY USING LANDSCAPE, MOUNDING, FENCING, OR WALLS. (REFER TO TEXT)



INDEX MAP
SCALE 1" = 200'

AVONDALE WOODS

City of Dublin . Franklin County . Ohio
PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

LANDSCAPE CROSS SECTION

AS NOTED

1024

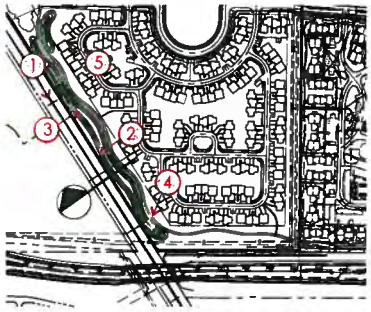
1 RAILROAD FACING SOUTH

2 TREES ALONG RIGHT-OF-WAY FACING WEST

3 TREES ALONG RIGHT-OF-WAY FACING EAST

4 RAILROAD RIGHT-OF-WAY FACING SOUTHWEST

5 TRIANGLE WOODS FACING NORTHWEST

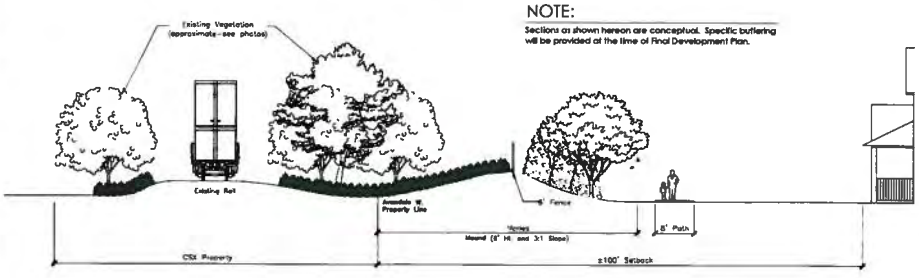


INDEX MAP

SCALE 1" = 200'

NOTE:

Sections as shown hereon are conceptual. Specific buttering will be provided at the time of Final Development Plan.



SECTION WEST PROPERTY LINE LOOKING NORTH

SCALE 1" = 10'

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

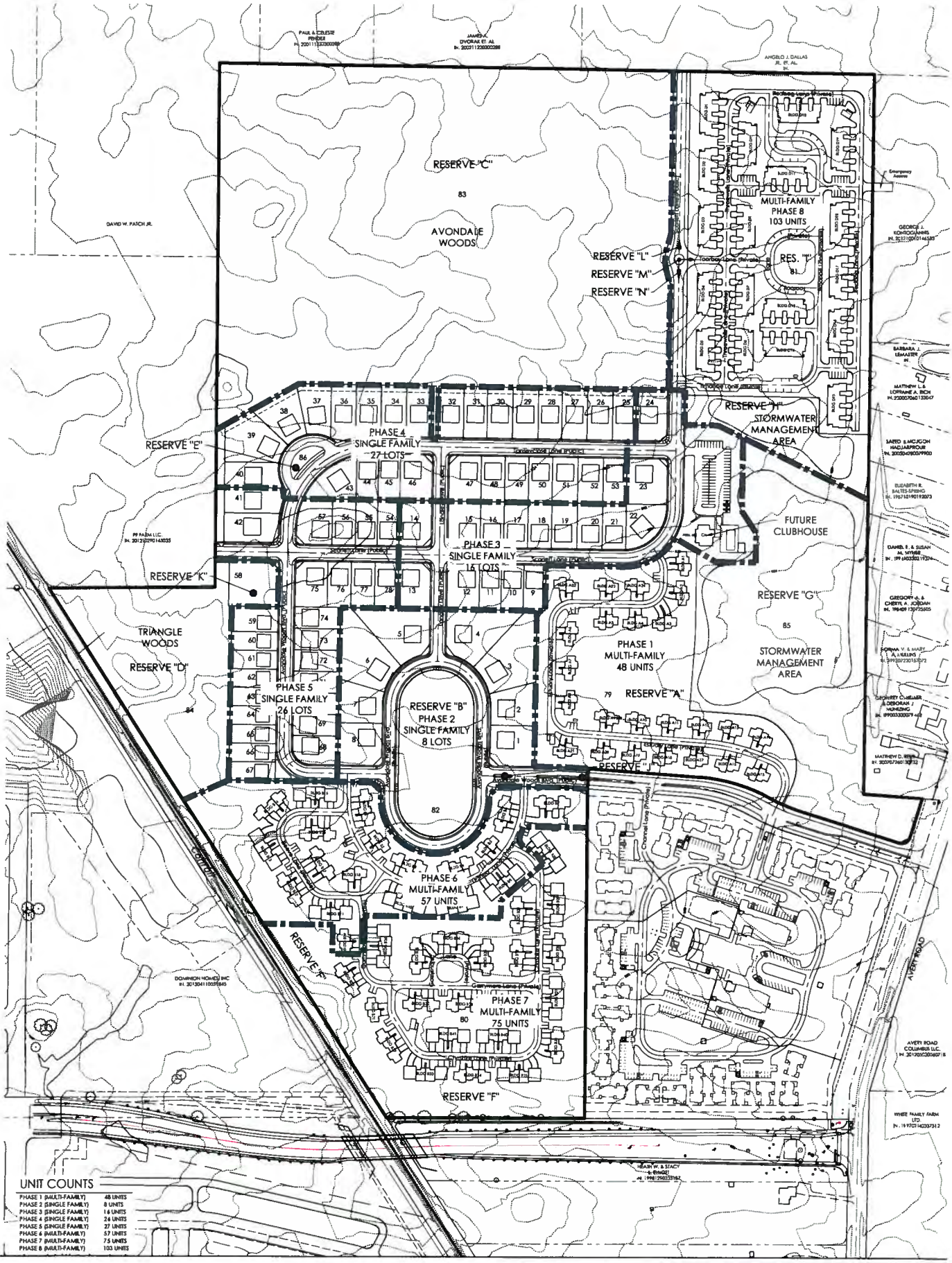
PREPARED BY:

EMHT

RAILROAD CROSS SECTION

AS NOTED

11/26



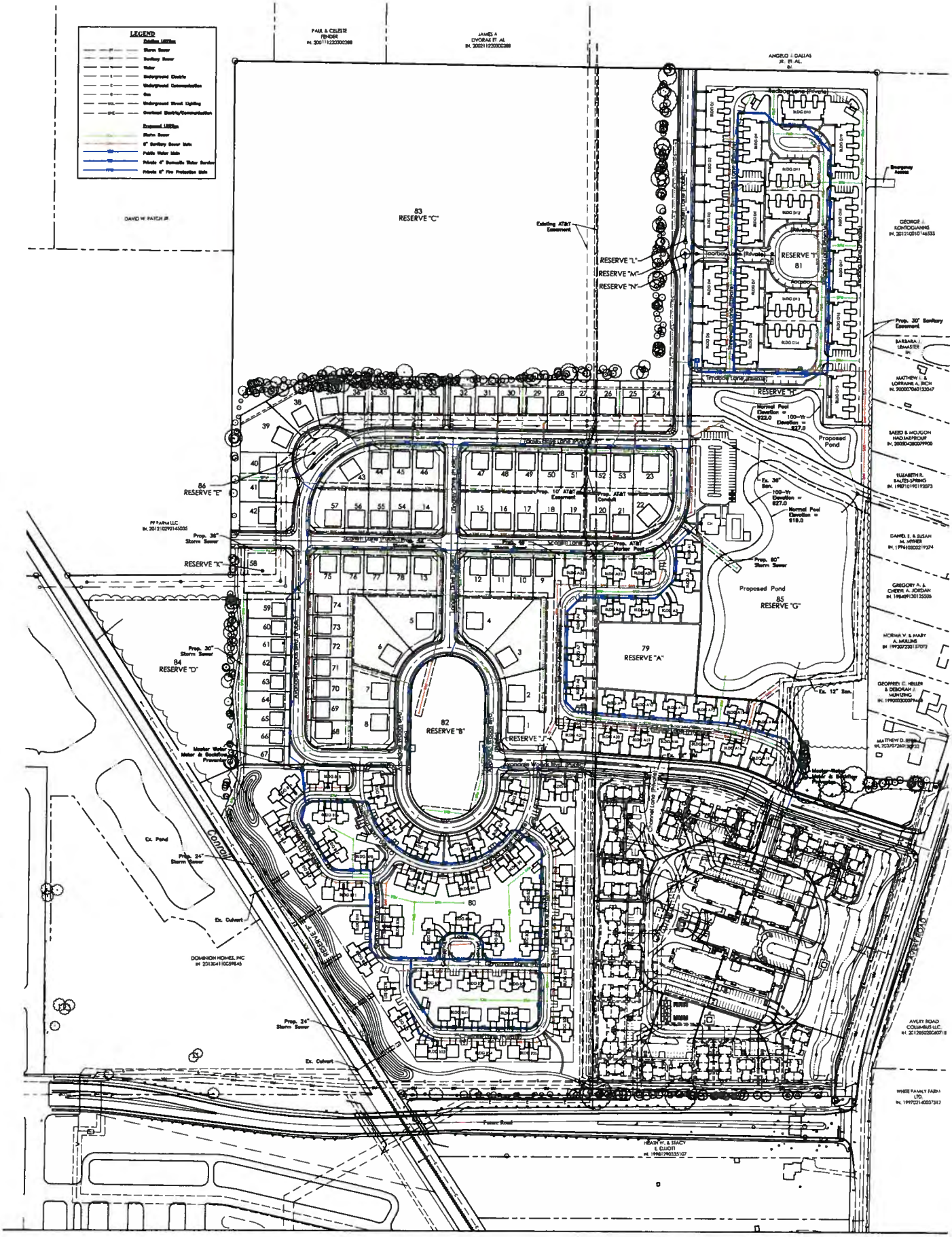
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PHASING PLAN



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

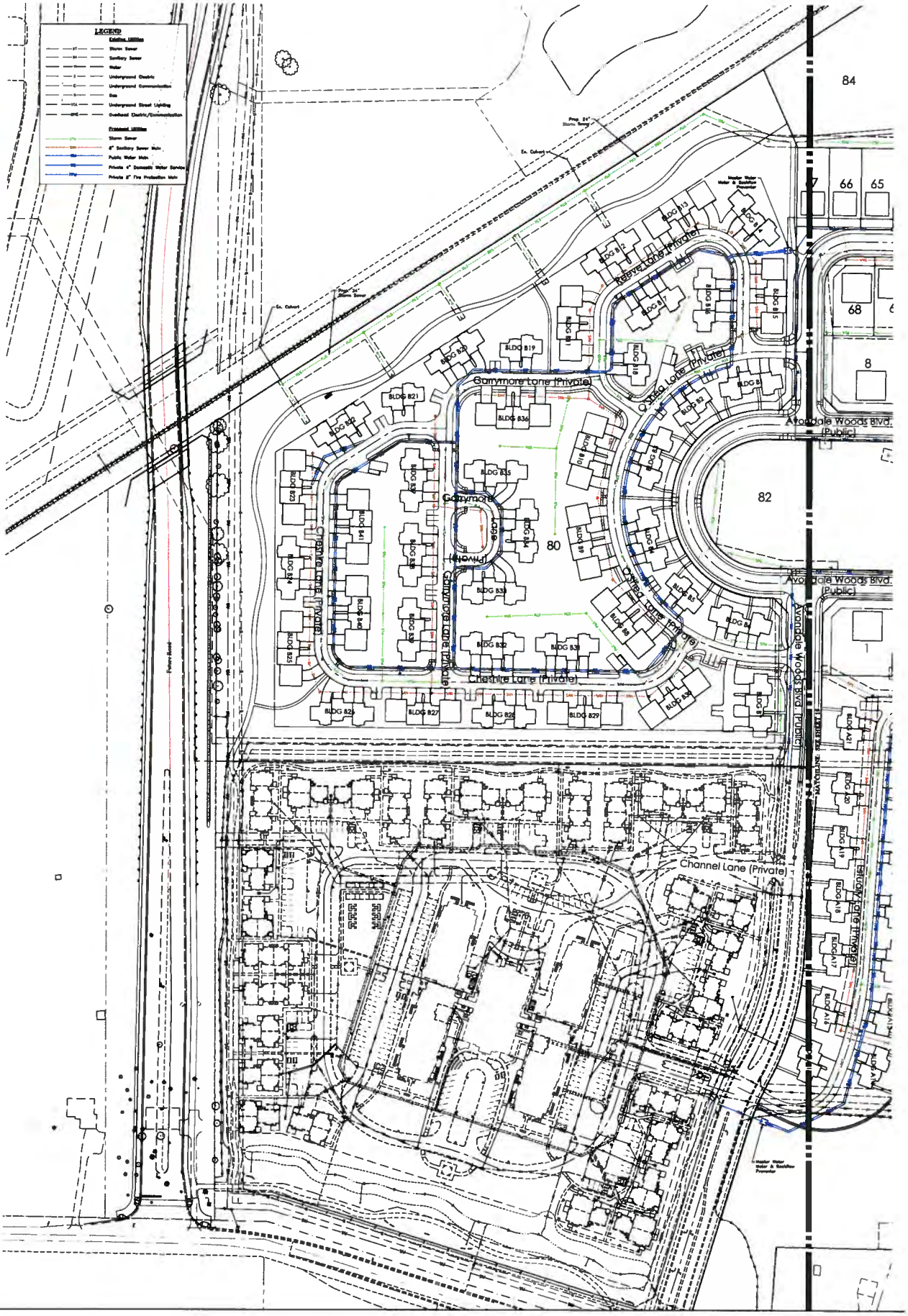
PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

EMHT

OVERALL UTILITY PLAN

1326



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

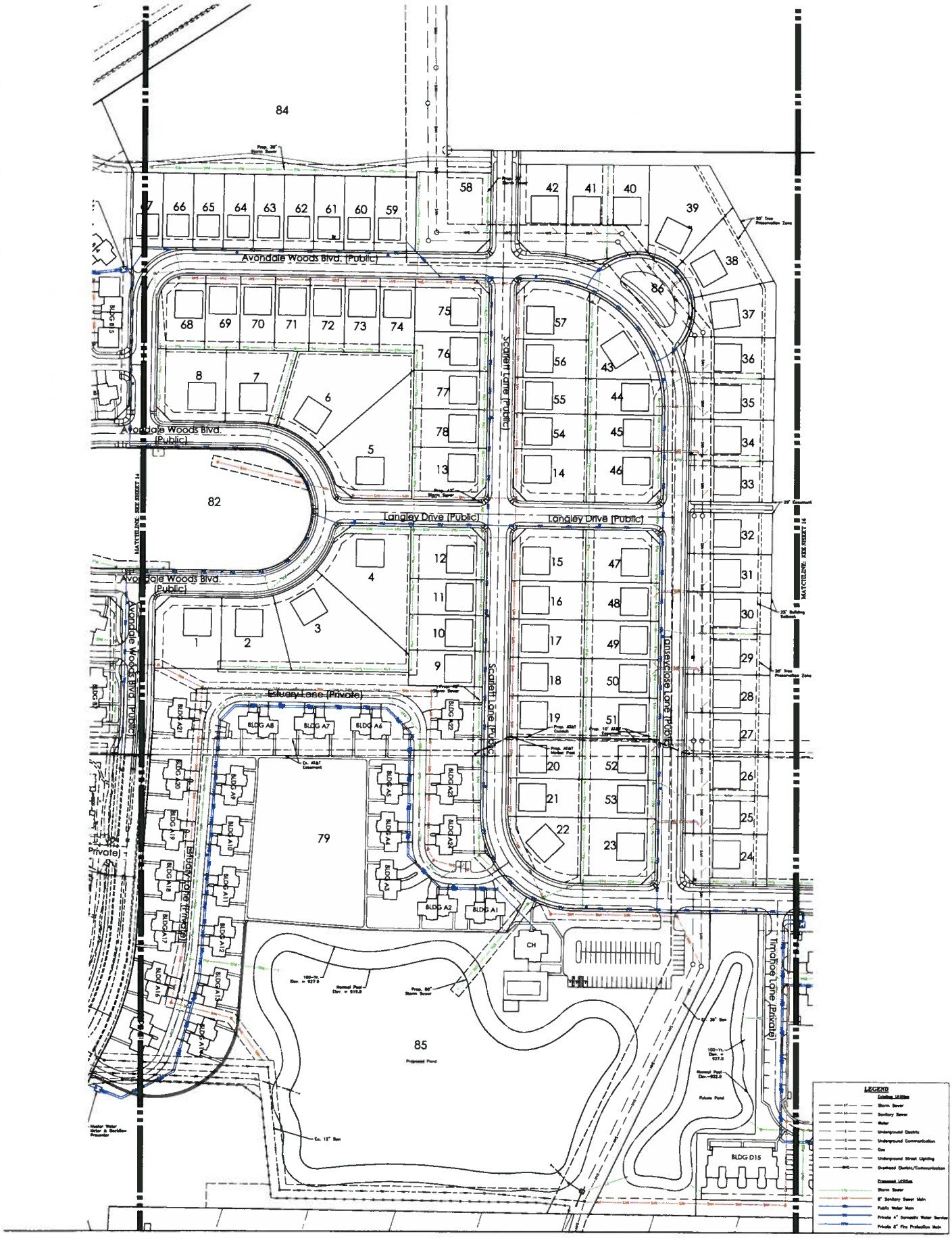
HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

EMH&T

UTILITY PLAN

NORTH

SHEET 1426



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

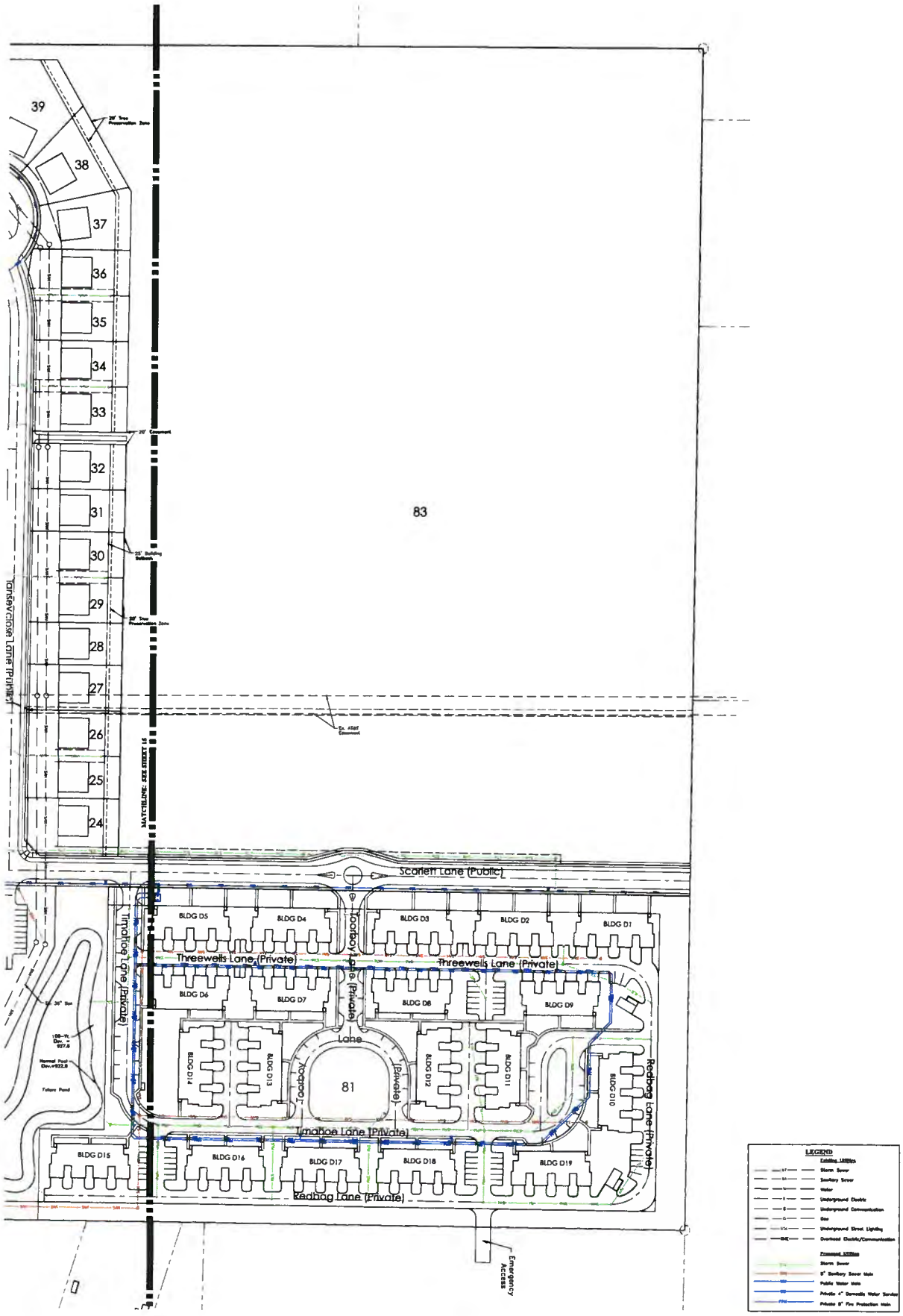
PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

EMH T

UTILITY PLAN

1526



AVONDALE WOODS

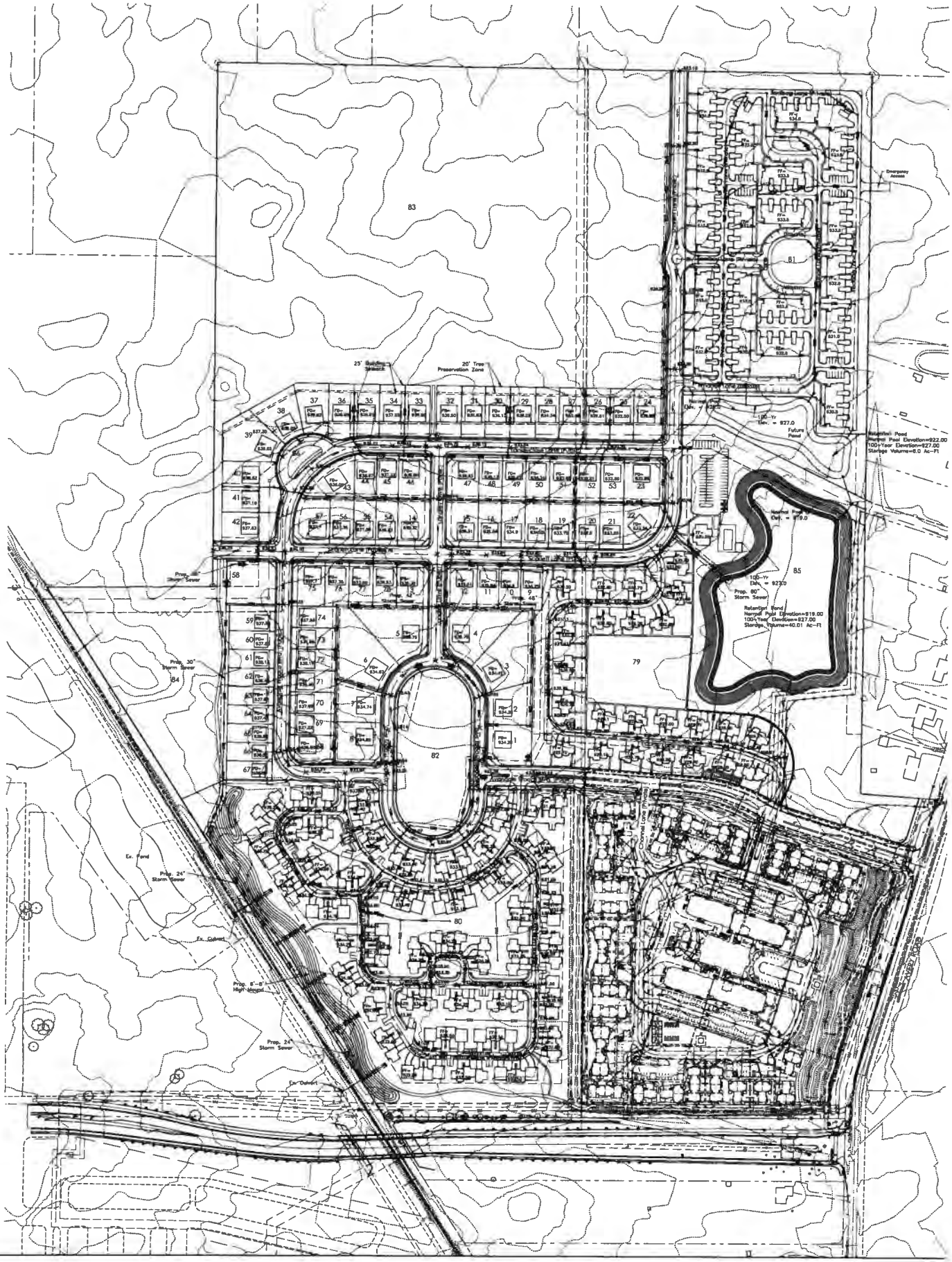
City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

UTILITY PLAN

1626



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

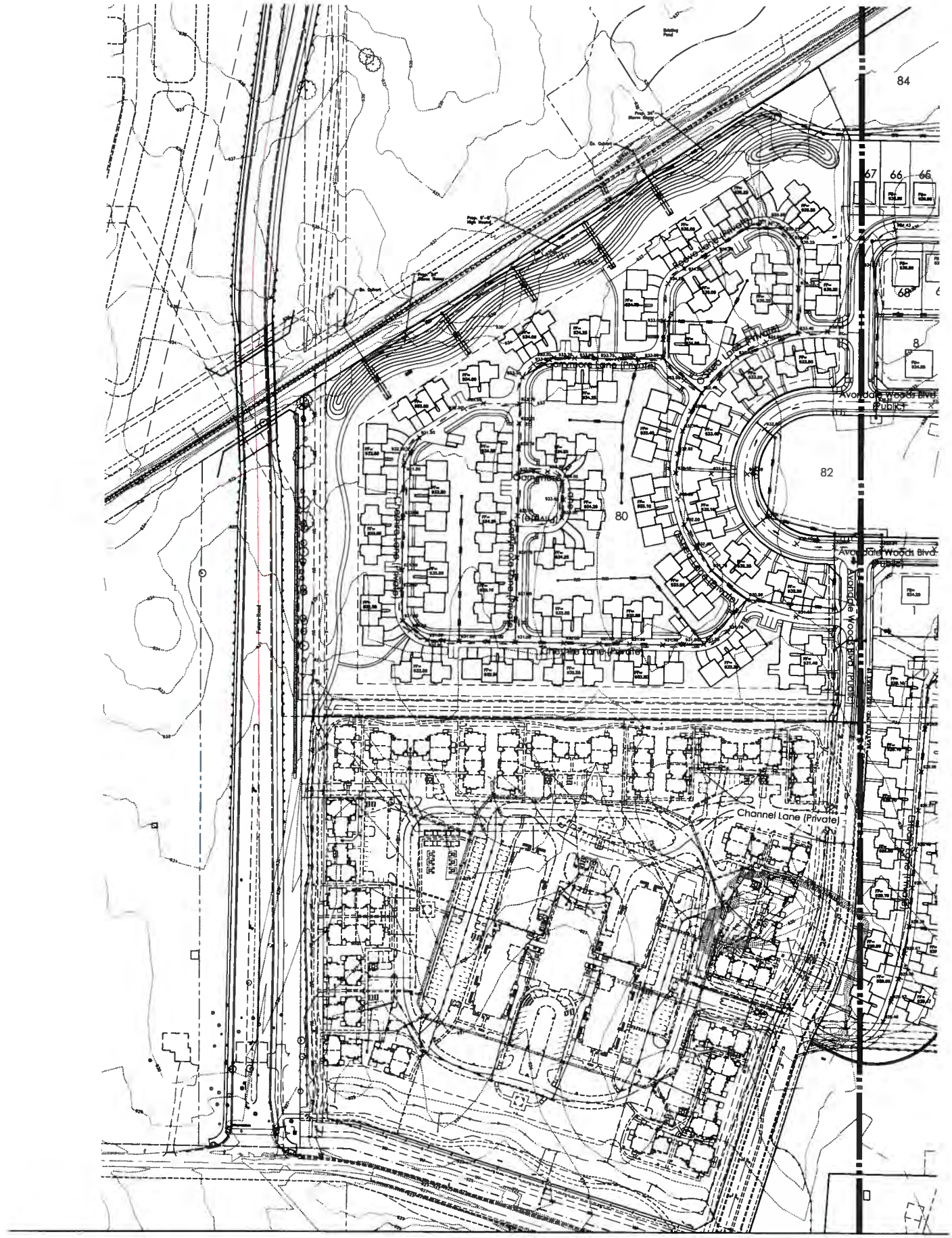
PREPARED BY:

OVERALL GRADING PLAN

GRAPHIC SCALE:

1726

AVONDALE WOODS



AVONDALE WOODS

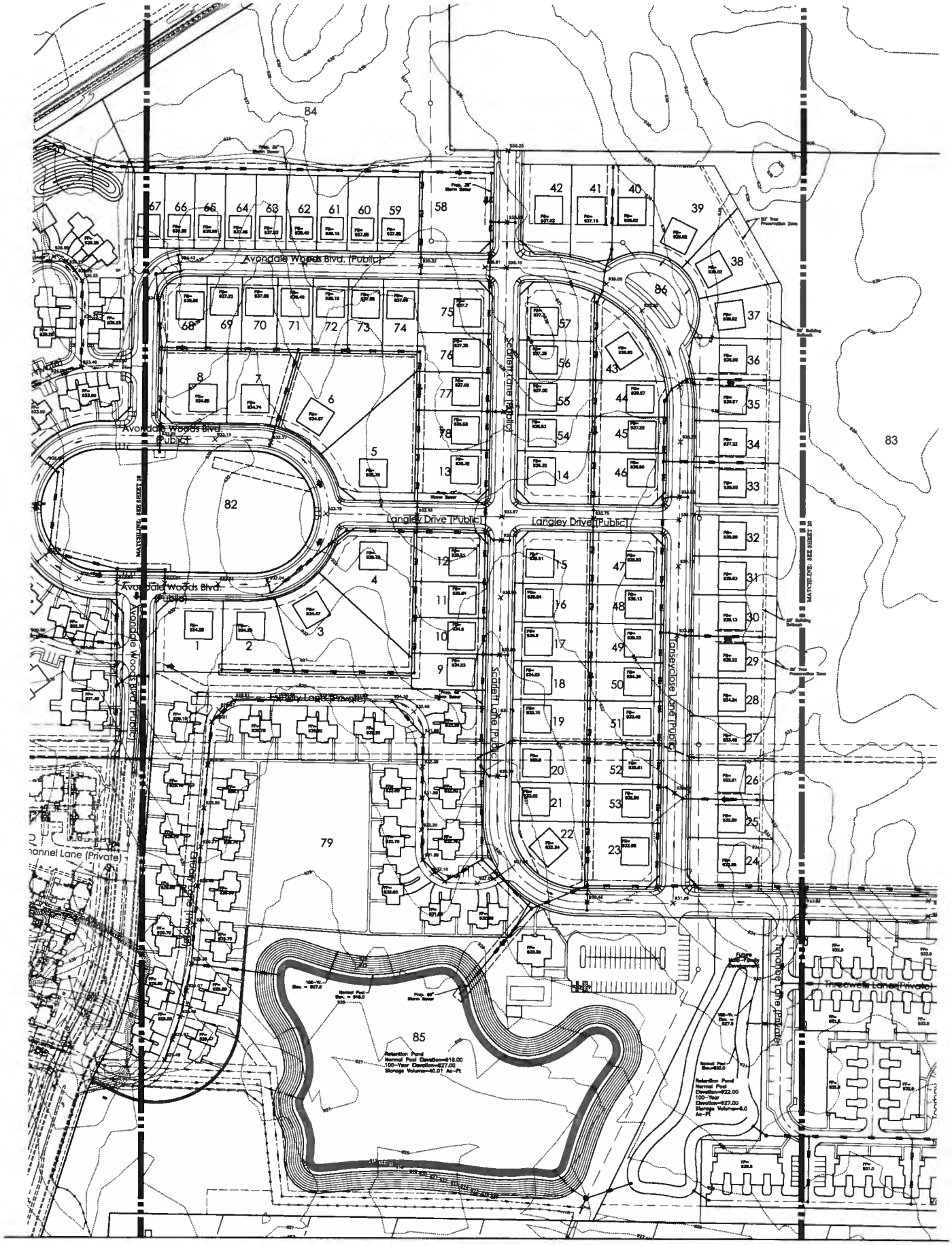
City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus OH 43214

GRADING PLAN

1826



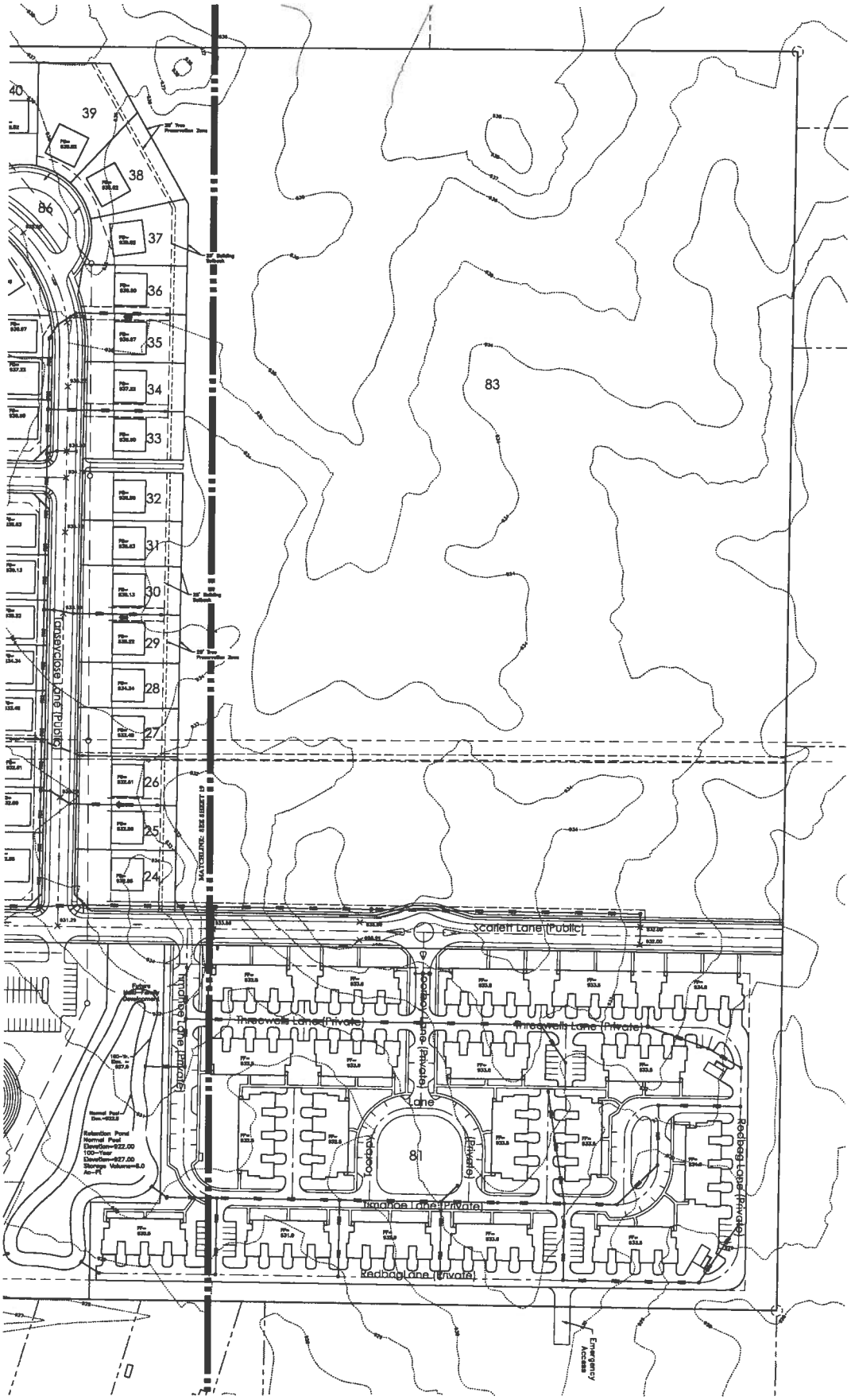
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

GRADING PLAN



AVONDALE WOODS

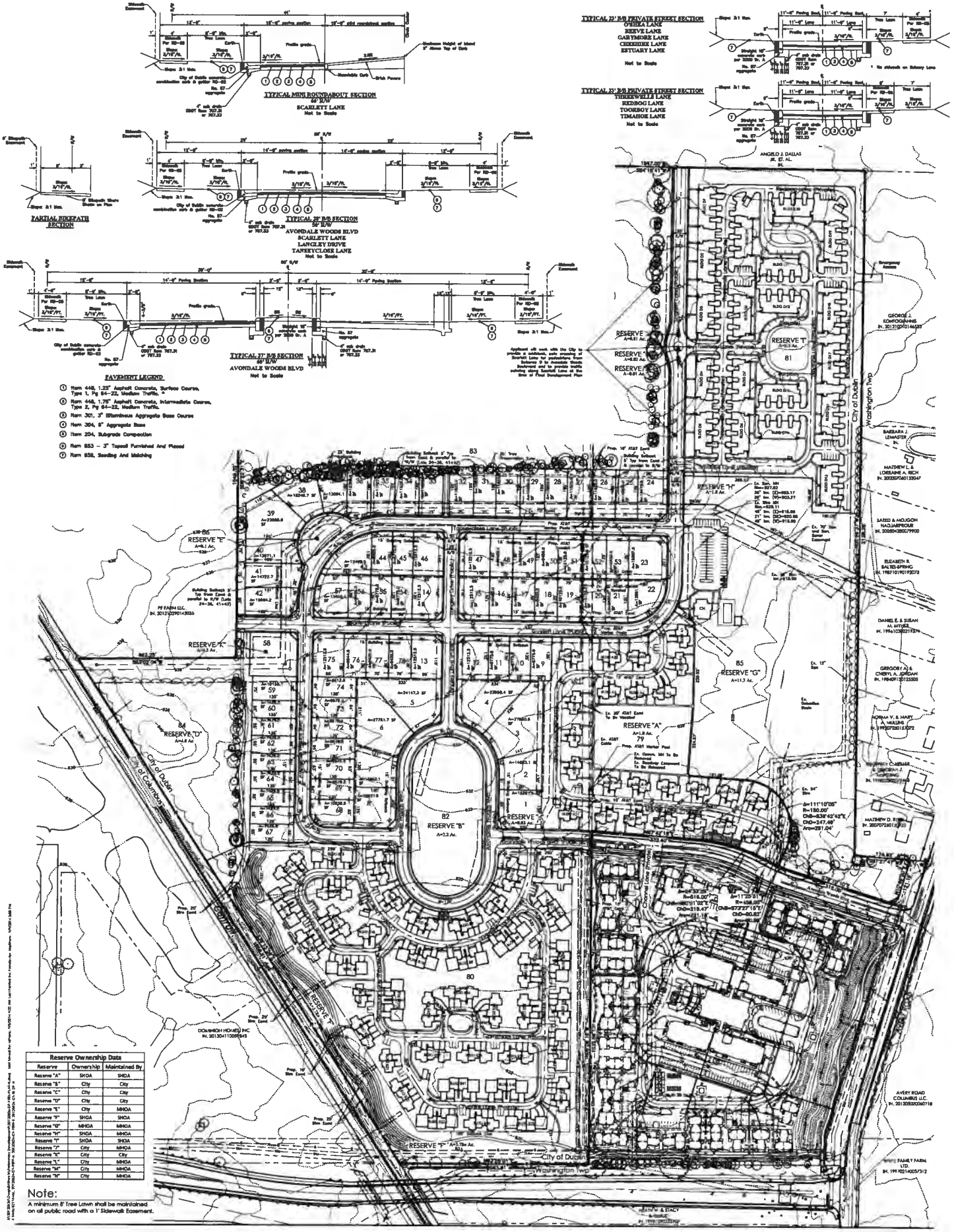
City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

GRADING PLAN

2024



Reserve Ownership Data		
Reserve	Ownership	Maintained By
Reserve "A"	SHOA	SHOA
Reserve "B"	City	City
Reserve "C"	City	City
Reserve "D"	City	City
Reserve "E"	City	MHOA
Reserve "F"	SHOA	SHOA
Reserve "G"	MHOA	MHOA
Reserve "H"	SHOA	MHOA
Reserve "I"	SHOA	SHOA
Reserve "J"	City	MHOA
Reserve "K"	City	City
Reserve "L"	City	MHOA
Reserve "M"	City	MHOA
Reserve "N"	City	MHOA

Note:
A minimum 8' Tree Lawn shall be maintained on all public road with a 1' Sidewalk Easement.

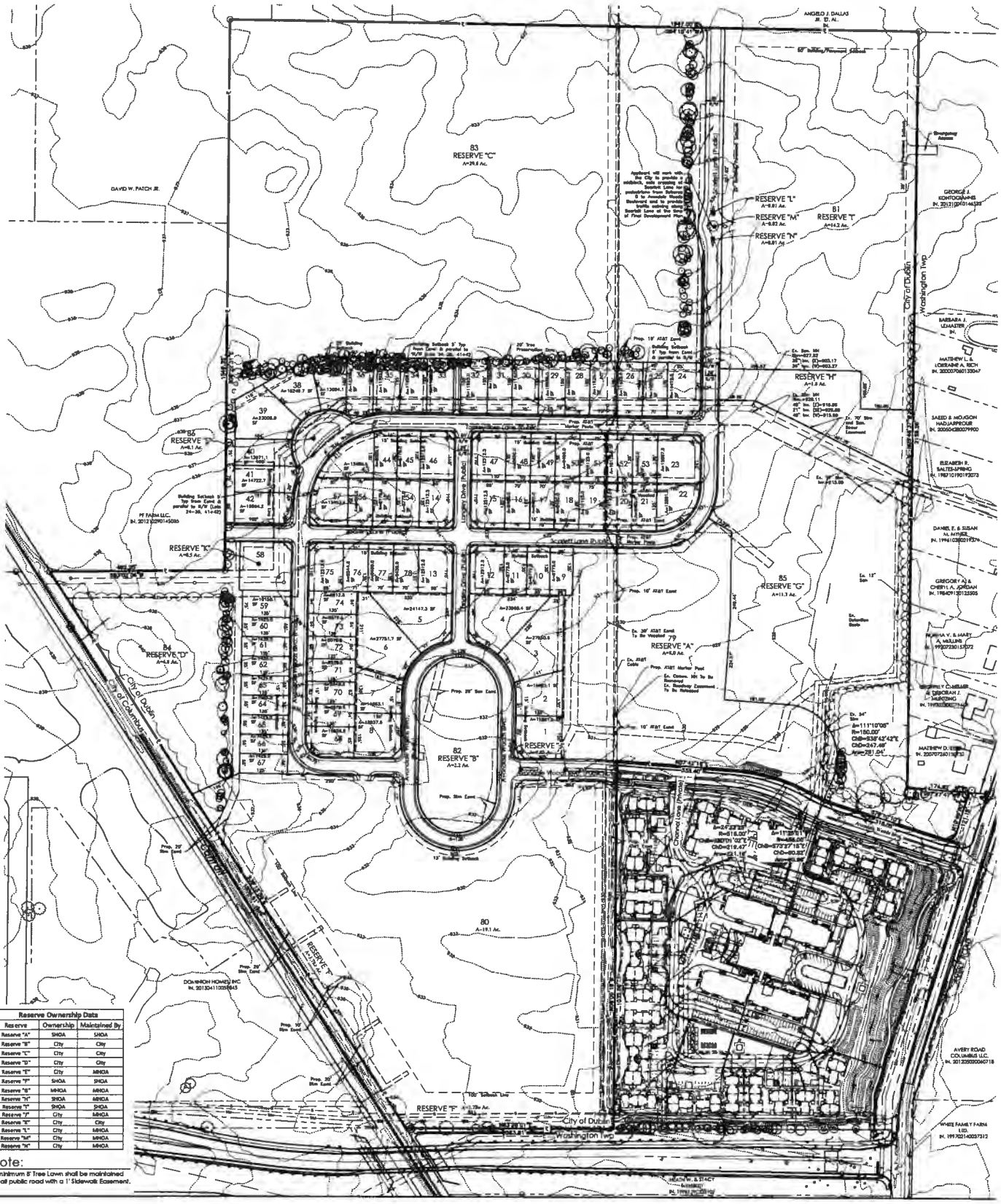
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

OVERALL
PRELIMINARY PLAT



Reserve Ownership Data		
Reserve	Ownership	Maintained By
Reserve "A"	SHOA	SHOA
Reserve "B"	City	City
Reserve "C"	City	City
Reserve "D"	City	City
Reserve "E"	City	MHOA
Reserve "F"	SHOA	SHOA
Reserve "G"	MHOA	MHOA
Reserve "H"	SHOA	MHOA
Reserve "I"	SHOA	SHOA
Reserve "J"	City	MHOA
Reserve "K"	City	City
Reserve "L"	City	MHOA
Reserve "M"	City	MHOA
Reserve "N"	City	MHOA

Note:
A minimum 8' Tree Lawn shall be maintained on all public road with a 1' Sidewalk Easement.

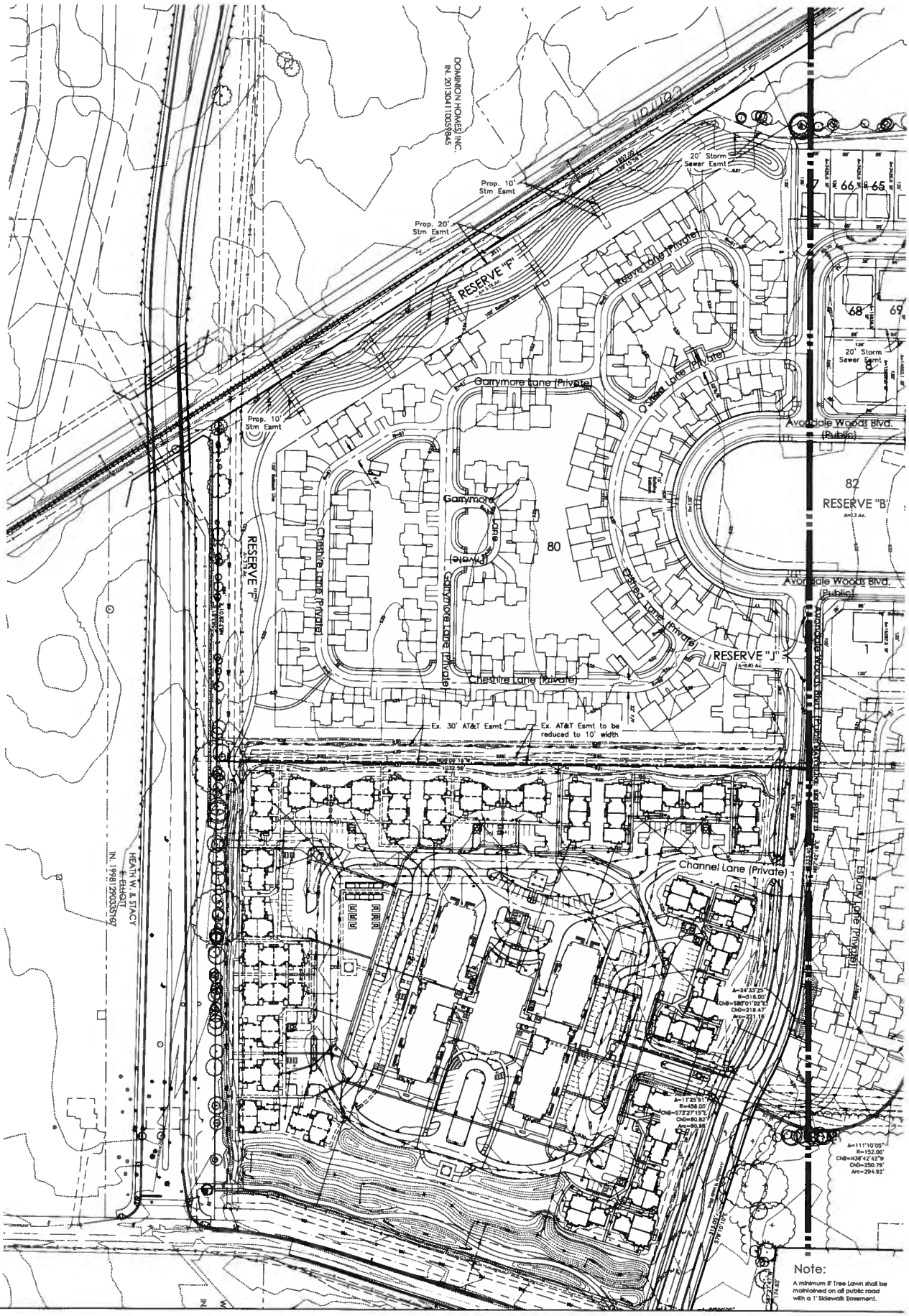
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

OVERALL
PRELIMINARY PLAT



AVONDALE WOODS

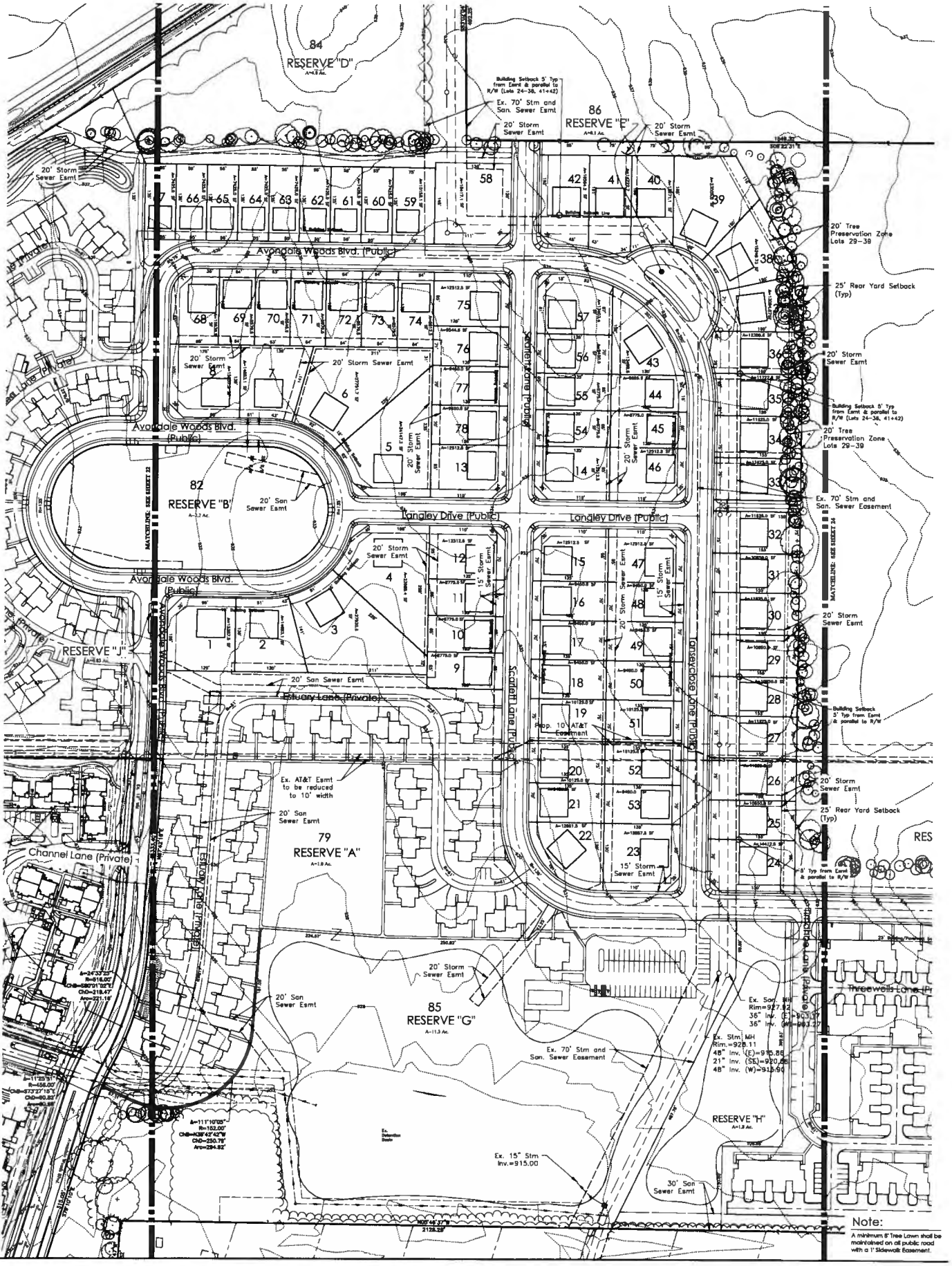
City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PRELIMINARY PLAT

2224



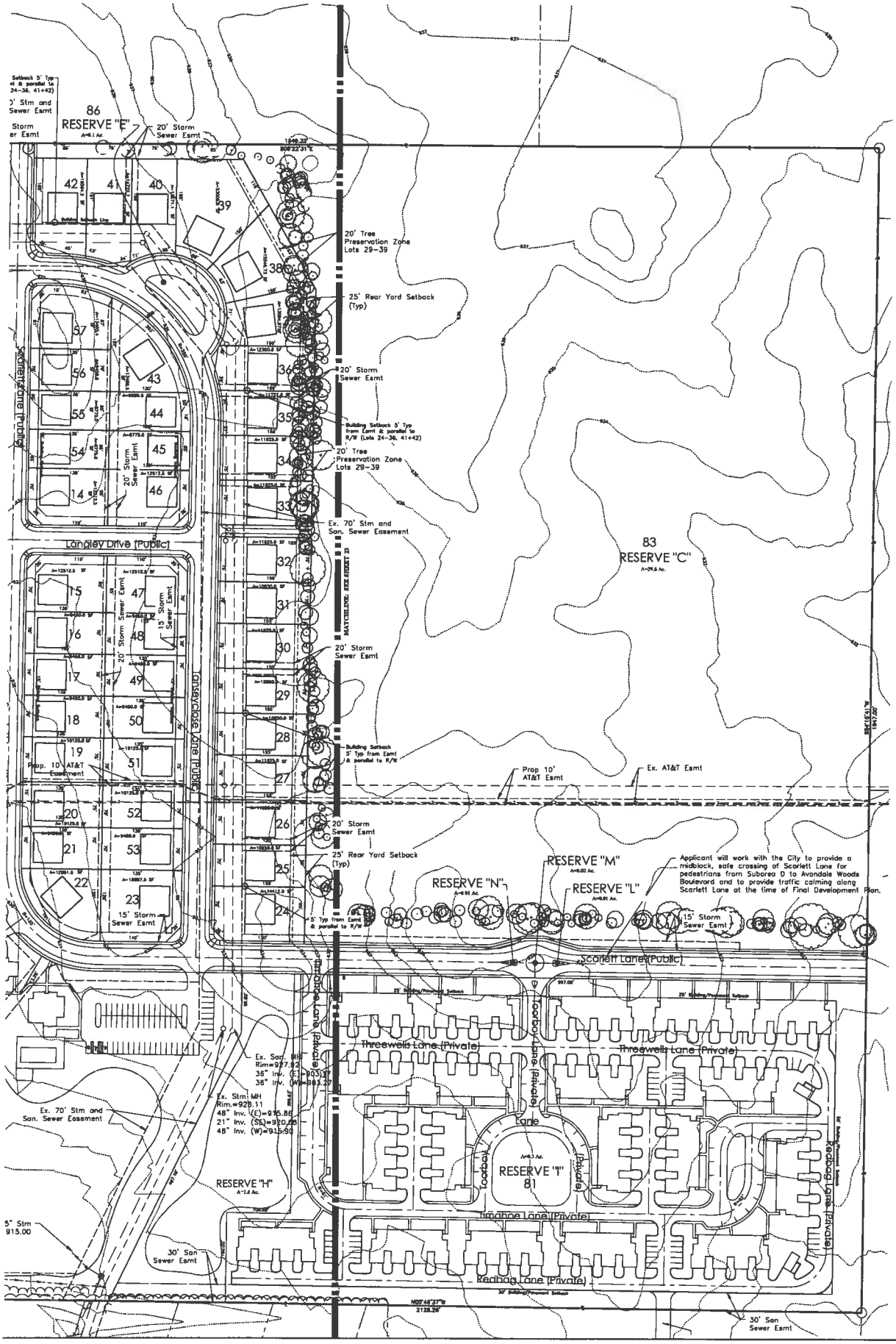
AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PRELIMINARY PLAT



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

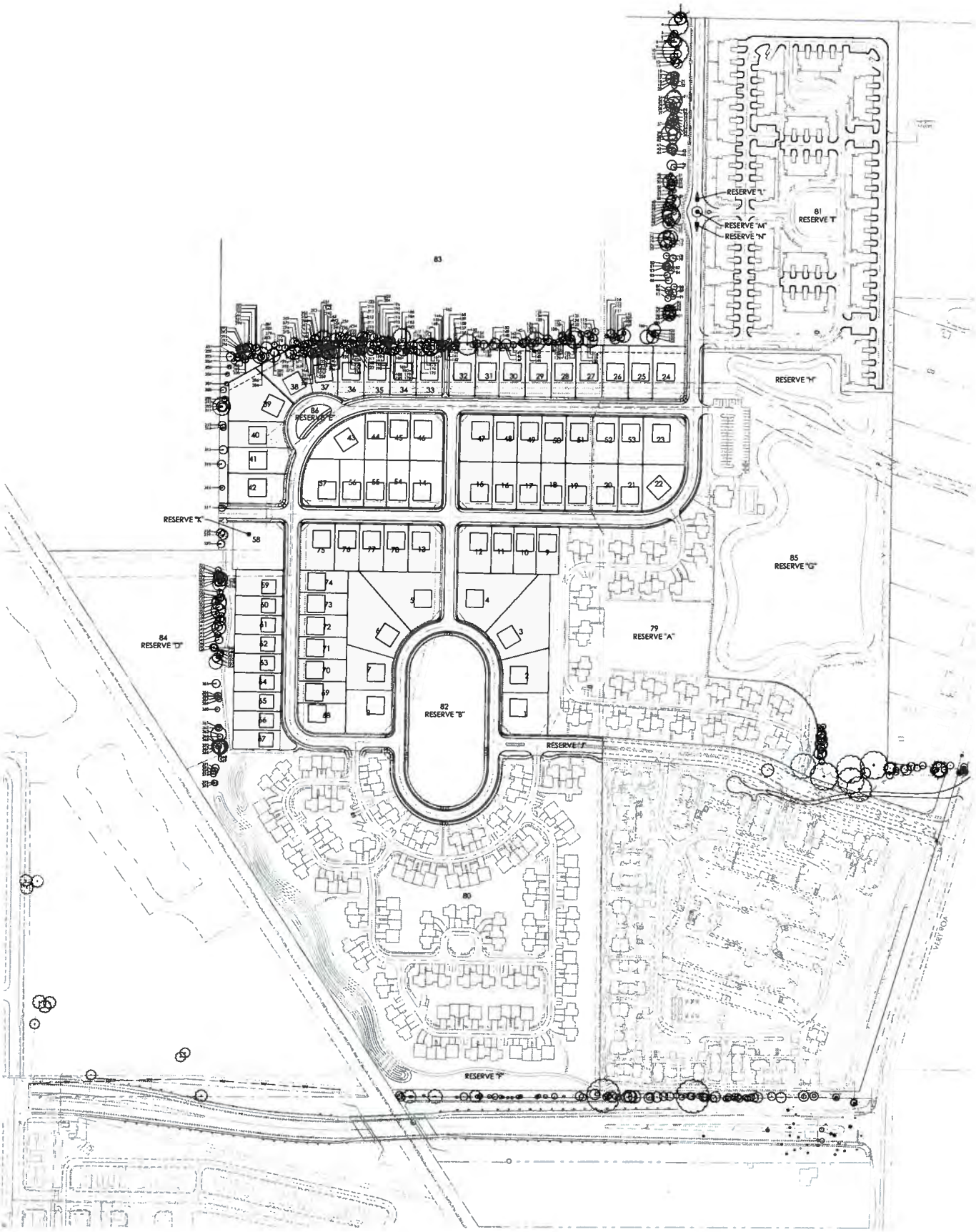
PRELIMINARY PLAT

GRAPHIC SCALE

NORTH

AVONDALE WOODS

SHEET 2424



AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

TREE SURVEY

2526

Tree Survey

Site and Project #: Avondale 2012-[illegible] | Date: [illegible]2012 | Observer: Sarah Adams

Tree No.	DBH (inches)	Common Name	Latin Name	Health (Good, Fair, Poor, Dead)
1	9.5	white ash	Fraxinus americana	fair
2	16	white ash	Fraxinus americana	fair
3	12	white ash	Fraxinus americana	dead
4	26	silver maple	Acer saccharinum	good
5	16.5	shagbark hickory	Carya ovata	good
6	9	silver maple	Acer saccharinum	good
7	16	white ash	Fraxinus americana	dead
8	10.5	American elm	Ulmus americana	good
9	6	pin oak	Quercus palustris	good
10	30	silver maple	Acer saccharinum	good
11	[illegible]	pin oak	Quercus palustris	good
12	[illegible]	shagbark hickory	Carya ovata	good
13	14	boxelder	Acer negundo	good
14	12	white ash	Fraxinus americana	dead
15	10.5	white ash	Fraxinus americana	dead
16	6	white ash	Fraxinus americana	poor
17	6	shagbark hickory	Carya ovata	good
18	16	shagbark hickory	Carya ovata	good
19	12	white ash	Fraxinus americana	poor
20	[illegible]	shagbark hickory	Carya ovata	good
21	6	white ash	Fraxinus americana	fair
22	8	white ash	Fraxinus americana	good
23	28	American elm	Ulmus americana	good
24	20	red oak	Quercus rubra	good
25	22	white ash	Fraxinus americana	fair
26	16	shagbark hickory	Carya ovata	good
27	7	shagbark hickory	Carya ovata	good
28	6	silver maple	Acer saccharinum	good
29	16	white ash	Fraxinus americana	poor
30	[illegible]	white ash	Fraxinus americana	fair
31	[illegible]	black walnut	Juglans nigra	good
32	16	white ash	Fraxinus americana	poor
33	8	shagbark hickory	Carya ovata	good
34	16	white ash	Fraxinus americana	dead
35	8	white ash	Fraxinus americana	dead
36	7	white ash	Fraxinus americana	poor
37	16	silver maple	Acer saccharinum	fair
38	13	silver maple	Acer saccharinum	good
39	23	silver maple	Acer saccharinum	good
40	13	shagbark hickory	Carya ovata	good
41	16	shagbark hickory	Carya ovata	good
42	13	shagbark hickory	Carya ovata	good
43	[illegible]	shagbark hickory	Carya ovata	good
44	16	shagbark hickory	Carya ovata	good
45	6	American elm	Ulmus americana	good
46	16	shagbark hickory	Carya ovata	good
47	9	black cherry	Prunus serotina	fair
48	9	hawthorn species	Crataegus spp.	good
49	[illegible]	hawthorn species	Crataegus spp.	fair
50	7	red oak	Quercus rubra	good
51	7	red oak	Quercus rubra	good
52	8	black cherry	Prunus serotina	dead
53	7	shagbark hickory	Carya ovata	good
54	[illegible]	shagbark hickory	Carya ovata	good
55	12	white ash	Fraxinus americana	poor
56	9	crabapple species	Malus spp.	good
57	9	hawthorn species	Crataegus spp.	fair
58	12	white ash	Fraxinus americana	poor
59	9	crabapple species	Malus spp.	good
60	[illegible]	shagbark hickory	Carya ovata	good
61	7	white ash	Fraxinus americana	fair
62	6	American elm	Ulmus americana	good
63	7	black cherry	Prunus serotina	good
64	[illegible]	white ash	Fraxinus americana	fair
65	6	boxelder	Acer negundo	fair
66	26	shagbark hickory	Carya ovata	good
67	30	white ash	Fraxinus americana	poor
68	6	shagbark hickory	Carya ovata	good
69	17	black walnut	Juglans nigra	good
70	8	shagbark hickory	Carya ovata	good
71	10	hawthorn species	Crataegus spp.	good
72	21	white ash	Fraxinus americana	dead
73	30	silver maple	Acer saccharinum	good
74	8	black cherry	Prunus serotina	fair
75	8	black cherry	Prunus serotina	poor
76	17	red oak	Quercus rubra	good
77	8.5	American elm	Ulmus americana	fair
78	8	crabapple species	Malus spp.	poor
79	10	black walnut	Juglans nigra	good
80	12	osage-orange	Maclura pomifera	good
81	14	white ash	Fraxinus americana	poor
82	8	black cherry	Prunus serotina	fair
83	12	white ash	Fraxinus americana	poor
84	10	hawthorn species	Crataegus spp.	good
85	8	black cherry	Prunus serotina	fair
86	10	hawthorn species	Crataegus spp.	good
87	10.5	black cherry	Prunus serotina	fair
88	9	black cherry	Prunus serotina	poor
89	8	black walnut	Juglans nigra	good
90	12	white mulberry	Morus alba	fair
91	9	black cherry	Prunus serotina	poor
92	7	black cherry	Prunus serotina	fair
93	[illegible]	hackberry	Celtis occidentalis	poor
94	6	American elm	Ulmus americana	good
95	10	American elm	Ulmus americana	good
96	[illegible]	hackberry	Celtis occidentalis	dead
97	10	black walnut	Juglans nigra	good
98	12	osage-orange	Maclura pomifera	fair
99	10	black walnut	Juglans nigra	good
100	6	American elm	Ulmus americana	fair
101	[illegible]	hackberry	Celtis occidentalis	good
102	10	black walnut	Juglans nigra	good
103	7	osage-orange	Maclura pomifera	fair
104	[illegible]	hackberry	Celtis occidentalis	good
105	17	osage-orange	Maclura pomifera	good
106	20	black walnut	Juglans nigra	good
107	[illegible]	hackberry	Celtis occidentalis	good
108	20	black walnut	Juglans nigra	good
109	[illegible]	hawthorn species	Crataegus spp.	fair
110	[illegible]	boxelder	Acer negundo	good
111	10	black walnut	Juglans nigra	good
112	8	American elm	Ulmus americana	fair
113	12	black walnut	Juglans nigra	good
114	[illegible]	red oak	Quercus rubra	good
115	10	black walnut	Juglans nigra	good
116	11	hawthorn species	Crataegus spp.	fair
117	[illegible]	hackberry	Celtis occidentalis	fair
118	22	black walnut	Juglans nigra	good
119	10	boxelder	Acer negundo	good
120	8	hackberry	Celtis occidentalis	good
121	25	hackberry	Celtis occidentalis	good
122	25	black walnut	Juglans nigra	good
123	10	hackberry	Celtis occidentalis	good
124	8.5	hawthorn species	Crataegus spp.	fair
125	6	black cherry	Prunus serotina	fair
126	11	black walnut	Juglans nigra	good
127	7	hackberry	Celtis occidentalis	good
128	12	hackberry	Celtis occidentalis	good
129	11	hackberry	Celtis occidentalis	good
130	8	black cherry	Prunus serotina	dead
131	7	black cherry	Prunus serotina	poor
132	8	black cherry	Prunus serotina	poor
133	16	American elm	Ulmus americana	good
134	13	white ash	Fraxinus americana	dead
135	8	boxelder	Acer negundo	good
136	8	white ash	Fraxinus americana	fair
137	8	hackberry	Celtis occidentalis	good
138	27	black walnut	Juglans nigra	good
139	6	American elm	Ulmus americana	good
140	13	hackberry	Celtis occidentalis	good
141	11	white ash	Fraxinus americana	dead
142	8	white ash	Fraxinus americana	poor
143	12	black walnut	Juglans nigra	good
144	7	white ash	Fraxinus americana	fair
145	8	white ash	Fraxinus americana	fair
146	14	black walnut	Juglans nigra	good
147	6.5	white ash	Fraxinus americana	fair
148	6	white ash	Fraxinus americana	fair
149	15	American elm	Ulmus americana	poor
150	12	boxelder	Acer negundo	good
151	12	shagbark hickory	Carya ovata	good
152	11	black cherry	Prunus serotina	poor
153	6	boxelder	Acer negundo	good
154	8	black walnut	Juglans nigra	good
155	30	white ash	Fraxinus americana	fair
156	8	black walnut	Juglans nigra	good
157	11	black walnut	Juglans nigra	good
158	12	black walnut	Juglans nigra	good
159	8	American elm	Ulmus americana	fair
160	8	white ash	Fraxinus americana	poor
161	8.5	white ash	Fraxinus americana	poor
162	13	black walnut	Juglans nigra	good
163	8	white ash	Fraxinus americana	fair
164	10	white ash	Fraxinus americana	fair
165	7	hawthorn species	Crataegus spp.	fair
166	8	hackberry	Celtis occidentalis	good
167	14	black walnut	Juglans nigra	good
168	8	hackberry	Celtis occidentalis	good
169	10	black walnut	Juglans nigra	good
170	24	white ash	Fraxinus americana	dead
171	24	white ash	Fraxinus americana	dead
172	10	hackberry	Celtis occidentalis	good
173	16	American elm	Ulmus americana	good
174	25.5	white ash	Fraxinus americana	dead
175	6	boxelder	Acer negundo	good
176	7	boxelder	Acer negundo	good
177	10	boxelder	Acer negundo	fair
178	8	boxelder	Acer negundo	fair
179	10	hackberry	Celtis occidentalis	good
180	7.5	hackberry	Celtis occidentalis	good
181	7	boxelder	Acer negundo	fair
182	7.5	boxelder	Acer negundo	fair
183	7.5	boxelder	Acer negundo	fair
184	7	boxelder	Acer negundo	fair
185	25	osage-orange	Maclura pomifera	good
186	20	white ash	Fraxinus americana	poor
187	9	hawthorn species	Crataegus spp.	good
188	16	shagbark hickory	Carya ovata	good
189	17	boxelder	Acer negundo	poor
190	11	shagbark hickory	Carya ovata	good
191	8	osage-orange	Maclura pomifera	fair
192	8	shagbark hickory	Carya ovata	good
193	10.5	black walnut	Juglans nigra	good
194	14	black walnut	Juglans nigra	good
195	8	boxelder	Acer negundo	good
196	10	black walnut	Juglans nigra	fair
197	13	black walnut	Juglans nigra	good
198	7	boxelder	Acer negundo	fair
199	14	black walnut	Juglans nigra	good
200	10	boxelder	Acer negundo	poor
201	7	shagbark hickory	Carya ovata	good
202	[illegible]	black walnut	Juglans nigra	good
203	[illegible]	black walnut	Juglans nigra	good
204	6	American elm	Ulmus americana	good
205	[illegible]	black walnut	Juglans nigra	good
206	10	black walnut	Juglans nigra	good
207	[illegible]	black walnut	Juglans nigra	poor
208	[illegible]	boxelder	Acer negundo	good
209	[illegible]	black walnut	Juglans nigra	good
210	16	American elm	Ulmus americana	fair
211	10	black walnut	Juglans nigra	poor
212	12	black walnut	Juglans nigra	good
213	10	black walnut	Juglans nigra	good
214	[illegible]	American basswood	Tilia americana	good
215	10	black walnut	Juglans nigra	good
216	12	osage-orange	Maclura pomifera	good
217	10	black walnut	Juglans nigra	good
218	12	shagbark hickory	Carya ovata	good
219	8	black walnut	Juglans nigra	good
220	7.5	American elm	Ulmus americana	good
221	10	boxelder	Acer negundo	poor
222	15	hackberry	Celtis occidentalis	good
223	[illegible]	black walnut	Juglans nigra	fair
224	15	white ash	Fraxinus americana	fair
225	10	white ash	Fraxinus americana	fair
226	6	American elm	Ulmus americana	good
227	6	American elm	Ulmus americana	fair
228	6	shellbark hickory	Carya laciniosa	good
229	8	black walnut	Juglans nigra	good
230	6	shellbark hickory	Carya laciniosa	good
231	8	hawthorn species	Crataegus spp.	fair
232	8	white ash	Fraxinus americana	fair
233	6	American elm	Ulmus americana	fair
234	7	white ash	Fraxinus americana	fair
235	12	black walnut	Juglans nigra	good
236	7	hawthorn species	Crataegus spp.	good
237	10	black walnut	Juglans nigra	good
238	30	black walnut	Juglans nigra	good
239	8	hawthorn species	Crataegus spp.	fair
240	10	black walnut	Juglans nigra	good
241	14	white ash	Fraxinus americana	good
242	11	black walnut	Juglans nigra	good
243	7.5	black walnut	Juglans nigra	good
244	8.5	American elm	Ulmus americana	good
245	7	boxelder	Acer negundo	good
246	23	white ash	Fraxinus americana	poor
247	11	American elm	Ulmus americana	good
248	8.5	American elm	Ulmus americana	good
249	17	white ash	Fraxinus americana	fair
250	8.5	black walnut	Juglans nigra	good
251	7.5	black walnut	Juglans nigra	good
252	6.5	shellbark hickory	Carya laciniosa	good
253	8	black walnut	Juglans nigra	good
254	14	black walnut	Juglans nigra	good
255	10	hawthorn species	Crataegus spp.	fair
256	8	hawthorn species	Crataegus spp.	fair
257	14	white ash	Fraxinus americana	dead
258	13	white ash	Fraxinus americana	dead
259	12	American elm	Ulmus americana	good
260	12	black walnut	Juglans nigra	good
261	12	black walnut	Juglans nigra	good
262	8	hawthorn species	Crataegus spp.	fair
263	11	black walnut	Juglans nigra	good
264	13	black walnut	Juglans nigra	good
265	8	shellbark hickory	Carya laciniosa	good
266	8	hackberry	Celtis occidentalis	good
267	11	black walnut	Juglans nigra	fair
268	11	osage-orange	Maclura pomifera	good
269	10	black walnut	Juglans nigra	good
270	7	hawthorn species	Crataegus spp.	good
271	15	osage-orange	Maclura pomifera	good
272	22	black walnut	Juglans nigra	good
273	8	black walnut	Juglans nigra	good
274	14	black walnut	Juglans nigra	good
275	7	hackberry	Celtis occidentalis	good
276	17	shagbark hickory	Carya ovata	good
277	10	osage-orange	Maclura pomifera	poor
278	8	hawthorn species	Crataegus spp.	poor
279	8	American elm	Ulmus americana	fair
280	12	white ash	Fraxinus americana	dead
281	30	shellbark hickory	Carya laciniosa	good
282	6	American elm	Ulmus americana	good
283	17	white ash	Fraxinus americana	fair
284	14	black walnut	Juglans nigra	good
285	10	black walnut	Juglans nigra	good
286	8	hackberry	Celtis occidentalis	good
287	24	black walnut	Juglans nigra	good
288	7	American elm	Ulmus americana	fair
289	6	American elm	Ulmus americana	good
290	11	white ash	Fraxinus americana	fair
291	13	white ash	Fraxinus americana	fair
292	6.5	white ash	Fraxinus americana	fair
293	21	white ash	Fraxinus americana	poor
294	12	black walnut	Juglans nigra	good
295	11	black walnut	Juglans nigra	good
296	11	white ash	Fraxinus americana	poor
297	11	silver maple	Acer saccharinum	poor
298	10	white ash	Fraxinus americana	fair
299	11	shagbark hickory	Carya ovata	good
300	9	black cherry	Prunus serotina	fair
301	12	black walnut	Juglans nigra	good
302	9	hackberry	Celtis occidentalis	good
303	14	white ash	Fraxinus americana	fair
304	8	hackberry	Celtis occidentalis	fair
305	8	silver maple	Acer saccharinum	good
306	8	silver maple	Acer saccharinum	good
307	8	white ash	Fraxinus americana	good
308	8.5	white ash	Fraxinus americana	poor
309	8	white ash	Fraxinus americana	poor
310	18	silver maple	Acer saccharinum	dead
311	12	silver maple	Acer saccharinum	good
312	25	eastern cottonwood	Populus deltoides	good
313	11	shagbark hickory	Carya ovata	good
314	8	white mulberry	Morus alba	good
315	12	white ash	Fraxinus americana	poor
316	7	American elm	Ulmus americana	good
317	12	American elm	Ulmus americana	fair
318	12	American elm	Ulmus americana	good
319	13	black cherry	Prunus serotina	fair
320	11	black cherry	Prunus serotina	poor
321	13	silver maple	Acer saccharinum	good
322	7	American elm	Ulmus americana	good
323	9	American elm	Ulmus americana	good
324	9	white ash	Fraxinus americana	poor
325	12	silver maple	Acer saccharinum	good
326	20	white ash	Fraxinus americana	fair
327	8	white ash	Fraxinus americana	poor
328	7	American elm	Ulmus americana	fair
329	10	American elm	Ulmus americana	good
330	25	white ash	Fraxinus americana	fair
331	9	hackberry	Celtis occidentalis	good
332	11	white ash	Fraxinus americana	poor
333	10	white ash	Fraxinus americana	fair
334	9	hawthorn species	Crataegus spp.	good
335	21	hawthorn species	Crataegus spp.	fair
336	6	hawthorn species	Crataegus spp.	poor
337	10	hackberry	Celtis occidentalis	good
338	21	white ash	Fraxinus americana	fair
339	6	hackberry	Celtis occidentalis	good
340	7	white ash	Fraxinus americana	fair
341	10	white ash	Fraxinus americana	fair
342	15	white ash	Fraxinus americana	fair
343	11	hackberry	Celtis occidentalis	good
344	25	white ash	Fraxinus americana	fair
345	6	American elm	Ulmus americana	good
346	11	American elm	Ulmus americana	good
347	11	white ash	Fraxinus americana	fair
348	11	white ash	Fraxinus americana	fair
349	11	white ash	Fraxinus americana	fair
350	10	white ash	Fraxinus americana	fair
351	6	American elm	Ulmus americana	good
352	16	American elm	Ulmus americana	good
353	12	white ash	Fraxinus americana	poor
354	20	white ash	Fraxinus americana	poor
355	12	white ash	Fraxinus americana	poor
356	11	hawthorn species	Crataegus spp.	good
357	10	hawthorn species	Crataegus spp.	good
358	7	hawthorn species	Crataegus spp.	good
359	6.5	red oak	Quercus rubra	good
360	7	hawthorn species	Crataegus spp.	good
361	6	hawthorn species	Crataegus spp.	good
362	10	hawthorn species	Crataegus spp.	fair
363	22	white ash	Fraxinus americana	fair
364	8	hackberry	Celtis occidentalis	good
365	21	American basswood	Tilia americana	good
366	21	American basswood	Tilia americana	good
367	25	American basswood	Tilia americana	good
368	20	American basswood	Tilia americana	good
369	17	American basswood	Tilia americana	good
370	8	American basswood	Tilia americana	good
371	11	white ash	Fraxinus americana	fair
372	10	black cherry	Prunus serotina	fair
373	8	hawthorn species	Crataegus spp.	dead
374	6.5	hackberry	Celtis occidentalis	good
375	8	white ash	Fraxinus americana	good
376	8	boxelder	Acer negundo	good

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

PRELIMINARY DEVELOPMENT PLAN

HOMEWOOD CORPORATION
750 Northlawn Drive
Columbus, OH 43214

PREPARED BY:
EMH&T

TREE SURVEY CHART

GRAPHIC SCALE

NORTH

FEBRUARY 14, 2013
REVISED: MAY 30, 2013
REVISED: JUNE [illegible], 2013
REVISED: SEPTEMBER 24, 2013
REVISED: DECEMBER [illegible], 2013
REVISED: MAY 6, 2014
REVISED: JUNE 30, 2014
REVISED: JULY 10, 2014
REVISED: SEPTEMBER 8, 2014

AVONDALE WOODS

SHEET 26/26

CARRIAGE STYLE GARAGE DOORS

GARAGE DOORS TO BE TREATED AS DECORATIVE ELEMENTS AND TO HAVE VARIOUS CARRIAGE DOOR STYLES

BOX BAY ACCENTS

BOXED WINDOWS WITH METAL ROOFS ON CORBELLED SUPPORTS

ROOF SLOPES

ROOF SLOPES TO BE MINIMUM 4/12 EXCEPT FOR METAL ACCENT ROOFS

WINDOWS

WINDOWS TO BE SIMULATED DIVIDED LITE W/ VARIOUS GRID PATTERNS

GABLE VENT DETAIL

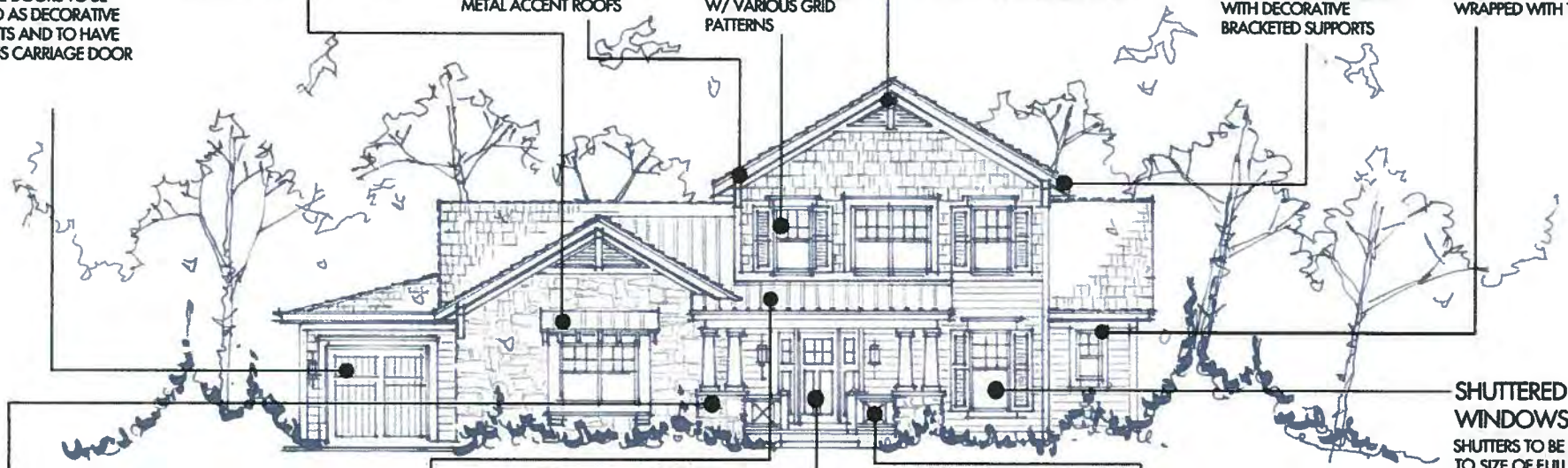
GABLE VENTS SHALL BE ADDRESSED WITH ARCHITECTURAL DETAIL

RAKE OVERHANG

RAKES TO BE EXTENDED TO MIN 12" ON MAIN GABLES WITH DECORATIVE BRACKETED SUPPORTS

WINDOW TRIM

WINDOWS WITHOUT SHUTTERS TO BE WRAPPED WITH TRIM



SHUTTERED WINDOWS

SHUTTERS TO BE EQUAL TO SIZE OF FULL WINDOW

ACCENTED COLUMNS

PORCH COLUMNS TO BE PRIMARY ACCENT PIECES AND WILL BE VARIOUS SQUARE SIZES ON OPTIONAL MASONRY BASES

PORCH ROOFS

PORCH ROOFS TO BE METAL WHEN ISOLATED

ENTRY DOORS

ENTRY DOORS TO BE CRAFTSMAN IN CHARACTER WITH OPTIONAL SIDELIGHTS

RAILINGS

ALL PORCHES TO HAVE ACCENT RAILINGS

Exhibit A

Examples of Architectural Design Elements

AVONDALE WOODS

February 6, 2013

Drawing intended to show examples of architectural features mentioned in zoning text and is not intended to represent an actual building elevation.

Homewood

SULLIVAN BRUCK ARCHITECTS

Exhibit B

Example of Multi-Family Character Using Architectural Design Elements of Exhibit A

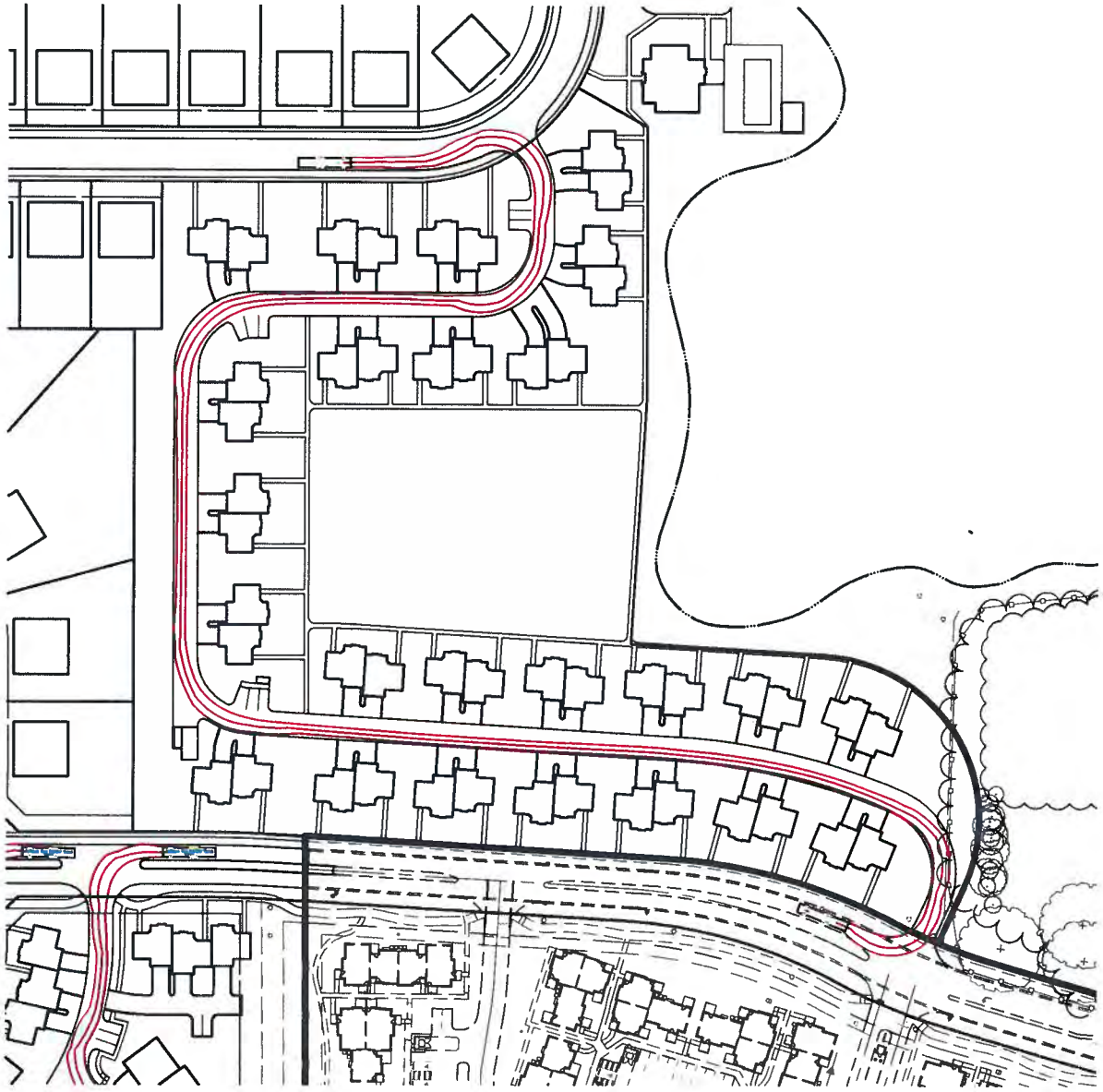
AVONDALE WOODS

February 6, 2013

Drawing intended to show examples of architectural features mentioned in zoning text and is not intended to represent an actual building elevation.

Homewood
More home for the money.

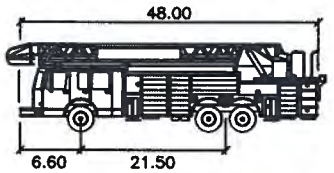
SULLIVAN BRUCK
ARCHITECTS



GRAPHIC SCALE

0 50 100 200

1 inch = 100 feet



LADDER TRUCK feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 30.0

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

SUBAREA A
AUTOTURN
EXHIBIT

HOMEWOOD
CORPORATION

EMHT

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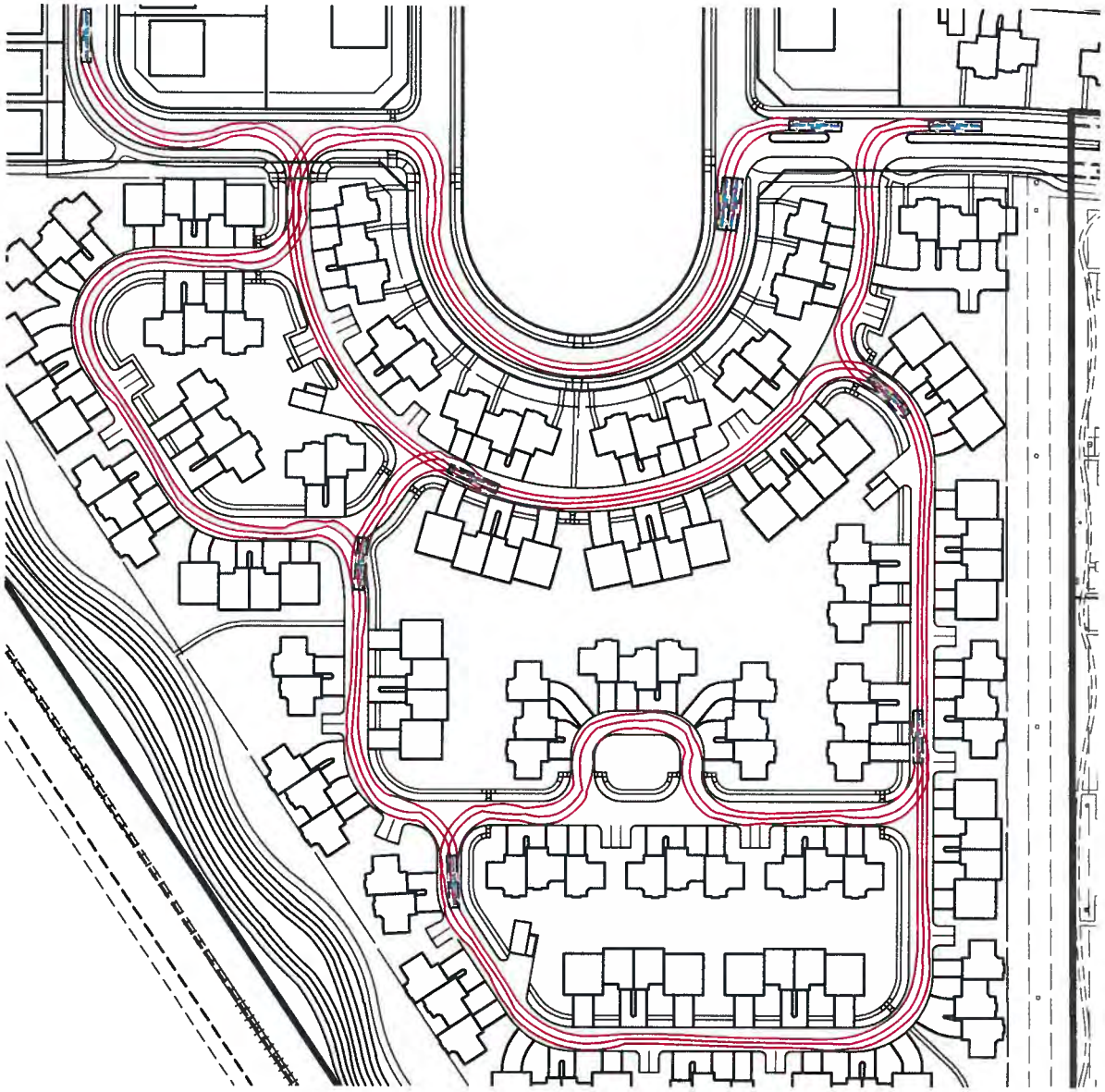
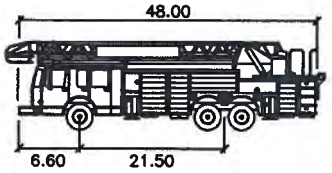


GRAPHIC SCALE

0 50 100 200

1 inch = 100 feet



LADDER TRUCK feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 30.0

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

SUBAREA B
AUTOTURN
EXHIBIT

HOMEWOOD
CORPORATION

EMHT

emht.com

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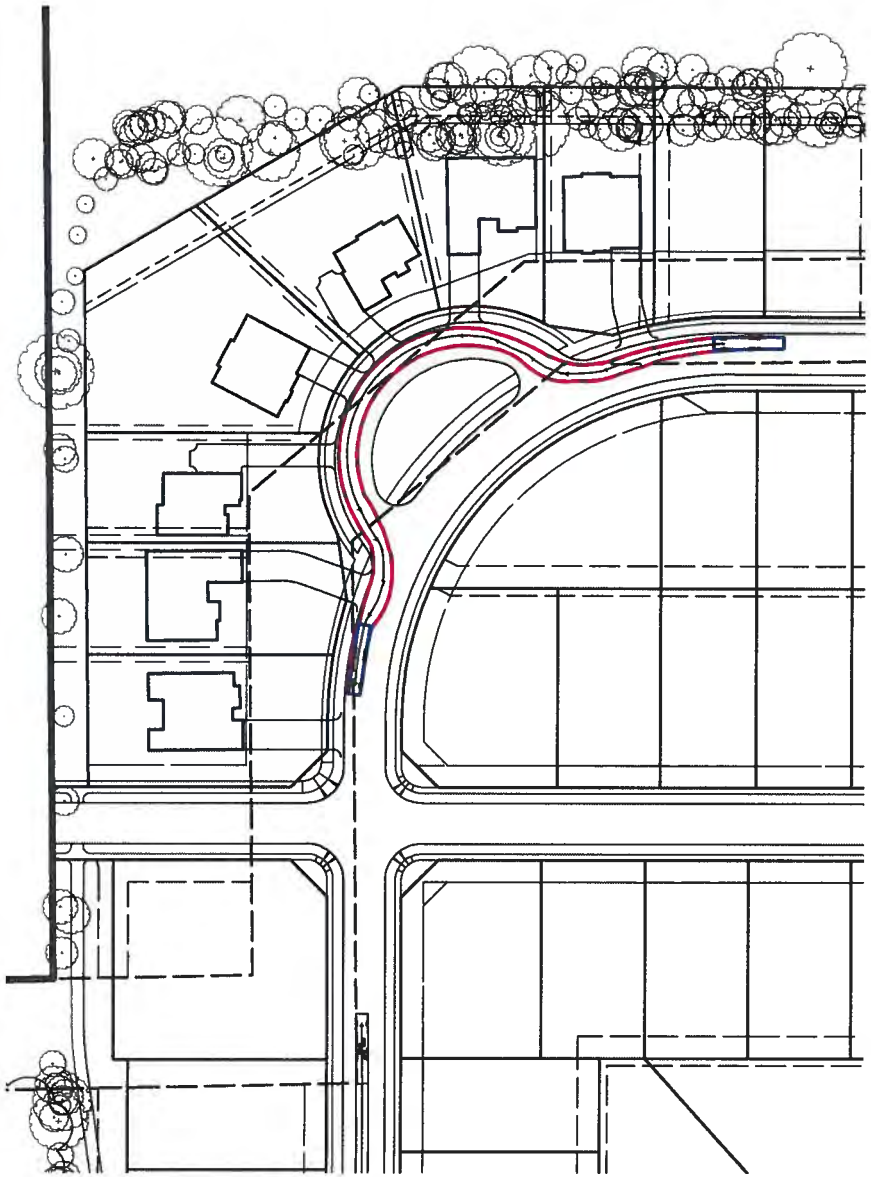
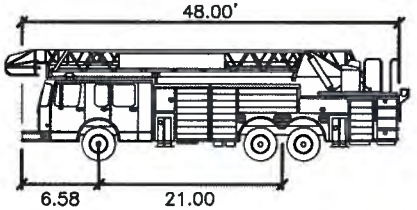


GRAPHIC SCALE

0 40' 80' 160'

1 inch = 80' feet



Ladder Truck	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

SUBAREA C
AUTOTURN
EXHIBIT

HOMEWOOD CORPORATION

EMH T

DATE:	SEPTEMBER 20, 2013
REVISED:	JULY 10, 2014
REVISED:	SEPTEMBER 5, 2014
REVISED:	
REVISED:	
REVISED:	
REVISED:	

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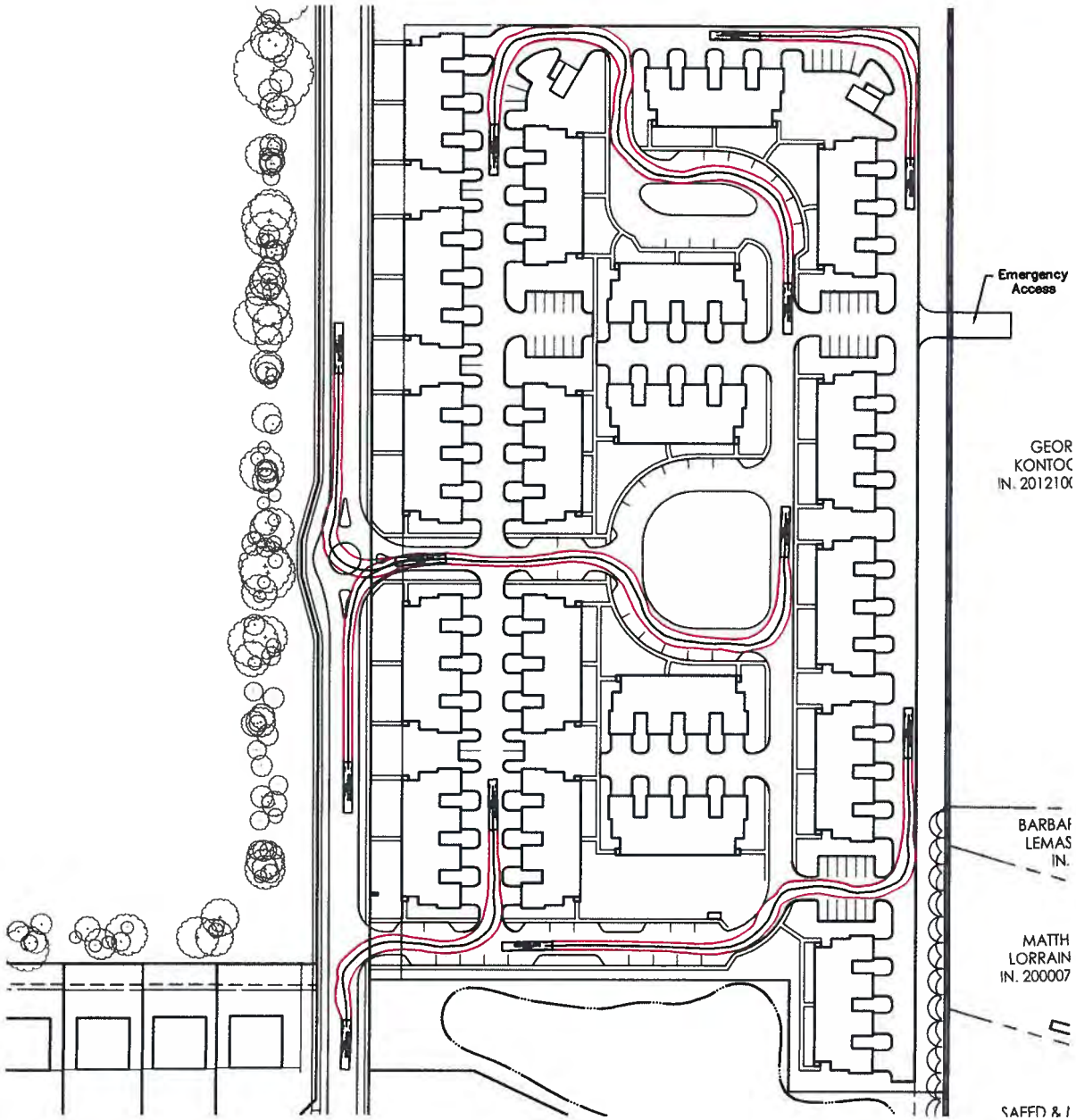
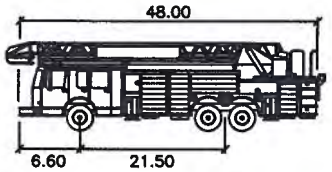


GRAPHIC SCALE

0 50 100 200

1 inch = 100 feet



LADDER TRUCK feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 30.0

AVONDALE WOODS

City of Dublin . Franklin County . Ohio

SUBAREA D
AUTOTURN
EXHIBIT

HOMEWOOD
CORPORATION

EMHT

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City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
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fax 614.410.4747
www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

AUGUST 7, 2014

The Planning and Zoning Commission took the following action at this meeting:

1. Avondale Woods – Avery Road
12-084Z/PDP/PP Rezoning/Preliminary Development Plan/ Preliminary Plat

Proposal:	A new residential subdivision with a maximum of 360 single and multiple family units on 120 acres on the west side of Avery Road, south of the intersection with Rings Road.
Request:	Review and recommendation to City Council of a Rezoning with Preliminary Development Plan for a new Planned Unit Development District under the provisions of Zoning Code Section 153.050. This is also a request for review and recommendation to City Council of a Preliminary Plat under the provisions of the *Subdivision Regulations.*
Applicant:	Jim Lipnos, Homewood Corporation, LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION #1: Ms. Kramb moved, Mr. Hardt seconded, to recommend **approval** of the Rezoning/Preliminary Development Plan with the following 15 conditions:

1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the Final Development Plan stage;
2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas;
3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text;
4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home;
5) That the applicant continues working with Engineering on the roundabout design details in Subarea D, prior to submitting for a Final Development Plan;
6) That the applicant works with Staff to further review the proposed street names for the development;
7) That Lot 58 is eliminated from the proposal;
8) That the development text be revised to eliminate vinyl as a permitted as a primary building material;
9) That the roundabout center and splitter islands be included as HOA maintained reserves on a plat;
10) That the applicant enters into an infrastructure agreement with the City, prior to submitting the first Final Development Plan, for the development thresholds and public project contributions and that the infrastructure agreement details are referenced in the development text;

1. Avondale Woods – Avery Road
12-084Z/PDP/PP Rezoning/Preliminary Development Plan/ Preliminary Plat

11) That the development text be revised to require a divided light grid pattern for all windows on all four sides of the buildings of all subareas;
12) That the development text be revised to limit the height of a fence if used as part of the landscape buffer to six feet;
13) That the western buffer along Subarea A not be permitted to include a fence;
14) That all details for outdoor amenities including decks, patios, and or fences for the multiple-family units be included for approval at the Final Development Plan stage; and that the development text be revised to reflect this requirement; and
15) That the entry feature details be submitted for approval at the Final Development Plan stage for each section and also that the development text be revised.

* Mr. Chris Cline agreed to the 15 conditions as amended.

VOTE: 7 – 0.

RESULT: The application for Rezoning/Preliminary Development Plan with 15 conditions was **approved.**

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	Yes
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

MOTION #2: Ms. Kramb moved, Mr. Hardt seconded, to recommend **approval** to City Council for the following Preliminary Plat with one condition:

1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.

* Mr. Chris Cline agreed to the above condition.

VOTE: 7 – 0.

RESULT: The Preliminary Plat with one condition was **approved** to be forwarded to City Council.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	Yes
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

STAFF CERTIFICATION

Claudia Husak

Claudia Husak, AICP, Planner II

City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
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PLANNING AND ZONING COMMISSION

MEETING MINUTES

AUGUST 7, 2014

AGENDA

1. **Avondale Woods** — **Avery Road**
   12-084Z/PDP/PP — **Rezoning/Preliminary Development Plan (Approved 7 – 0)**
   Preliminary Plat (Approved 7 – 0)

2. **Bridge Park East – Mixed-Use Development Project**
   Riverside Drive and W. Dublin-Granville Road
   14-070BPR/PP — **Basic Plan Review (Approved 7 – 0)**
   Preliminary Plat (Approved 7 – 0)

3. **Perimeter Center, Subarea C – The Spa at River Ridge** — **5555 Wall Street**
   14-072AFDP/CU — **Amended Final Development Plan (Approved 7 – 0)**
   Conditional Use (Approved 7 – 0)

The Chair, Chris Amorose Groomes, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were Victoria Newell, Richard Taylor, Amy Kramb, John Hardt, Amy Salay, and Todd Zimmerman. City representatives present were Steve Langworthy, Gary Gunderman, Jennifer Readler, Alan Perkins, Claudia Husak, Rachel Ray, Joanne Shelly, Devayani Puranik, Dana McDaniel, Paul Hammersmith, Terry Foegler, Logan Stang, Andrew Crozier, Nikki Martin, and Laurie Wright.

Administrative Business

Motion and Vote
Mr. Taylor moved, Mr. Zimmerman seconded, to accept the documents into the record. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Motion and Vote
Ms. Kramb moved, Ms. Newell seconded, to accept the June 19, 2014, meeting minutes as amended. The vote was as follows: Mr. Taylor, yes; Mr. Hardt, yes; Mr. Zimmerman, yes; Ms. Salay, abstain; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Ms. Kramb, yes. (Approved 6 – 0 –1)

Motion and Vote
Ms. Kramb moved, Mr. Zimmerman seconded, to accept the July 10, 2014, meeting minutes as amended. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor. (Approved 7 – 0)

Ms. Amorose Groomes said there were two cases on the consent agenda, Spa River Ridge and Avondale Woods but both Ms. Kramb and Mr. Zimmerman had questions on the Avondale Woods case so it was pulled. The Chair determined the cases would be heard in the following order: Spa at River Ridge,

Avondale Woods, and Bridge Park East. She briefly explained the rules and procedures of the Planning and Zoning Commission. [The minutes reflect the order of the published agenda.]

1. Avondale Woods **Avery Road**
12-084Z/PDP/PP **Rezoning/Preliminary Development Plan/Preliminary Plat**

The Chair Chris Amorose Groomes introduced this application for a request for a new residential subdivision with a maximum of 360 single and multiple family units on 120 acres on the west side of Avery Road, south of the intersection with Rings Road. She said the Commission will forward the recommendation on this to City Council. She said two motions are required: 1) Rezoning and Preliminary Development Plan; and 2) Preliminary Plat. She asked the two members that had questions if they needed a presentation. Ms. Kramb and Mr. Zimmerman both said they did not need a presentation as they just had a series of questions for clarification. The Chair asked if anyone else needed to see a presentation. [There were none.]

Amy Kramb inquired about the fence height. She said she could not find any reference to a fence in the development text but in the Planning Report there is a six-foot fence mentioned for along the railroad tracks.

Claudia Husak said it can be found in the buffering landscaping section.

Ms. Kramb said it mentions six feet of "screening" that can include a fence but it does not mention the height of the fence. It was stated that since there is no mention of a maximum height for a fence, a discussion ensued among the members and staff that included all the different fences and buffering in the different areas of this site.

Ms. Kramb also inquired about the development text that allows for entry signs at every subarea but it does not specify the number or size of signs.

Ms. Kramb said there was no mention anywhere about tree replacements and asked if Code was just being followed to which Ms. Husak agreed.

Ms. Kramb said because this is going to be in phases, and Scarlet Lane is stopping to the north and to the west, she is curious as to how those roadway ends would be treated.

Todd Zimmerman referred to page 11 of the Planning Report. He questioned the limit of 185 units when the road network is in place.

Ms. Husak said there was a phasing plan on page 12 in the development text and Phase 1 was identified as the attached residential just north of the entrance. She said Phase 2 is the single-family lots around the central green. She thought that the 185 were all single-family units and this multi-family.

Mr. Zimmerman referred to Subarea B and asked how many one-car garages are in the plans.

Ms. Husak said she did not have that information at this time. She said the development text requires two-car garages for all of the three-bedroom units but how that is mixed up is not known.

Mr. Zimmerman inquired about the windows to carry a grid pattern throughout and wanted to make sure it was for all four sides of the single-family units and not just the front.

Ms. Amorose Groomes invited the applicant to approach the podium and begin by stating their name and address for the record.

Linda Menerey, EMH&T, 5500 New Albany Road, New Albany, Ohio, 43054, said she wanted to split the four issues mentioned: fencing, entry signs, tree replacement, and street phasing. She wants to talk through the fencing to get a consensus. She said they are going to do tree replacement. She asked if the street phasing was answered.

Ms. Kramb said she got the phasing and was more curious about the termination treatment but understands that will come up at the Final Development Plan (FDP).

Ms. Menerey asked if it was ok that it was decided at FDP and Ms. Kramb said she was comfortable with that.

Ms. Menerey confirmed there is a mix of garages and encouraged Mr. Zimmerman to look at the plan. She said their client, Jim Lipnos has agreed with the window grid pattern on all four sides.

Ms. Menerey asked to discuss the fencing issue. She asked if the Commission was ok with mounding/fencing of a minimum of 6 feet and maximum of 8 feet, the applicant was in agreement with that. She offered this be left for the FDP.

Ms. Amorose Groomes suggested this be decided later.

Victoria Newell suggested adding one line that states the fence as an individual component cannot exceed a height of six feet to which everyone agreed to the solution.

Mr. Zimmerman asked who was responsible for the maintenance of the fence.

Ms. Menerey said it was the applicant.

Chris Cline, applicant, said they are comfortable with the Commission passing on this until the FDP but would like flexibility to do a good quality job.

Ms. Amorose Groomes concluded that the Commission would like to see the whole plan at the Final Development Plan and asked if Ms. Husak could write the conditions based on their discussion.

Ms. Kramb inquired about patios and where they could possibly be placed.

Ms. Menerey said this goes back to the 2010 – 2012 period when they finally got some footprints in front of the Commission. She said those units are double-sided. She said as seen on the site plan, they feel like a two-sided unit and explained further what she meant. She said the front is not intended to have a six-foot fence but a four or six foot fence could go on the back for a little privacy.

Ms. Kramb noted that when driving by, all that would be seen are the garages and privacy fences.

Ms. Menerey asked the Commission if they would prefer a four-foot fence be stipulated.

Ms. Amorose Groomes stated that before they are willing to issue the ability for fences, they want a lot more detail and again is in favor of deciding at the FDP to which Ms. Menerey agreed that a condition should be written to state that.

Ms. Husak summarized that the condition should state that any kind of exterior amenities, including patios and fences, will be part of the Final Development Plan to which everyone agreed.

Ms. Menerey referred back to the entry feature issue.

Ms. Kramb thought there should be a limit to the size and numbers of these entry features.

John Hardt thought it would fall under the same conversation as the site amenity statement.

Mr. Cline said their intent was not a large intrusive sign but one that tastefully identified the neighborhoods.

Amy Salay suggested something should be written so that any materials used must be of natural quality to endure the elements and not burden the neighborhoods with all the open space they will need to maintain.

Both Ms. Kramb and Mr. Zimmerman stated all their questions were answered satisfactorily.

Ms. Salay asked what parts of this development are going to be maintained and deeded to the City as public parkland and what is going to be private.

Mr. Cline said there is a table in the text that spells out who owns what and who maintains everything.

Ms. Salay said there are very few homes that are required to maintain a large amount of open space in a couple different areas of our community. She said when things are decided at Commission, they do not know how it will all shake out and how much it will cost to maintain this private open space. She said neighborhoods find themselves burdened with high fees and struggle to maintain these areas. She thought the way it is written opens it up to too much interpretation.

Ms. Amorose Groomes referred to the table and stated which areas were owned by the City but the maintenance on the various areas differed.

Ms. Salay maintained it could still be problematic. She asked if Mr. Hahn, of Parks and Open Space, could consider what the City is going to be doing and what it is the private sector is supposed to be doing so that it could be spelled out - how areas are to be maintained and if it would come back to Council.

Ms. Husak said Mr. Hahn did send a mark-up map to staff that was forwarded to the applicant.

Ms. Amorose Groomes asked if there were any further questions or concerns from the Commission. [There were none.] She asked the public to speak with respect to this application. [Hearing none.] She asked Ms. Husak to reveal the conditions.

Ms. Husak said there would be two motions: 1) Rezoning and the Preliminary Development Plan; and 2) Preliminary Plat. She said for the first motion there were 10 conditions and noted the first 8 on a slide with no changes. She said conditions 9 and 10 were retained from the Planning Report. She said conditions 11 through 15 were added per the discussion:

11) That the development text be revised to require a divided light grid pattern for all windows on all four sides of the buildings of all subareas;
12) That the development text be revised to limit the height of a fence if used as part of the landscape buffer to six feet;
13) That the western buffer along Subarea A not be permitted to include a fence;
14) That all details for outdoor amenities including decks, patios, and or fences for the multiple family units be included for approval at the Final Development Plan stage; and that the development text be revised to reflect this requirement; and
15) That the entry feature details be submitted for approval at the Final Development Plan stage for each section and also that the development text be revised.

Ms. Amorose Groomes asked the applicant if he agreed to those 15 conditions as amended.

Mr. Cline agreed.

Motion and Vote
Ms. Kramb moved, Mr. Hardt seconded, to recommend approval of the Rezoning/Preliminary Development Plan with 15 conditions:

1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the Final Development Plan stage;
2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas;
3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text;
4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home;
5) That the applicant continues working with Engineering on the roundabout design details in Subarea D, prior to submitting for a Final Development Plan;
6) That the applicant works with staff to further review the proposed street names for the development;
7) That Lot 58 be eliminated from the proposal;
8) That the development text be revised to eliminate vinyl as a permitted primary building material;
9) That the roundabout center and splitter islands be included as HOA maintained reserves on a plat; and
10) That the applicant enters into an infrastructure agreement with the City, prior to submitting the first Final Development Plan, for the development thresholds and public project contributions and that the infrastructure agreement details be referenced in the development text.
11) That the development text be revised to require a divided light grid pattern for all windows on all four sides of the buildings of all subareas;
12) That the development text be revised to limit the height of a fence if used as part of the landscape buffer to six feet;
13) That the western buffer along Subarea A not be permitted to include a fence;
14) That all details for outdoor amenities including decks, patios, and or fences for the multiple family units be included for approval at the Final Development Plan stage; and that the development text be revised to reflect this requirement; and
15) That the entry feature details be submitted for approval at the Final Development Plan stage for each section and also that the development text be revised.

The vote was as follows: Ms. Salay, yes; Mr. Zimmerman, yes; Ms. Newell, yes; Mr. Taylor, yes; Ms. Amorose Groomes, yes; Mr. Hardt, yes; and Ms. Kramb, yes. (Approved 7 – 0)

Motion and Vote
Ms. Kramb moved, Mr. Hardt seconded, to recommend approval to City Council for the following Preliminary Plat with one condition:

1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.

Mr. Cline agreed to the condition as written in the staff report.

The vote was as follows: Ms. Amorose Groomes, yes; Mr. Taylor, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Ms. Salay, yes; Mr. Hardt, yes; and Ms. Kramb, yes. (Approved 7 – 0)

2. Bridge Park East – Mixed-Use Development Project
Riverside Drive and W. Dublin-Granville Road
14-070BPR/PP **Basic Plan Review/Preliminary Plat**

Chair Chris Amorose Groomes introduced this application for a request for a preliminary review for seven new blocks for future development on approximately 30.9 acres, in addition to new public rights-of-way for a future mixed-use development on the east side of Riverside Drive, south of the future John Shields Parkway, west of Tuller Ridge Drive, and north of West Dublin-Granville Road.

The Chair swore in anyone intending to address the Commission on this case.

Rachel Ray presented the aerial photo that shows the site, which is on the east side of the 'to be relocated' Riverside Drive, south of the 'now under construction' John Shields Parkway, west of Tuller Ridge Drive and the connector roadway to Dale Drive, and north of W. Dublin-Granville Road.

Ms. Ray said given this project's size and complexity, there are a number of aspects related to this project and the properties involved that will be addressed as part of the upcoming development agreement. She said resolution is expected before all final development approvals can be secured. She said one of the elements related to the real estate matters associated with this project relates to the existing COTA Park and Ride site on the north side of Dale Drive. Given the future roadways planned in this area, she said the City has taken the lead to work out an agreement with COTA on the land development and also identify potential locations for an alternative facility that would maintain consistent services for their ridership. Ms. Ray said the applicant for the Bridge Park project erroneously submitted an application form that suggested they had authorization to file an application on behalf of COTA. She said Staff is making it clear on the website that COTA is not a party to this application. However, she said COTA is involved in separate discussions with the City on development-related matters.

Ms. Ray said Dublin City Council has not approved a development agreement for this site, though it is in the works. She said Staff is working with the developers as well as the property owners adjacent to this site and finalizing the development agreement is a condition of approval recommended by Planning.

Ms. Ray gave a brief overview of her presentation. First, she said she will provide a background on the development context and everything that has happened regarding this site, leading up to the case that is before the Commission this evening. She said she would also provide an overview of the review and approval process and what the Commission can expect to see with future applications. She said she would next provide an overview of the applications that are before the Commission this evening, which include the Basic Development Plan, as well as the Preliminary Plat. Then, she said she would provide a brief overview of the recommendations that the ART has made to the Commission, followed by the summary of the recommendations that are made. She reported a total of four motions will be required.

Ms. Ray said the first step in the process is a City-sponsored Zoning Code Amendment and Area Rezoning of land that includes the project area. She said previously, the project area was a series of separate parcels with three different zoning district classifications that are now going to be included in a single neighborhood zoning district designation. She presented the project area outlined in red in the proposed zoning map as well as the proposed neighborhood district graphic that is associated with the Zoning Code Amendment. She reported on July 10, 2014 the Planning and Zoning Commission recommended approval to City Council for both the Area Rezoning as well as the Zoning Code Amendment. She said both items are scheduled for a first reading by City Council on August 11, 2014. She stated another one of the conditions on tonight's application is subject to Council's approval of the zoning actions related to this area.

Ms. Ray said in terms of process, the purpose of this application for Basic Development Plan Review is to evaluate, at a conceptual level, the cohesiveness of the framework that will enable the Bridge Park East

mixed-use development. She stated the application includes an analysis of the project based on the Principles of Walkable Urbanism and the Community Plan's (Bridge Street District Area Plan) objectives for this area. She said the development framework included with the Basic Development Plan sets the tone for the public realm, which is comprised of the street network and block layout. She said the Development Plan also establishes lots and parcels for development. She reported the applicant has begun to conduct a preliminary analysis of the applicable placemaking foundations described in the BSD Scioto River Neighborhood zoning district requirements. She emphasized this application is not intended to provide a determination on all project details associated with the public or private realm; further details will be determined at the Development Plan Review, Basic Site Plan/Site Plan Reviews, and Final Plat stages.

Ms. Ray explained the next step following this application is the Development Plan Review to determine the detailed elements of the public realm, which Staff expects to generally correspond with the timing of the Final Plat (first section). She said Preliminary and Final Plats require review and approval by the Planning and Zoning Commission as well as City Council.

Ms. Ray said the applicant may then proceed with filing an application for Basic Site Plan Review, which is a higher level, conceptual look at the above-ground elements of the project: the buildings, site, landscape, parking, signs, and architecture. She said the last step prior to building permitting is the Site Plan Review, which is a highly detailed review of all those above ground elements just mentioned.
Ms. Ray began presenting an overview of the proposed Basic Development Plan (BDP) that includes:

- A grid street network;
- Seven development blocks (Blocks A, B, C, D, F, G, H) subdivided by private access drives and mid-block pedestrianways (Block 'E' is the designation currently applied to land north of John Shields Parkway, east of Riverside Drive, and is not included with this application);
- Three new public streets (Broadstone Avenue – *referred to Park Avenue in the past*, Tuller Ridge Drive, Mooney Street);
- A future mixed-use shopping corridor designated along portions of Broadstone Avenue and Riverside Drive; and
- A Preliminary Plat for the project site that includes the reconfiguration of rights-of-way for John Shields Parkway and Riverside Drive and the necessary vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive.

Ms. Ray stated that potential street names have been applied to all proposed streets; final street names will be determined prior to City Council review of the Preliminary Plat.

Ms. Ray said the Code analysis for the BDP centers on three main sections in the BSD zoning regulations, the first of which being Code Section 153.060, the Lots and Blocks requirements. She explained this section includes maximum dimensional requirements for block size, requirements for access, and mid-block pedestrianways. She explained that five of the blocks meet the block size requirement – not exceeding 500 feet on any one side, nor the entire perimeter exceeding 1,750 feet. However, she said two of the blocks on the north side of the project area *do* exceed that requirement; therefore, Waivers are required. She indicated the intent of the maximum block length provisions is to prevent the creation of 'superblocks' to adequately distribute traffic and provide pedestrian permeability through the development. She explained that because the development does include the series of private drives, block size is measured from right-of-way to right-of-way and because the private drives break up the blocks, Planning believes the intent of the requirement is met. She summarized, for the two Waivers requested for those two blocks, approval is recommended. She said the proposed 80-foot greenway along the south side of the John Shields Parkway right-of-way also adds to the length of the blocks, creating a special circumstance.

John Hardt inquired about the revised Code language for this new BSD Scioto River Neighborhood District that the Commission voted on several weeks ago that included a provision that said if there is a private

street going through a block that is constructed, then it should be used to measure block size. He asked if they are being asked to consider these Waivers simply because the new regulations are not yet applicable.

Ms. Ray said that the Code provision that Mr. Hardt is referencing was intended to apply only to the block adjacent to the roundabout.

Mr. Hardt noted the specific paragraph that addresses the block on the roundabout and noted a separate paragraph that says "...for the purposes of measuring block length, the limits of private street sections designed and constructed to public street standards in the final development plan shall be used in lieu of right-of-way" – under the whole subheading of calculating block length. He said he wanted to understand why they were approaching things the way they are. In his opinion, he said if that language were enforced today, it would effectively result in those private streets dividing the blocks that currently exceed the requirements, and a Waiver would be unnecessary.

Ms. Ray said she would check the language, but ultimately, the block size is something Staff supports. Ms. Ray presented a graphic that showed mid-block pedestrianways that would be provided through the blocks that require them due to their lengths exceeding 400 feet.

Ms. Ray said the second main section of the BSD Code analysis is Code Section 153.061, Street Types. She presented an illustration of the street families and bicycle facilities. She explained that many of the elements of the street network map depicted in the Code were incorporated into the Thoroughfare Plan, which was updated last summer. She pointed out the regional roadways indicated on the map with the expectation that as development occurs, the neighborhood streets would fill in consistent with the Lot and Block requirements and Street Type requirements of the Code. She pointed out the proposed District Connector streets, which are also principle frontage streets (the "front doors" of the project) as well as the Neighborhood Streets. Again, she said this project involves a combination of a public and private street system. She stated the existing streets bordering this development will not be dedicated as part of this project but will include minor right-of-way adjustments, lot line adjustments, and other adjustments to better coordinate with the project, now that a preliminary design has been established. She explained that includes Riverside Drive, John Shields Parkway, and the Dale/Tuller connector. She added many of the neighborhood streets shown on the plans are going to be privately owned with public access easements. She said several of the streets are going to be constructed over below-grade parking, which she pointed out on the slide. She said the intent for the private drives is that they are to be constructed as a seamless extension of the public street network. The pedestrians, she said, should not notice a difference between the public and private streets. She said long-term maintenance, serviceability, and access elements will be addressed through the Development Agreement. She indicated that Planning recommends the Reserve 'I' private drive is dedicated as public right-of-way to accommodate fire access for that portion of the site.

Ms. Ray noted the Bicycle Facilities. She referred to the cycletrack network map that was presented to City Council as part of their recent streetscape discussions and pointed out the typical section for Broadstone Avenue. She asked the Commission to focus on the one-way, five-foot-wide cycletrack proposed on each side of the street to connect into the regional network. She said as this bicycle facility transitions over to Riverside Drive, it turns into one, two-way, eight-foot-wide cycletrack. She said they expect there to be bicycle facilities in the park as well but as far as the cycletrack goes, it is a continuation of the network that will be provided along this side of Riverside Drive, adjacent to the project, leading up to John Shields Parkway.

Ms. Ray said another aspect of the street network is to identify potential locations for transit stops and other related infrastructure as the development progresses, and Planning has added a condition that the applicant continue to work with the City and other interested parties.

Ms. Ray said the third and final section of the BSD Code analysis for Basic Development Plan Review is Code Section 153.063, the Neighborhood District Standards. She said consideration of this section includes placemaking elements such as the shopping corridor, the pedestrian-oriented streetscape, street terminations of the terminal vistas, as well as gateways, and in the future, sign plans and the distribution of open space. She presented a conceptual graphic that the applicant prepared to start thinking about how the private development is going to interface with the public realm but said the applicant would want to speak to this more in their presentation. She focused on the shopping corridors from her slides that showed portions of "Broadstone Avenue" and Riverside Drive. She said the Neighborhood Standards require a minimum of 12 feet of clear sidewalk area, so between the six-foot-wide sidewalk and the five-foot-wide cycletrack area, that totals 11 feet provided within the right-of-way. Therefore, she said the applicant would need to provide one additional foot within the Required Building Zone area, outside of the right-of-way. Again, she expects this to be heavily coordinated with the location of public open spaces with the pocket plazas as well as the private open spaces such as seating areas, restaurant patios, etc.

Amy Kramb inquired about the rendering provided in the Commission's packet. She requested confirmation that any portion of the building footprints and uses shown on the left-hand side of the rendering (toward the northern portion of the project) is conceptual and not before the Commission for a decision on the uses and layout. Ms. Ray said that was indeed correct; the focus is on the public realm and street network.

Ms. Ray explained the Preliminary Plat portion of the project. She said this development involves the subdivision of land as multiple parcels/lots and blocks for development, in addition to: the dedication of rights-of-way; reconfiguration of lot lines; the vacation of right-of-way of the east/west portion of Dale Drive; and establishes the reserves for private drives. She said the Preliminary Plat includes this information in addition to a preliminary Master Utility Plan and Tree Survey. She said the Preliminary Plat incorporates typical street sections coordinated with the City.

Ms. Ray explained that *Broadstone Avenue* is the east-west District Connector intended to provide a future road connection from Sawmill Road to Riverside Drive. She said the road currently connects Shamrock Boulevard and Sawmill Road at existing Village Parkway. She said the proposed 76-foot street section includes:

- two 11-foot travel lanes;
- eight-foot parallel parking spaces on both sides of the street;
- three-foot carriage walks;
- five-foot planter zone;
- five-foot cycletrack; and
- six-foot sidewalks.

Ms. Ray said *Tuller Ride Drive* is a Neighborhood Street that runs east/west and connects the existing realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller connector road project currently advancing toward construction) with Riverside Drive.

Ms. Ray stated that Mooney Street is the Neighborhood Street that runs north/south and connects the existing, dedicated Mooney Street north of John Shields Parkway, south through the Bridge Park East development to the future Banker Drive extension. She explained the 65-foot right-of-way for both streets (Tuller Ridge and Mooney) accommodates all required streetscape elements, including private access drives, which are 22 feet in width that will provide vehicular and pedestrian access through the site and are designed with:

- two 11-foot travel lanes
- eight-foot parallel parking spaces;
- two and a half-foot carriage walks;

- five-foot planter areas; and
- six-foot sidewalks.

Ms. Ray presented a slide that illustrated how these would be constructed over parking structures in some areas.

Ms. Ray said on July 31, 2014, the ART made their recommendations to the Commission on this application and reiterated to the applicant that following the Commission's review and feedback on the Basic Development Plan this evening, Staff's intent is to dig down deeper into the details of the physical aspects of the project as well as working toward resolution on the Development Agreement and related issues. In particular, she said, one aspect relates to the open spaces. Ms. Ray noted that the applicant has begun to share concepts that demonstrate a variety of open spaces, many of which are in the form of high quality, **private** open spaces such as rooftop terraces and gathering spaces. She said clearly this project will create a need for other **public** open spaces as well. Therefore, she said the applicant will need to continue to work with the City to identify and provide that required open space within the walkable distance requirements of the Code, consistent with the open space character and network consideration described in the Neighborhood Standards section.

Ms. Ray said the City will need to work with the applicant to integrate measures for stormwater quality management into the project as well. She said that the Fire Department is requiring a portion of area noted as a private drive to be public, and will also need to coordinate with the applicant on the design of the garages to ensure their ability to support fire apparatus.

Ms. Ray said the Building Department has encouraged the applicant to start thinking about building services including loading and trash collection as early as possible to ensure that they are well incorporated into the plans, given the tightness of the urban environment.

Ms. Ray summarized that four actions are required of the Commission at this meeting tonight, three of which include recommendations from the ART:

1) **Development Plan Waiver Review** – 2 Waivers
   ART Recommendation of Approval
2) **Basic Development Plan Review**, based on the review criteria of §153.066(D)(3) for Development Plan Review
   ART Recommendation of Approval with Conditions
3) **Preliminary Plat Review**
   ART Recommendation of Approval with Conditions
4) **Required Reviewing Body Determination** for Development Plan Reviews

Ms. Ray said two of the blocks exceed the maximum block size requirements of Code, principally due to the location of the John Shields Parkway greenway and the configuration of the adjacent roadways. She reported that the ART has found that all the required criteria have been met, as well as the intent of the regulation, and therefore approval of the two Waivers is recommended.

Ms. Ray stated that, in terms of the second recommendation, the Basic Development Plan Review requires a determination from the Commission within 28 days from the date of submission of a complete application. She demonstrated on a slide how all the criteria for the Basic Development Plan Review had been met or met with conditions. Ms. Ray listed the 10 conditions:

1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
3) That the applicant works with the City to establish a development agreement for this project;

4) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
5) That the applicant addresses any remaining Engineering details as part of the Development Plan Review;
6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
7) That the applicant work with the City to plan for future transit stop locations for appropriate areas of this development;
8) That the applicant provide the remaining one-foot (for a total of 12 feet) clear sidewalk area as part of the public streetscape along appropriate portions of the Shopping Corridor;
9) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review; and
10) That the applicant provide an outline of the details for each open space type, including the intended users, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

Ms. Ray noted a few of the recommended conditions are details to correct notes on the plans, such as the selection of permitted building types; while others are reminders for the applicant on the items for which a much greater level of detail will be expected as part of the Development Plan Review, such as open space, gateway treatments, and public improvement details.

Ms. Ray said for the third Commission action, approval is recommended to City Council with six conditions, including an additional condition added since speaking with COTA over the past few days, that was shared with the applicant prior to this meeting. She said the six conditions are as follows:

1) That the modifications to the street sections described in this report are incorporated in the plan as part of the Development Plan Review;
2) That the proposed utility easements be provided on the Preliminary Plat prior to review by City Council;
3) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
4) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
5) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to City Council submittal; and
6) That the City and COTA resolve the issues associated with the acquisition and relocation of the Dale Drive Park and Ride facility before the Final Plat is recorded.

Ms. Ray said the other conditions are technical in nature and require any minor corrections to be made prior to review by City Council. Condition four relates to the manner in which street rights-of-way are drawn at corners – that the intersections occur with a 90-degree angle instead of a "chamfered" corner as required by the Subdivision Regulations.

Ms. Ray concluded that the Commission shall also make a motion to require Development Plan Review, the next step in the process, by either the PZC or the ART as the reviewing body, with consideration of the factors listed on the screen.

Ms. Ray reiterated that the street network, block framework, site, building, and open space designs for the Bridge Park East mixed-use development *must* serve as examples of desirable BSD development, and this can only be accomplished through exacting attention to detail, thorough and well-coordinated planning, and adherence to applicable Code requirements. She said Staff is happy to work with the applicant weekly, if not on a daily basis in many instances to work through a lot of details that she

highlighted for the Commission this evening. She asked the Commission to think about this application as the first of a series of opportunities to continuously refine the project to ensure that the result is a distinctive, high-quality mixed-use urban neighborhood with a sense of community that will stand the test of time.

Ms. Amorose Groomes asked the applicant to step forward and state their name and address for the record.

Nelson Yoder, 555 Metro Place North, Dublin, Ohio, Crawford Hoying Development Partners, thanked the Commission for having them back this evening. He said this is just the first step of many – which can be frustrating to those of us that are eager to get into the meat of the exacting of detail that Ms. Ray mentioned, which is what they are focused on each and every day and are looking forward to sharing with the Commission. He reiterated that tonight is about the "big picture" and location of streets and welcomes feedback from the Commission. He apologized to COTA for misrepresenting the zoning application. Mr. Yoder said they understood all along that COTA and the City of Dublin were involved in negotiations. He apologized for the record for the oversight.

Ms. Amorose Groomes invited public comment.

Laura Comek, attorney for COTA, 500 W. Broad St., Columbus, Ohio, 43215, thanked the Commission for the time and consideration. She said this process is moving at a great speed and without certain details that COTA as a political subdivision, as an ongoing prior business still needed to work through. She thanked Jennifer Readler and the City's administration for working with them and requested the COTA property to be taken out of any plan approval and COTA removed as an applicant. She said they are working with the City on future plans and what they can do to facilitate transit service in this area.

Ms. Amorose Groomes said the Commission looks forward to COTA helping their community and finding a great place to service the residents.

Mr. Yoder added that Crawford Hoying really embraces the idea that COTA provide service for the project and sees them as potentially being an integral part of the project.

Ms. Amorose Groomes asked if anyone else wanted to speak with regards to this application. [Hearing none.]

Amy Kramb confirmed that the street sections were consistent with what had been reviewed by City Council back in June. Ms. Ray agreed.

Ms. Amorose Groomes suggested starting with the Development Plan Waivers.

Ms. Ray took the opportunity to address Mr. Hardt's question from earlier. She stated that she had reviewed the Code section he had referred to. She explained there is a specific section related to block access and street layout with three subsections beneath that, one of which relates to the frontage along Riverside Drive that mentions what Mr. Hardt was referring to, how private drives can serve as the public right-of-way, essentially. She said there is another one that states for the purposes of measuring block length, the limits of private streets sections designed and constructed to public standards and approved with the Development Plan shall be used in lieu of right-of-way. She explained she interpreted these sections more conservatively, that the first one she read did not apply to the blocks to the north, but said it could be read as not necessarily being required. She stated for the purposes of clarity, Planning preferred to review it as a Waiver.

Ms. Amorose Groomes invited comments about these two Waivers as requested. [Hearing none.]

Motion and Vote
Mr. Taylor made the motion, Ms. Kramb seconded, to approve the following Development Plan Waivers:

1) Maximum Block Size (Block 'D') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'D' (increasing maximum block length from 500 feet to ±594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 feet to ±1,886 feet).

2) Maximum Block Size (Block 'H') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'H' (increasing maximum block length from 500 feet to ±630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 feet to ±1,945 feet).

The vote was as follows: Mr. Zimmerman, yes; Ms. Newell, yes; Ms. Amorose Groomes, yes; Mr. Hardt, yes; Ms. Salay, yes; Ms. Kramb, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Ms. Amorose Groomes said the next motion was for the Basic Development Plan with ten conditions and asked the Commission if they had any questions or comments.

Ms. Kramb inquired about Mooney Street because of its termination at the south end of this project, which is not included as part of the Basic Development Plan Review. She asked if Mooney Street was eventually being extended to the south.

Ms. Ray stated that the first section of Mooney Street is being constructed as part of the Vrable skilled nursing project. She pointed out that the road would continue south through the project to "Reserve I," which Staff recommended be made a public roadway – the extension of Banker Drive. Ms. Ray explained that the east/west portion of Banker Drive between Riverside Drive and Mooney Street would continue to be a private access drive because it will be constructed over a parking structure.

Ms. Kramb confirmed that Mooney Street would end at Banker Drive, and asked how the transition to the block adjacent to the roundabout would look.

Ms. Ray said that is a development detail that will need to be worked out but it would not be an abrupt transition. She said as part of the Development Plan and Final Plat, Planning will look at phasing to make sure that the road terminates in a logical location with an appropriate transition.

Ms. Kramb asked about the "little Y" section shown on Block B on the plans, and Ms. Ray identified it as a mid-block pedestrianway. Ms. Kramb confirmed that they are not being asked to approve exact locations of all the little alleys. Ms. Ray said that was correct; the locations and dimensions may change slightly as the plans advance further to the Development Plan and Site Plan Reviews.

Richard Taylor said that while the Waivers seemed to be within the spirit and intent of the Code regulations, he said he was concerned with the street sections that state the sidewalk varies as far as the distance from the sidewalk to the building front. He said he was less concerned about that situation on the private streets and more concerned about that on Riverside Drive and Broadstone Avenue. He said the travel lanes are great, the parallel parking lanes are great, he understood the carriage walk and the planting zone, and he understood that there would be a cycletrack and a sidewalk for which that is designed to feel like one big sidewalk that bikes will happen to use a part of it. But from the edge of the six-foot sidewalk to the building front, he said the Commission had always imagined having a lot of outdoor amenities. He asked what is going to happen in that space, and what kind of process is being used to decide how far back the buildings are going to be pushed.

Mr. Yoder responded that the developers had been envisioning some of what was being shown on the street sections such as outdoor dining at strategic locations all along the corridor, trying to prepare for flexibility to accommodate tenants from day one, but also those that may come along later. He explained that was their overall detailed look at the buildings and how they interface with the streets. Once these lines are fixed, he said they will work to accommodate between the proposed buildings and the edge of that right-of-way the ability to have outdoor seating.

Mr. Taylor asked which lines are fixed. Mr. Yoder answered both the locations of the rights-of-way and the building faces.

Mr. Taylor said he was fine with everything between the right-of-way lines; he is concerned with what happens beyond the right-of-way.

Mr. Yoder said they would like to accommodate a double row of seating for a full service restaurant location, and most full-service restaurants will end up needing enclosures such as guardrails or fencing around these seating areas. To accomplish all these things, he said the 12-foot open walkway, the railing required, and then seating, is part of the detailed review they are going through right now. He explained they are going through a leasing plan, working internally and with Staff, and will be presenting to the Commission where along Broadstone Avenue, and some of these other streets, that are appropriate places now or potentially in the future to function as outdoor seating areas. He said there will also be entries for storefronts providing a little bit of relief along the streetscape. He said some areas could be inside/outside space using roll-up doors so there is a mixture of some spaces truly out on the sidewalk. He recommended a variety for the energy and excitement. He explained, as they develop the final leasing plan, the developer will have some areas that can serve as locations for benches and relief for other little pocket plazas along the streetscape. Mr. Yoder said streetscapes have been a big part of the last few weeks of work they have been focusing on internally as well as with Staff to define a network of open spaces. He stated that the public realm the developers are creating between the building faces on Broadstone is really going to make or break the development.

Mr. Taylor said, what Mr. Yoder just said implies that along Broadstone, some buildings might be closer to the right-of-way and some might be farther away. He asked if the buildings will be easily convertible to other uses. He said you might have something different than what you initially planned as a restaurant. Mr. Yoder said that was true.

Mr. Taylor asked if it would make more sense to establish a distance and set the buildings all at least that far back and that would represent enough distance to accommodate any future outdoor amenities.

Mr. Yoder said part of that future flexibility can play into the partial inside/outside spaces; if a tenant happened to move into an area that did not have as much area out in front of the door, those are spaces that can help dictate the design of that space and that will create natural variety along that streetscape as well. He said there will not be a wall of buildings that are completely consistent. He said they have opened up the aperture of the bottom of the hill so a lot of what is being shown varies that when you are coming down Broadstone from the east and you approach the river, the buildings are opened up a little bit to provide more open space at that location to accommodate more outdoor seating and public gathering spaces.

Mr. Taylor said that will probably be the thing he is most interested in seeing as the developer brings buildings forward. He said he now sees a tighter realm than he had imagined.

Mr. Taylor said there was a specific distance shown on section C at Riverside Drive at just under 10 feet beyond the cycletrack. He stated that he expects this area to be the most visible part of the development, directly across from the park, and if there is traffic on the street, this is going to be where a lot of action happens. He said that 10 feet beyond the cycletrack to accommodate the sidewalk right up

to the building front does not seem like nearly enough space to allow for the kind of activity he imagines might happen there.

Mr. Yoder said where the right-of-way can happen or that additional space can happen that comes out of where the buildings are located relative to the right-of-way, first of all.

Ms. Amorose Groomes asked if the building had to be located immediately adjacent to the right-of-way.

Mr. Yoder said the building location can vary, and referred to the cycletrack and planters. He said they have been discussing this internally and with Staff to make sure there is enough space between where the new buildings want to be relative to the park and where all the activity is happening.

Mr. Taylor said, in urban areas, people like to walk across the face of buildings like that, look in the windows in a much more urban setting. He said he was concerned about allowing plenty of room there, and didn't want it to become a bottleneck. He said again, he will be anxious to see what the developer comes up with for that location.

Mr. Taylor said the beauty of the building construction is that the first few floors will be easy to redo if and when a tenant wants a different use in that space, and that is what the Commission asked for when they specifically asked for a walkable urban environment.

Mr. Taylor said he sees wonderful street trees but asked if there will be street lighting and other street elements and asked where they would go, because those things can clog up sidewalks really quickly.

Ms. Ray said those elements are part of the streetscape planning that Staff has been involved with and shared with City Council a few weeks ago. She explained that would be in the same planting zone as the trees, so there would be tree, light fixture, other types of street furnishings like trash receptacles, benches, etc. in that same zone.

Mr. Taylor noted that transit stops, if not designed appropriately, have a tendency to be fairly awful. He said they are constructed with storefront aluminum framing and Plexiglas, and benches, with hand-bills posted on them. He asked if there are going to be transit stops that are going to be covered, he recommended that those be well designed and look special as opposed to just letting COTA come in and drop in their off-the-shelf version.

Amy Salay said her sense would be that the City would be participating in those discussions and they would expect to see very attractive transit stops.

Ms. Salay said Ms. Ray had mentioned in her presentation the need for another foot of sidewalk area on Broadstone Avenue and asked her to clarify.

Ms. Ray stated that the Code requirement for the shopping corridor is a 12-foot-wide clear area. She said currently it includes the five-foot cycletrack and six-foot sidewalk that equals only 11 feet of clear area. Ms. Ray said their expectation of the use of the cycletrack is that it will be used intermittently and should function as an active, spill over area. She thought most active, commuter cyclists will be in the street depending on the time of day and their destination; while most casual riders will be traveling at lower speeds and will be more interested in using the cycletrack.

Ms. Salay asked if that would require the developer to move the building back. Ms. Ray said potentially and explained they had been working with the applicant to begin thinking through the building footprint locations and pointed out that in most cases, they should have space for one additional foot, if not more, in most of the areas.

Ms. Salay said her recollection, along with another Council member, was that when Shopping Corridors were discussed along with the cycletrack loop, they were considering the City's bike path system in this urban environment. She said she was not considering this shopping corridor accommodating a cycletrack. She said her interpretation of connecting with the overall network, while introducing bicycle traffic that might not otherwise be there or should not be there, if there is outdoor dining, and shopping and lots of pedestrian activity that is the goal, a cycletrack in this area may not be the best idea. She explained she just spent 10 days in Boston, MA with her daughter, doing all sorts of touring and paying attention to a true urban landscape. She said almost everywhere, they separate their pedestrians and their cyclists. She said she does a fair amount of bike riding on the City's shared use system, and it is kind of scary when approaching pedestrians at a pretty good clip. She said it is scary if they have a dog on a leash or a child in a stroller, or a child by the hand, and explained that she has to slow way down to make sure everyone is aware of one another. So, she said when she sees those bike facilities and pedestrian facilities right next to each other, she gets concerned about everybody's safety. She said all Council members have met with the Crawford Hoying folks and this was discussed. Upon reflection, she said they had discussed not mixing cycle tracks in these heavily pedestrian use areas. She reiterated that Mr. Yoder said this would be a heavy activity area and with the bridge connection that will have bicycle facilities as well, she wonders if some of that right-of-way can accommodate everything they want as well as a cycletrack.
Ms. Salay inquired about the sidewalk and planters intended.

Joanne Shelly explained the planter boxes have been designed as part of the details in the streetscape guidelines. She said the idea is the planter boxes will actually be at grade with a six-inch granite curb around the perimeter of each tree box. She said the developer and Staff have been working very closely with MKSK and Parks to determine the appropriate size for each of the various street sections. She noted that along the Broadstone Avenue area, the tree boxes are probably smaller in length but the width remaining the same, surrounded by a granite curb and in-filled with appropriate perennials and bulbs seasonally adjusted.

Ms. Amorose Groomes asked for clarification on the varied lengths. Ms. Shelly thought that along John Shields Parkway, as it is currently designed, the planter boxes are eight-foot in length and five-foot wide. She anticipates the minimum size would be five-foot by five-foot in size with connection underneath with structural soil and pavement, etc. so the trees and plants will thrive along that area. She stated that in urban environments, such as this, the planted area just becomes trampled by people as they step sideways to avoid or pause, so Staff is trying to create an appropriate level of open space for a tree to grow in but understanding they need to create enough hardscape that they are not damaging the tree.

Ms. Amorose Groomes inquired about the estimated distance between planter boxes. Ms. Shelly said Code requires the trees be placed 40-foot on center, which is typical for city streets.

Ms. Amorose asked her to clarify if they would just be tree boxes and not other shrub boxes or planting boxes. Ms. Shelly thought the intent was to be individualized per the tenant. She said the City's view is that we provide the basic infrastructure and then allow the areas between the buildings in that segment to create additional amenities so they are varied, giving each individual building its own character.

Mr. Yoder addressed Ms. Salay's comments about the cycletrack idea. He said the developer believes that having bicycles zipping through this area, which should be an active urban corridor with outdoor dining, people walking to and from parallel parked cars, a lot of activity, etc., the developers agree it is not the best place to have a cycletrack. He said it still allows for a nice pedestrian realm. He said they just visited Greenville, SC as an example that has a street wall of about 85 feet between building faces, which is very consistent with historic downtowns. He thought they could get the buildings close enough together that the outdoor living space feels right, even with taller buildings. He said initially they were considering a streetscape that would accomplish a cycletrack by itself, then a gap, and a pedestrian path that is at least 12 feet, then a gap, and when you string all these dimensions together, instead of it being 85 feet between building faces, it could be stretched to 135 feet or 140 feet, making it feel very suburban. He

said the idea of combining the cycletrack and the sidewalk is great in terms of getting the dimension where we need it, but they should still consider whether bicyclists should be included in this area. He would like to allow for flexibility for outdoor dining, possibly expanding outside that space. He said as for the planters, he asked that tree grates be considered in certain areas to help keep that 12-foot wide walkway maintained. He said things that are introduced up above grade become an obstacle. He said he preferred the height at 6 inches high but would like to keep the conversation open to consider tree grates in some of these locations to keep it as pedestrian-friendly as possible.

Mr. Hardt thanked the applicant for the informal presentation in July, which he found to be extremely helpful by providing a big picture perspective on the whole project. He said that made reviewing this project a lot easier. He thanked both the Staff and applicant for presenting the application in manageable chunks.

Mr. Hardt said he was not in favor of the Broadstone name and would prefer that streets that continue through the district keep one name instead of changing mid-stream and encouraged the group to consider this holistically.

Mr. Yoder explained why we were now seeing Broadstone instead of Park Avenue is because the police dispatchers did not like Park Avenue as there are so many others with similar names in Franklin County. He said several different names were considered. Mr. Hardt suggested that whatever name is chosen, he would prefer consistency.

Mr. Hardt said he disagreed strongly with eliminating the cycletrack from Broadstone. He stated that he found it astounding that a community that claims to be bicycle friendly that has bicycles on the front of our Community Plan, a bicycle task force, the members of which had participated in this design solution, in addition to contemporary cities like Austin, Indianapolis, Portland, and Memphis, all of which are implementing something that Europe did decades ago, and for us after all this time to question whether it should be there or not it is remarkable. He said this district is supposed to accommodate a wide variety of transportation modes, including pedestrians, cyclists, and cars, and he believes it is a mistake to view that graphic as the bicycles are on the sidewalk. He said they are not, they are on the cycletrack. He said the three-dimensional images they have viewed and the more thorough design documents clearly indicate that is a delineated space with the different paving materials. He said the purpose of a cycletrack is to generate safety. He is concerned that bicycles will end up on the sidewalk if it is not there. He hoped that removal of the cycletrack is not the consensus of Council.

Ms. Salay suggested possibly moving the cycletrack to a different street.

Ms. Amorose Groomes suggested relocating the planter in this case to include the cycletrack adjacent to the on-street parking.

Mr. Hardt said he and the other Commissioners thought engineering staff should be tasked with figuring this out, so he is not inclined to redesign the streetscape, but the elimination of the cycletrack is not something he could support.

Victoria Newell said she agreed with Mr. Hardt. She said this is something the Commission asked for from the beginning. She thought the solution they have come up with is potentially a very good one in lieu of having it in the street as originally submitted. She thought that as long as the cycletrack is clearly defined, then the public should have the opportunity to learn how to use that space instead of assuming right from the beginning that there is an issue with its design. Mr. Hardt has experienced very successful cycletracks in other cities both on foot and on wheels.

Mr. Hardt said he had intended to say in the content of the Staff Report and the presentation tonight, he is seeing an interpretation of the Code that he does not necessarily agree with. He said the updated Code

that the Commission voted on several weeks ago, included a requirement that says "a minimum of 12-foot of clear sidewalk width shall be provided along designated shopping corridors through a combination of public right-of-way in building zone areas." He referenced the Staff Report where it states the space being allocated to the cycletrack counts toward that sidewalk, to which Ms. Ray confirmed. Again, he said he could not disagree more. He thought the intent of that Code was that we would have 12 feet of clear sidewalk space, clear of other obstructions, and that is what he was in support of to accommodate seating, and sandwich boards, and people sitting on benches enjoying ice cream cones, etc. He said five feet of space for the cycletrack does not and should not contribute to that. He said there is a comment in the Staff Report that says that dimension labeled in the drawings has "varies" to be at least one foot and he believes it needs to be at least six feet, because that is how you get 12 feet in width.

Amy Kramb said she agrees the cycletrack should NOT be considered sidewalk. She said she understands designing the roadway sections is not up for discussion tonight but when these typical sections are figured out, the cycletrack needs to be there and separated out, and in no way, considered part of the sidewalk. She said how that is designed and on which side of the planter it should be placed, that is not her decision to make.

Mr. Hardt agreed that it is not part of tonight's discussion but wanted to provide feedback to the interested parties in the room so as they go forward and refine the designs and buildings, that consideration is put into this.

Todd Zimmerman said he thought a cycletrack will be used more as a family-friendly bikeway, while hard-core riders will stay in the street, so he would like to see them left in. He does not want to see the family-friendly cycletrack in the street. He stated that everything he has seen and heard so far, he agrees with the Commission. He said the comments from Staff and the applicant have helped him come a long way. His final comment was that this proposal looks good.

Ms. Kramb thought she voiced most of her comments and believes more work has to be done on a couple of the street sections.

Ms. Amorose Groomes said she did not have a lot to add but anticipates more conversations to come. She asked if there were any other Basic Development Plan issues to be discussed. She reiterated there are 10 conditions per the Staff Report.

Ms. Amorose Groomes asked the applicant if they agreed to the 10 conditions as written. Mr. Yoder said the applicant agrees. She called for a motion with respect to the Basic Development Plan.

Motion and Vote
Mr. Hardt made the motion, Mr. Zimmerman seconded, to approve the Basic Development Plan with the following ten conditions:

1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
3) That the applicant works with the City to establish a development agreement for this project;
4) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
5) That the applicant addresses any remaining Engineering details as part of the Development Plan Review;
6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
7) That the applicant work with the City to plan for future transit stop locations for appropriate areas of this development;

8) That the applicant provide the remaining one-foot (for a total of 12 feet) clear sidewalk area as part of the public streetscape along appropriate portions of the Shopping Corridor;
9) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review; and
10) That the applicant provide an outline of the details for each open space type, including the intended users, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

The vote was as follows: Mr. Taylor, yes; Ms. Kramb, yes; Ms. Newell, yes; Ms. Salay, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; and Mr. Hardt, yes. (Approved 7 – 0)

Ms. Amorose Groomes asked if there were any public comments on the Preliminary Plat. [Hearing none.] She asked the applicant if they agreed to the six conditions as written. Mr. Yoder answered they agreed. Ms. Amorose Groomes asked for a motion with respect to the Preliminary Plat. She said originally there were five conditions and now there are six with the additional condition with respect to COTA.

Motion and Vote
Ms. Newell moved, Mr. Zimmerman seconded, to recommend **approval** of the Preliminary Plat to City Council, with the following six conditions:

1) The modifications to the street sections described in this report are incorporated in the plan as part of the Development Plan Review;
2) That the proposed utility easements be provided on the preliminary plat prior to review by City Council;
3) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
4) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
5) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to City Council submittal; and
6) That the City and COTA resolve the issues associated with the acquisition and relocation of the Dale Drive Park and Ride facility before the Final Plat is recorded.

The vote was as follows: Ms. Amorose Groomes, yes; Mr. Taylor, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Ms. Newell, yes. (Approved 7 – 0)

Ms. Amorose Groomes stated the final motion this evening deals with deciding the Required Reviewing Body for the Development Plan Review.

Motion and Vote
Mr. Hardt made the motion, Mr. Taylor seconded, to require the Planning and Zoning Commission to be the required reviewing body for the Development Plan Review. The vote was as follows: Ms. Salay, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Taylor, yes; and Mr. Hardt, yes. (Approved 7 – 0)

3. Perimeter Center, Subarea C – The Spa at River Ridge 5555 Wall Street
14-072AFDP/CU Amended Final Development Plan/Conditional Use

The Chair Chris Amorose Groomes introduced this application for a request for an existing 18,000-square-foot office building to be used as a salon and spa on a 3.45-acre site on the south side of Wall Street, north of the intersection with Perimeter Drive. This application also includes an expansion of the parking lot.

The Chair swore in anyone intending to address the Commission on this case.

Ms. Amorose Groomes said a presentation is not needed, confirmed the applicant was present and invited her up to the podium to state her name and address for the record.

Laura Comek, attorney for the applicant for the Spa at River Ridge, said the landscape designers were in attendance if there were any questions. Ms. Amorose Groomes asked if anyone else from the public would like to speak with respect to this application. [There were none.] The Chair called for a motion. She said there was one condition for the Amended Final Development Plan:

1) That the existing dumpster doors are repainted using a complementary color to the building as part of the building permit submission.

Ms. Amorose Groomes asked the applicant if they agreed to this condition. Ms. Comek said she agreed.

Motion and Vote
Mr. Taylor moved, Ms. Newell seconded, to recommend approval of this application for Amended Final Development Plan with the above condition. The vote was as follows: Ms. Salay, yes; Mr. Zimmerman, yes; Mr. Hardt, yes, Ms. Kramb, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Motion and Vote
Mr. Taylor moved, Mr. Zimmerman seconded, to recommend approval of this application for Conditional Use. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Ms. Salay said she met with the neighborhoods surrounding the Spa at River Ridge that was very well attended for the time of day and short notice but in general the neighborhood was pretty supportive and believes if they were not, they would be in attendance this evening. Ms. Amorose Groomes confirmed they are an engaged group.

Communications
Ms. Amorose Groomes asked if there were any communications to be relayed and discussed. Ms. Salay said regular City Council meetings have been on hold since July 1st, 2014. Claudia Husak asked if the meeting tomorrow could be moved back to 10:00 am, due to a schedule conflict. It was agreed.

Commission Roundtable Discussion
Ms. Amorose Groomes asked if there were any roundtable issues to be discussed.

Mr. Hardt inquired about a business that has been asked by the City to relocate their business from one side of the river to the other to facilitate Bridge Park. He asked if the community was assisting the other businesses in the area or if they have even contacted the City.

Steve Langworthy said most of the relocation issues have been dealt with by the applicant. He said the businesses being relocated as part of the roadway, the City has to deal with as well as the applicant.

Amy Salay said in one instance, the City had to take their land and as a result, the building, due to moving Riverside Drive.

Amy Kramb inquired about the streets that are private but built to public standards. She said when the Commission allows signs on public right-of-way, she asked if it will it be an issue with Bridge Street as well.

Ms. Husak said staff's expectation would be the applicant would submit a Master Sign Plan at some point where all the details get ironed out. She does not believe the Code works well with a development of that size.

Ms. Salay suggested it is discussed as they talk about the Bridge Street Code.

Mr. Hardt said in the past, there has been discussion about private street that is built to public standards and we kept saying the applicant could not have it but in the Bridge Street Code, there is one aspect they talked about tonight that a private street built in that way should be treated the same and maybe the Commission should follow that thought through.

Ms. Amorose Groomes inquired about the Vrable project timeline. She thought it was going kind of slow given it was open in February.

Mr. Langworthy said the outside was really complicated with the changes in the grade and ins/outs of material changes they had to go through.

Ms. Husak thought the Building Department meets with them onsite once per week at a minimum.

Mr. Hardt said he did not have any specific knowledge of that construction project but he said the stage of construction that they were in last winter, was just about the worst possible scenario which likely may have caused delays.

The meeting was adjourned at 8:47 p.m.

As approved by the Planning and Zoning Commission on September 4, 2014.

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City of Dublin Planning and Zoning Commission

Planning Report

Thursday, August 7, 2014

Avondale Woods

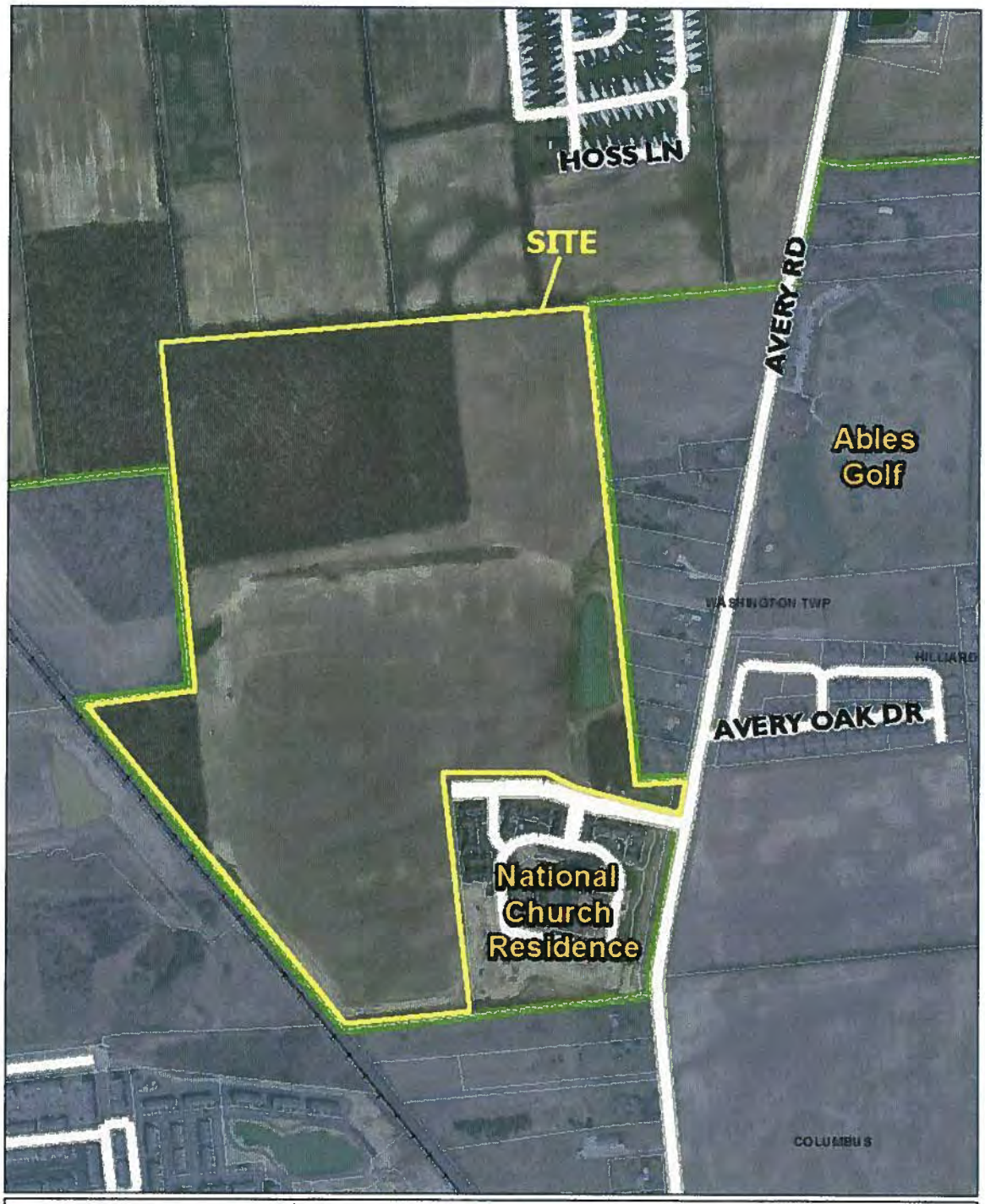
Case Summary

Agenda Item	1
Case Number	12-084Z/PDP/PP
Site Location	West side of Avery Road, south of the intersection with Rings Road at the southern city limit.
Proposal:	A new residential subdivision with a maximum of 360 single and multiple family units on 120 acres
Requests	Review and recommendation to City Council of a rezoning with preliminary development plan under the Planned District provisions of Zoning Code Section 153.050 and a preliminary plat under the provisions of the Subdivision Regulations.
Applicant:	Jim Lipnos, Homewood Corporation, LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II | (614) 410-4675, chusak@dublin.oh.us
Planning Recommendation:	***Approval of the rezoning with preliminary development plan with 10 conditions; and*** ***Approval of the preliminary plat with 1 condition.*** In Planning's analysis, the rezoning with preliminary development plan proposal complies with the rezoning/preliminary development plan criteria and the existing development standards within the area. The proposal for the preliminary plat complies with the preliminary plat criteria and a recommendation to City Council for approval of both requests is recommended.
Conditions	Rezoning with Preliminary Development Plan Conditions 1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the final development plan stage; 2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas; 3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text; 4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home;

5) That the applicant continue working with Engineering on the roundabout design details in Subarea D prior to submitting for a final development plan;
6) That the applicant work with staff to further review the proposed street names for the development;
7) That Lot 58 be eliminated from the proposal;
8) That the development text be revised to eliminate vinyl as a permitted as a primary building material;
9) That the roundabout center and splitter islands be included as HOA maintained reserves on the plat; and
10) That the applicant enter into an infrastructure agreement with the City, prior to submitting the first final development plan, for development thresholds and public project contributions and that the infrastructure agreement details be referenced in the development text.

Preliminary Plat Conditions

1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.



City of Dublin

12-084Z/PDP/PP
Rezoning/Preliminary Development Plan/
Preliminary Plat
Avondale Woods
Avery Road

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Site Area	• Total site: 120 acres • Part of an existing irregularly-shaped140-acre parcel that includes the 19.62-acre National Church Residences senior housing site to be accessed by the future Avondale Boulevard at the southeast corner of the parcel. The National Church Residences site was split from the 140-acre parcel through a final development plan/final plat application.
Zoning	Existing: R, Rural District Proposed: PUD, Planned Unit Development District (Avondale Woods plan)
Surrounding Zoning and Uses	North: R, Rural District; 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. 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. East: Undeveloped land in the City of Columbus across Avery Road, designated as Neighborhood Center or Office in the Hayden Run Corridor Plan. 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.
Site Features	Frontage: Avery Road - 130 feet; Avondale Boulevard (future) 1,000 feet. • The site is primarily flat, with sloping toward the east (north of the National Church Residences development). • Several large stands of mature trees on the site, including the Avondale Woods (approximately 29 acres) in the northwest corner (part of a larger woods divided among three adjacent parcels), Triangle Woods (approximately 4.8 acres) in the west, and a smaller stand in the southeast. • 70-foot wide storm and sanitary sewer easement that crosses the site east-west approximately 100 feet south of Avondale Woods. • 30-foot wide communications easement that crosses the site north-south along the west boundary of the future NCR site. • 40-foot wide water easement that runs along the south property line. • The proposed Hayden Run Boulevard extension overpass over the railroad lines will be located immediately to the south. • CSX railroad tracks run along the west site boundary.

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Site Background	The Commission tabled this rezoning/preliminary development plan/preliminary plat at the request of the applicant on January 9, 2014. The Commission requested the applicant continue working with Engineering to resolve the traffic improvement contribution issues. Commissioners also requested the applicant plan for curb and gutter street design for the private streets. On February 2, 2012, the Commission informally reviewed this proposal as a concept plan for the second time focusing on architecture and materials and whether the proposal was of sufficient quality to warrant a maximum density of 3 units per acre. The Planning and Zoning Commission approved a Final Development Plan for the National Church Residences on February 17, 2011. The project is currently under construction and partially occupied. The Commission reviewed a concept plan for this proposal on September 2, 2010 for up to 360 single- and multiple-family dwelling units. The Commissioners determined that the proposal was generally consistent with the recommendations of the Community Plan. The Commissioners noted that the site was surrounded on three sides by the City of Columbus and the planned traffic improvements and the land use plans for this area may have significant effects on this site. The Commission also commented on the land use arrangements and road network, and recommended that the applicant provide for internal pedestrian and bicycle routes with connections to other external routes. The Commission also asked about this development's relationship to the National Church Residences senior housing community (on the 20 acres at the southeast corner of the parcel). The Commission suggested the applicant be prepared to discuss architectural themes, building materials, and additional development details at the next review. 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 for National Church Residences. The property owner (Homewood) raised concerns with City Council that the National Church Residences 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, including the National Church Residences acreage but excluding the allowed dwelling units from the total permitted number of units. 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 total 140-acre parcel. Several plans with mixes of single-family and multiple-family

Facts

	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 Hayden Run Boulevard Connector, and whether Conservation Design resolution should apply. The applicant ultimately withdrew the applications.

Details — Rezoning with Preliminary Development Plan

Process	Rezoning to a Planned Unit Development requires approval of a development text to serve as the zoning regulation; the Zoning Code covers all requirements not addressed in the development text. A preliminary development plan is also required. The proposed development text establishes a new Planned Unit Development District (Avondale Woods). The text creates seven subareas and includes development regulations that apply to the 120 acres.
Plan Overview	This is a proposal for a residential development consisting of a maximum of 360 dwelling units on a 120-acre site with a mixture of single family and multiple-family housing. 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 site is planned to provide a mix of housing types arranged in varying densities and lot sizes throughout the site. According to the applicant, the proposal is intended is to provide a development that is conducive to multi-generational living, including the National Church Residences project.

The proposal includes approximately 37 acres of park space including preserved tree stands and a recreation center intended for use by the entire development.

The proposal includes a mix of multiple family and single-family subareas and open spaces. Main access is from Avery Road on Avondale Woods Boulevard, which has partially been constructed for the National Church Residences. The boulevard terminates at a 2-acre central open space around which single-family lots and multiple-family apartment units front. Single-family residences (78 lots) also are proposed adjacent to the large Avondale Woods tree stand in the north of the site and the smaller Triangle Woods tree stand to the west.

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Plan Overview	A large section of multiple family units (maximum of 132 units in 2-, 3- and 4-unit buildings) is proposed in the southwest portion of the site, west of National Church Residences, the Hayden Run Boulevard extension (planned) to the south and the CSX railroad line to the west. The plan shows 48 attached residential units in 2-unit buildings north of Avondale Woods Boulevard in the center of the site and a third multiple family area in the northeast portion of the site (19 buildings with a mix of units for a total of 102). All multiple family units are served by private interior streets.
Community Plan *Future Land Use*	The Community Plan Future Land Use map designates this site as *Mixed Residential Low Density (2-5 du/ac),* which is typified by residential neighborhoods that incorporate a variety of single- and multiple-family dwellings, generally in larger projects. The integration of a broad range of housing within neighborhoods is intended to allow for greater housing choices particularly for younger and older age groups. This classification is intended to provide market flexibility to allow for a wider range of housing choices, consistent with Dublin's Land Use Principles. Larger sites are expected to incorporate a mix of housing types and to be designed to look, feel and function as a cohesive neighborhood. Mixed Residential – Low Density areas are intended to provide a mix of housing options and transition from existing single-family neighborhoods at a typical density of 3.0 du/ac. The Future Land Use classification for the 120-acre site would yield a maximum of 360 dwelling units. 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 decision was largely based on the applicant's 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, the maximum density permitted by the Community Plan. The Commission, following Council's direction, previously informed the applicant that the maximum density would need to be earned through a higher level of quality through appropriate design characteristics.
Community Plan *Southwest Area Plan*	The Southwest Area comprises nearly 1,500 acres of mostly undeveloped land stretching from Emerald Parkway to Houchard Road and bordering the City of Columbus to the south. The future extension of Tuttle Crossing Boulevard to the west will open much of this area to development, although some development may occur in advance of the Tuttle Crossing Boulevard extension where access from existing roadways

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Community Plan *Southwest Area Plan*	and utilities is already available. This site is included in the area plan as part of the Avery Road to Railroad Focus Area. Existing uses along Rings Road include a small number of remaining single-family homes, a church and a manufactured home park. Most of the area remains as agriculture, awaiting the future extension of Tuttle Crossing Boulevard with the exception of a 13-acre site immediately adjacent to the northeast boundary subject parcel where construction is taking place for 165 apartment units within the City of Columbus. Construction of the National Church Residences – Avondale development began in 2011 at the southernmost gateway to Dublin along Avery Road. This new senior living community provides a range of residential options and services, including independent living, assisted living and continuing care, and has expanded housing choices for retirees in Dublin. The Plan states new housing in this area should be designed to blend sensitively with the scale and architecture of the National Church Residences and to create an integrated neighborhood with residents in various stages of life. According to the area plan, 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 Boulevard to Avery Road. Proposed office and retail development along Avery Road in the City of Columbus will create additional traffic issues and access challenges. The City of Dublin is continuing to cooperate with Columbus, Hilliard, and Franklin County to ensure the impacts of new development on the regional transportation network are effectively managed. This portion of the Southwest Area includes significant challenges to blend future land uses. The extension of Tuttle Crossing Boulevard through this area will connect to Cosgray Road, which will provide direct I-270 access for significant portions of residential development along the Hayden Run Corridor. Alignment options for the extension could have widely varied effects on the vacant land and development must be planned to provide adequate transitions between uses. Ultimately, the planned extension/alignment of Tuttle Crossing Boulevard will provide regional roadway, greenway, and pedestrian connections, all within the context of a broader range of housing options. Combined with access management needs along Tuttle Crossing Boulevard 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.

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Community Plan *Southwest Area Plan*	Another development constraint is created by the planned Hayden Run Boulevard railroad overpass in the City of Columbus, and the presence of the CSX railroad, creating challenges for building siting and buffering for this site.
Community Plan *Land Use Principles*	The Land Use Principles were included in the Community Plan to serve as a 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 grouped and summarized below. <u>Quality and Character (Principles 1, 6, 7, and 9)</u> *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 area 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.* The proposal preserves many of the substantial natural features on this site, and portions of the proposed layout create attractive public spaces. The applicant has addressed previous concerns by including a roundabout as a measure to encourage speed limit compliance for the north-south roadway to slow traffic and improve pedestrian safety. The development text proposes consistent architectural themes, to create a cohesive neighborhood. Including a community center for use by all residents will aid in creating an exceptional place for all people within the development. The applicant has also included private streets with street sections to mirror public streets with the inclusion of curb and gutter. Sidewalks are provided where appropriate which can encourage walking and biking through these neighborhoods. <u>Connectivity (Principles 2, 8 and 10)</u> *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. A secondary access point will be needed to permit public safety access. An additional bike path along the CSX rail line and along the southern property line has been included to encourage pedestrian and bicycle connections throughout the site and the

Details	**Rezoning with Preliminary Development Plan**
Community Plan *Land Use Principles*	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 area as an important amenity to residents; and creating a wider range of housing choices 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.
Community Plan *Thoroughfare Plan*	The Thoroughfare Plan includes an extension of Tuttle Crossing Boulevard from Avery Road to Cosgray Road but construction is not in the current five-year Capital Improvements Program. The extension is programmed for design and acquisition but the roadway west of Avery Road is not programmed for funding. The segment of Tuttle Crossing Boulevard west of Avery Road, 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 has not been determined. The conceptual alignment in the Community Plan shows the potential for placing open space between the roadway and this development, however as this only a conceptual alignment, buffering will be needed along the northern boundary of the development to provide an adequate transition for the proposed homes.
Adjacent Jurisdiction *City of Columbus*	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. 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 Hayden Run Boulevard Connector road near the intersection of Avery Road and the CSX rail line. A multiple family development has been approved in the City of Columbus with a density of 10 units to the acre northeast of this proposal adjacent to Subarea D. This proposal includes an emergency access point for Fire and EMS for the Avondale Woods development. The Thoroughfare Plan for the City of Columbus shows Avery Road

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Adjacent Jurisdiction *City of Columbus*	adjacent to the site as a six-lane roadway, based on projected development. Right-of-way along Avery Road which was dedicated to the City of Columbus with the National Church Residences development. Columbus has no timeline for the improvement of Avery Road. 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. The Thoroughfare Plan for the City of Columbus 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 was dedicated to the City of Columbus with the National Church Residences development. Columbus has no timeline for the improvement of Avery Road. The City of Columbus Thoroughfare Plan also proposes a four-lane arterial roadway along the south side of the National Church Residences and Avondale Woods site, connecting Britton Parkway to the east with Cosgray Road to the west. This road will include an overpass to cross the CSX rail line. Timing for this construction has not been determined. The plans for this overpass will create up to a 35-foot grade change between the finished floor elevation of the proposed units and the pavement of the road. The City of Columbus will construct a 20-foot tall Mechanically Stabilized Earth (MSE) wall approximately 10 feet from the southern property line and the road will be 15 feet above that wall.
Adjacent Jurisdiction *Franklin County*	Franklin County has expressed its concern with their intersection of Avery Road and Hayden Run Road, and has requested development density limitations until further roadway network connections are provided. This limitation would permit 185 of the Avondale Woods units until a connection to this site is available to the Tuttle Crossing Boulevard is connected between Wilcox Road and the north end of the site or Hayden Run Boulevard is connected between Avery Road and Britton Parkway.
Traffic and Access	This proposal includes one main access point from Avery Road. Avondale Woods Boulevard provides access to Subareas A, B and C and surrounds the central green and extends north near the western boundary of the site. A planned access to the future extension of Tuttle Crossing Boulevard west of Avery Road is proposed in the north portion of the site. A street stub (Scarlett Lane) 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. As determined by the submitted traffic study, the applicant is responsible for installing a traffic signal at the intersection of Avery Road and Avondale Woods Boulevard, which is within the City of Columbus right-of-way. The City Engineer recommends the installation when a plat is

Details	Rezoning with Preliminary Development Plan
Traffic and Access	recorded for any development beyond the first 56 units. However, Columbus may not allow a traffic signal installation until signal warrants are met, which could take several years. The City Engineer will continue to work with Columbus regarding the timing of traffic signal installation. During this period left turns from Avondale Woods Boulevard onto Avery Road will be difficult, particularly during peak hours. This will be an inconvenience and a safety concern. If accommodations cannot be made to install a traffic signal prior to meeting warrants, a second access point must be established from the north end of the site to the extension of Tuttle Crossing Boulevard. This connection would be required with the construction of Phase 3 (the second portion of single family homes) or after 72 units have been constructed. The second access point from the site to the future extension of Tuttle Crossing Boulevard to the north is required upon completion of 126 units (Phase 5), as documented in the traffic study. This access is required regardless of the number of lanes on Avery Road and the intersection control at Avery Road and Avondale Woods Boulevard. Although the Washington Township Fire Marshal will permit a single access point for at least a portion of the development, only 126 dwelling units can be served before a second access point will be required. While the applicant is providing for an emergency access through the 13-acre site to the northeast within the City of Columbus, it will not fulfill the Engineering requirements as stated above. The City will work in cooperation with the applicant to build Tuttle Crossing Boulevard between the site and Avery Road. The applicant has agreed to make a financial contribution to other required offsite improvements: widening Avery Road within the City of Dublin, extending Tuttle Crossing Boulevard from Wilcox Road to Avery Road, and roundabouts at the Avery Road intersections with Tuttle Crossing Boulevard and with Rings Road/Cara Road. Funding splits for both Tuttle Crossing Boulevard projects will be finalized in an infrastructure agreement. This agreement needs to be in place prior to the approval of the first final development plan and must be referenced in the development text.
Internal Public and Private Streets	The intent of the internal road network is to be walkable and pedestrian-oriented and the applicant has worked with Planning and Engineering to address previous concerns regarding compliance with speed limits for the north-south road in the east portion of the site by incorporating a roundabout to encourage speed limit compliance on Scarlett Lane. This roundabout will also serve to provide a more appropriate entrance into Subarea "D" and will also provide a location to have a safe and well-marked pedestrian crossing to connect this area to the wooded reserve

Details	**Rezoning with Preliminary Development Plan**
Internal Public and Private Streets	in Subarea "F". Bikepaths throughout the site connect each subarea neighborhood with the open space and park system. The applicant has revised the site plan to include a north-south street section that connects the central green space with a bikepath connecting to the Avondale Woods. Bikepath connections have been made along the south property line connecting to a path on the National Church Residences site, the railroad line, and Triangle Woods (at the rear of single-family lots) to provide regional bicycle and pedestrian connections and access to future development in the City of Columbus to the south. Private streets are proposed for Subareas A, B and D. Subareas A and D appear to create a streetscape that creates a safe and inviting environment for pedestrians. Amenities include walks from the front doors to paths or on-street sidewalks, on-street parking areas in Subarea D, and an alley-like arrangement in Subarea A with driveways and garages that do not interfere with pedestrians. The proposed streets have been redesigned to include curb and gutter and sidewalks and trees lawns where provided will be sized appropriately to encourage safe pedestrian movement. Engineering and Police have reviewed the proposed street names for the entire development and have requested modifications to some of the proposed names. The applicant should work with staff to finalize street names prior to Council review of this rezoning and preliminary plat.
Subarea A (Multiple Family)	*General Information* Subarea A will include approximately 8 acres north of Avondale Woods Boulevard and permits a total of 48 units, which may either be attached or detached. The proposal shows 24 buildings with two units each serviced by a private street off Avondale Woods Boulevard. Each unit is described in the proposed development text as double-fronted, which makes the proposed private street essentially function like a service road. A one-acre open space is included within this Subarea, which is to be maintained by an Association of residents of this Subarea. *Setbacks* • 25 feet for buildings and pavement from the southern boundary • 20 feet for buildings and pavement along the west and north

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Subarea A (Multiple Family)	boundaries • 5 feet for buildings and 0 feet for pavement along the east boundary The development text does not address unit separation and a minimum distance between units of at least 12 feet should be required to be compliant with recent changes to the building code, and coincide with the side yard setback requirements for the single-family units. *Landscaping* The proposed development text requires a buffer along the west boundary where the rear of adjacent single-family lots back up to the proposed units. This is buffer is a 3- to 5-foot high mound with plantings of 5 deciduous and 3 evergreen trees every 100 feet. This area complements the National Church Residences development to the south and benefits from proximity to the large open space to the east. Planning continues to be concerned that a buffer of this extent along the western boundary inhibits the creation of the unified development that is desired in this area. *Architecture* The development text requires a Craftsman influence and includes examples of the appropriate design elements. Each unit is required to have a porch and sidewalk extending from the front door to the sidewalk or a private walk. The text permits privacy fencing between patios but no height limitations or material choices are proposed, which will require them to meet current Zoning Code requirements. Units are required to have similar architectural features along the front and rear elevations whenever a unit fronts a public street or green and backs up to a unit on an internal street. Two-car garages with decorative elements and carriage doors are required for each unit and the driveways must be 19 feet in length. Gable vents are required to be addressed with architectural detail and rakes and frieze boards are required to be used on roofs. (Please also refer to the discussion on architecture and materials for the development.)

Details — Rezoning with Preliminary Development Plan

Subarea B
(Multiple Family)

General Information

Subarea B will include approximately 19 acres in the southwest portion of the site and permits a total of 132 units, which may either be attached or detached. The proposal shows 40 buildings

Layout

The applicant has worked with Planning on the layout of Subarea B, particularly in terms of providing an appropriate mix of two-, three-, and four-unit buildings. Sidewalks are indicated along one side of the streets serving this portion of the site. The majority of this area is served by private open spaces at the back of the units. Planning has encouraged the applicant to explore whether open areas between units can be designed as bioswales or rain gardens. However, these features were not included but could be provided with the final development plan.

Setbacks

- 100 feet for buildings and pavement along the west and south boundaries
- 50 feet for buildings and pavement along the east boundary
- 13 feet minimum for buildings along Avondale Woods Boulevard
- 20 feet along the north boundary along Avondale Woods Boulevard and Central Green Road (which does not exist in the plans)

The applicant has increased the setbacks along the CSX line from previous submittals from 50 to 100 feet. There have also been changes incorporated to pull as many units as possible away from this boundary. The plans show and the text requires a minimum 6-foot tall mound with a 6-foot fence along the railroad setback. The mound will be planted with evergreen and deciduous trees and shrubs. A bikepath is also proposed within this setback. The text also requires that existing healthy trees remain in this area if feasible.

CSX has contacted Planning and requested a 100-foot setback with fencing along the common property line (see attached correspondence). The letter reiterates information researched by staff indicating that the line is quite active with a minimum of 16 trains in a 24-hour period. Five of which run during the evening. Planning continues to be concerned about this area of the proposal and prefers that no units directly front or

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Subarea B (Multiple Family)	back up to the railroad line. Planning had suggested to the applicant that a single-loaded street or alley along this site boundary would further increase the setback of the units. The proposal includes four buildings directly backing up to the railroad boundary, however adhering to the 100-foot setback requested. Planning is also concerned about the proposed 100-foot setback along the southern property line is also insufficient. Due to the planned improvements, the Hayden Run Boulevard connector will be located above the proposed buildings and the views from the apartments will be of a concrete wall. *Parking* The proposal meets required parking using driveways and garage spaces. Planning encouraged the applicant to identify areas for additional visitor parking. Additional parking areas for visitors have been identified and the applicant has indicated that more may be proposed at the final development plan stage. Some units include shared driveways, however these are designed to simply have a shared driveway apron rather than a narrower drive at the street. An improved street design could include on-street parallel parking that could contribute to a more pedestrian character by forming a clear boundary between the street and the sidewalk. Planning requests that the applicant continue working on these details prior to submitting for a final development plan. *Architecture* The architectural requirements are the same or similar to what is required for Subarea A. Craftsman influences, dark accent colors for doors and garages are required. The text requires only a few units fronting onto the central green to provide a sidewalk extending from the front door to the sidewalk or a private walk, which further eliminates the chance for community interaction and walkable environment. The text permits privacy fencing between patios but no height limitations or material choices are proposed, which would require them to default to the Zoning Code. Units are required to have similar architectural features along the front and rear elevations whenever a unit fronts a public street or green and backs up to a unit on an internal street. The text requires units backing up to a unit on an internal street. The text requires units backing up to the railroad to have additional sound insulation. Only three bedroom units are required to have two-car garages. All garages must have decorative elements and carriage doors are required for each unit and the driveways must be 19 feet in length. Gable vents are required to be addressed with architectural detail and rakes and frieze boards are required to be used on roofs. (Please also refer to the overall discussion on architecture and materials for the overall development.)

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Subarea B (Multiple Family)	*Landscaping* As described above, the text requires buffering along the railroad with a minimum 6-foot tall mound planted with evergreen and deciduous trees and shrubs and a 6-foot tall, solid fence. The text also requires a buffer along the east boundary with National Church Residences of deciduous and evergreen trees at a ratio of 5 trees per 100 feet. The text has been revised to also require buffering along the south property boundary against the Hayden Run Boulevard overpass. The 100-foot setback will include screening with a minimum height of 6 feet and 75% opacity within 4 years. It may consists of fences, mounds, landscaping or walls. Details will be required at the final development plan stage.
Subarea C (Single-Family)	*General Information* Subarea C is approximately 31 acres and borders the Avondale Woods tree stand to the north, Triangle Woods to the west, the apartment units to the south along Avondale Woods Boulevard, and the multiple family units in Subarea A to the east. The text permits, and the plan shows, a maximum of 78 lots. *Layout* Units are laid out in a grid-like pattern north of Avondale Woods Boulevard with the largest lots fronting onto the central green, a two-acre oval open space in the center of the site. Lot sizes vary greatly within this Subarea and the text has no minimum or maximum lot size. Lot width must be 55 feet at the building line and while the plan shows varying lot widths, the text prohibits the mixing of different lots widths. The site plan shows 78 single-family lots in the center of the site with lot sizes that vary from 90 feet around to the central open space, 65 to 70 feet toward the northern woods to 55 feet adjacent to Triangle Woods. The lots are served by several public streets: Avondale Woods Boulevard, Langley Drive, Tanseyclose Lane and Scarlett Lane, which stubs to the west to provide future access if land develops to the west. Langley Drive extends north off the central open space and terminates into an easement between Lots 32 and 33 to provide pedestrian access to the woods to the north.

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Subarea C (Single-Family)	*Setbacks* The text has been revised to require a 15-foot front yard setback rather than the previously required build zone. A building line act as a setback and allows for flexibility in home siting. Lots with utility easements in the front (24 through 42 and 58 on the preliminary plat) will have 5-foot front yard setbacks off the easement line, which results in front setbacks of up to 55 feet for some lots. Lots 37 through 40 appear to have unique setbacks due to their location along the street eyebrow. The text should be modified to address setbacks for these lots. The development text states that home staggering shall not be required in this development. Lot 58 creates an awkward home site as it is so constrained by easements that the buildable area is disconnected from the remaining homes. Planning recommends this lot be eliminated and the area used for an entry feature and open space. Side yard setbacks are required to be 6 feet for buildings and 3 feet for driveways. This is waived where shared driveways are used. Rear yard setbacks are required to be 25 feet and the texts allows patios and decks to encroach 5 feet consistent with Code. Lots backing up to the Avondale Woods tree stand, also include a 20-foot tree preservation zone. The development text has been updated to include a definition for a tree preservation zone. Utilities are permitted within this zone if approved by the City Forrester or City Engineer, potentially making tree preservation impossible in these areas. *Architecture* The architectural requirements are similar for the single-family lots as for the multiple family areas in requiring a Craftsman architectural theme. Homes along the central green require side-loaded garages. The text requires that all homes have a porch. The text allows front-loaded garages on 55-foot lots to take up 40% of the front façade rather than the Code limitation of 35%. Planning requests the applicant address garage location in these cases and restricts front-loaded garages to be located behind the front façade of the home. (Please also refer to the overall discussion on architecture and materials for the overall development.) *Open Space* Avondale Boulevard leads to a central green space that 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 development. One element of this space will be the architectural character and street presence of the units around the green. A roadway surrounds the central green, with facing dwelling units, single-family on the north and multiple-family on the south. To emphasize the walkable, pedestrian-

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Subarea C (Single-Family)	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. These elements have been successfully incorporated into the multiple-family unit along the southern portion of the central green. The single-family units are required to have side-loaded garages in this area.
Subarea D (Multiple Family)	*General Information* Subarea D is approximately 15 acres in the northeast portion of the site. The applicant has been reluctant to provide a layout for this portion of the development due to constantly changing market conditions. However, given the density allowances per the Community Plan, the applicant was able to provide a layout with the maximum number of units possible to keep the overall site density to 3 units per acre. The text would permit a maximum of 102 units in this subarea. *Layout* This Subarea includes two large open spaces. A central open space is intended to serve as an amenity for the residents of this Subarea and the other open space to the south may be required for stormwater management. The plan has been revised to propose one access point off Scarlett Lane, the main north-south connector road. The access point is connected through interior private roads, which incorporate on-street parallel parking. Buildings front onto Scarlett Lane and each unit has a walk that extends to the sidewalk which is provided on both sides of the street. The units have garages that are access through an alley like system in the rear. The applicant has indicated that the layout of this Subarea may change significantly at the final development plan stage depending on market conditions and final product section. *Setbacks* • 50 feet for buildings and pavement from the northern boundary • 30 feet for buildings and pavement along the southern boundary • 40 feet for buildings and 20 feet for pavement from the Scarlett Lane right-of-way *Traffic Considerations* The development text includes commitments for a safe crossing mid-block along the frontage of Subarea D across Scarlett Lane to Avondale Woods as well as encouraging speed limit compliance along Scarlett

Details	Rezoning with Preliminary Development Plan
Subarea D (Multiple Family)	Lane, which is an attempt to address Planning and Engineering's concerns with the long, straight layout of this road. Staff has worked with the applicant to revise the plans to include a roundabout within this portion of the road. This roundabout will also serve to provide a more appropriate entrance into Subarea "D" and will also provide a location to have a safe and well-marked pedestrian crossing to connect this area to the wooded reserve in Subarea "F". The details of this element including geometry and landscaping will be required at the final development plan stage. The roundabout center and splitter islands should be included as HOA maintained reserves on the plat. An emergency access point is included in Subarea D subject to approval by Washington Township. The access point is along the eastern boundary and would provide access to the multiple family development in the City of Columbus. This access point is dependent on the timing of construction of the planned development in Columbus. It would be temporary until the connection to the Tuttle Crossing Boulevard is made, and will require additional information before it can be accepted. *Landscaping* The text includes tree preservation requirements in Subarea D along the eastern property line. The tree row will be augmented to provide additional buffering. The text also permits a 6-foot tall fence as perimeter screening along the north and east property lines, which particularly along the east may interfere with tree preservation. Mounding and landscaping are required along these boundaries, however all details are deferred to the final development plan.
Subarea E (Clubhouse & Open Space)	As previously suggested by the Commission, the applicant relocated the clubhouse to the east open space north of Avondale Woods Boulevard. There is a parking lot to the north of the clubhouse and a sizable stormwater management pond. Access to the clubhouse is through a path system connecting the residential areas and the open space. The clubhouse is limited to a maximum of 15,000 square feet and may include a pool. The architectural requirements are similar to the residential subareas and the Commission will review and approve the clubhouse at the final development plan.
Subareas F & G (Parkland)	The site includes approximately 37 acres of open space, including small park spaces, and preserved wooded areas. As Subareas F and G, the development text addressed Avondale Woods (F) and Triangle Woods (G) tree stands which are intended to be dedicated to the City as parkland, with the potential for future paths and parking areas. The intent for these areas is to leave them as natural as possible. There is a path access easement included for Subarea F between two residential lots and the plans show a fence or other type of demarcation along the

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Subareas F & G (Parkland)	rear of lots backing up to these woods. Planning is not in favor of a fence as a demarcation as it artificially would extend rear yards and interfere with existing trees. The text and plans should be revised to indicate a demarcation which should be approved as part of the final development plan.
Open Space	Other open spaces within this proposal are included in the respective Subareas.
Architecture	At the September 2, 2010 review of the initial concept plan application, the Commission agreed that the applicant needs to carefully consider the unifying elements for the architecturally concepts for these neighborhoods. The Commission was particularly concerned that the applicant provide a material palette that would have the necessary degree of quality to earn the maximum density requested. The applicant has provided architectural detailing and character examples for the multiple family units. Each final elevation will need to be reviewed and approved at the final development plan for the multiple family units. According to the text, each of the buildings has the option of being front- or rear-accessed, depending on its location. The primary material is siding with a secondary use of stone on portions of the front elevations. The plans do not indicate what type of siding is proposed at this point, however the text permits vinyl, as indicated below. Some of the roof gables are clad in shake and roof brackets provide additional architectural interest. Shutters are shown on some of the windows. A majority of the units include a porch and each multiple-family unit includes a patio. Shutters sized to cover the entire windows with functioning hardware have been a standard architectural requirement for developments in Dublin and are included in this development, but shutters are not a requirement. No architectural concepts have been provided for the single-family portion of the development. However, quality is essential for this portion of the development as much as for the multiple-family areas and the applicant has includes quality requirements in the development text. The text also requires the single-family units meet the Residential Appearance Code. The Zoning Code requires two- and three-units buildings also meet the Appearance Code and the proposed text does not eliminate this requirement.
Building Materials	Permitted materials include brick, stone, stucco, wood and cementitious siding. The text also permits vinyl or other PVC products as exterior building materials but requires their approval with the final development plan with examples of successful, high quality installations used with appropriate architectural detailing. High-quality materials are critical to

Details	**Rezoning with Preliminary Development Plan**
Building Materials	the creation of distinctive, enduring neighborhoods. Significant applications of vinyl siding if used as a primary building material will result in monotonous building façades with little texture or depth, making larger structures appear more massive and less scaled to pedestrians. Planning has determined that vinyl does not achieve this and requests it be eliminated as a permitted primary building material. For these reasons, Planning cannot support vinyl as a permitted primary building material; limited application as trim materials may be appropriate, but in no case should be used as a primary building material. The Commission has consistently been critical of the use of vinyl siding in multiple-family developments as a primary material; a concern that has been emphasized to the applicant. The Commission has stated that vinyl is not a building material that exemplifies Dublin as a high quality community and has also maintained that the use of this material does not contribute to creating a high quality neighborhood to earn the maximum number of units per the Community Plan and Council's agreement. Permitted trim materials include gypsum reinforce fiber cement, vinyl, and decorative synthetic millwork exterior applications. Permitted roofing material include 30-year or better dimensional asphalt composite shingles, wood shingles and shakes, metal tiles, standing seam, slate and ceramic tiles. The text also permits engineered wood or slate roofing materials if approved as part of the final development plan. Planning requests the text be revised to eliminate any provisions for vinyl siding as a primary material.
Stormwater and Utilities	Utilities serving the proposed development are adequate. *Sanitary Sewer* This site will be served by connecting the proposed sanitary sewer mains and services into the existing 36-inch sanitary sewer main that crosses the site west to east. *Water* New public water main and fire hydrants are proposed to be installed to serve a majority of this development. This public water system will connect to an existing 12-inch water main located along the southern edge of Avondale Woods Boulevard. The portions of the project that are attached residential (multifamily) will be served by master metered private water mains and hydrants. *Stormwater Management* Stormwater management is provided by the expansion of an existing

Details	**Rezoning with Preliminary Development Plan**
Stormwater and Utilities	retention basin located in the eastern portion of site. These ponds also provide the stormwater management for National Church Residences. In addition to the proposed ponds, public storm sewer is proposed along with storm structures placed at adequate intervals. Appropriate easements are proposed to encompass these proposed improvements.

Analysis	**Rezoning with Preliminary Development Plan**
Process	Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan (full text of criteria attached). Following is an analysis by Planning based on those criteria.
1) Consistency with Dublin Zoning Code	**Criterion met:** This proposal is consistent with the Zoning Code, except as appropriately altered in the proposed development text.
2) Conformance with adopted Plans	**Criterion met:** Planning and the applicant have worked to resolve outstanding issues regarding conformance with the Community Plan. By taking Commission comments into account, the revised plan can creates a site design in accordance with the Land Use Principles. While efforts could be made to enhance the proposed layout from suburban in nature and auto-related, the applicant has made modifications to addresses pedestrian and street connectivity to create an acceptable streetscape orientation.
3) Advancement of general welfare and orderly development	**Criterion met:** This proposal conforms largely to the Community Plan and is compatible with the surrounding National Church Residences development.
4) Effects on adjacent uses	**Criterion met**: The development is appropriately located within the City and meets the Southwest Area Plan for Land Use and arrangements of uses.
5) Adequacy of open space for residential development Condition 1	**Criterion met with condition**: The applicant has provided sufficient open space for this community and the City as a whole. While Planning is concerned about encroachments from homeowners adjacent to Avondale and Triangle Woods, the applicant is permitting demarcations to ensure the land stays public. The text and plans should be clarified that the demarcations are not a fence and will be approved at the final development plan stage. The applicant has also worked with staff to include an access point path to Avondale Woods through the residential area. The central green and clubhouse areas provide an amenity to the residents as do the sizable open spaces in Subareas A and D. Subarea B has open space that largely is to the rear of the units and not as accessible as other open spaces.
6) Protection of natural features and resources	**Criterion met:** Additional information will be required regarding tree protection during the final development plan. The plans and text indicate desires for tree preservation.

Analysis	**Rezoning with Preliminary Development Plan**
7) Adequate infrastructure	**Criterion met:** Infrastructure is adequate interior to the site and the applicant tis providing stormwater management facilities as well as adequate access and circulation through the site.
8) Traffic and pedestrian safety Conditions 2 and 3	**Criterion met with Conditions:** The applicant has revised the plans to incorporate the appropriate street-calming element in Subarea D as required by Engineering. The applicant will have to continue working on the roundabout details in Subarea D prior to submitting for a final development plan. The applicant should also work with staff to further review the proposed street names for the development. There are multiple requirements for development thresholds and public project contributions. As required below, the applicant will have to finalize a separate infrastructure agreement with the City. Details will required to will finalized in a separate infrastructure agreement, which should also be referenced in the development text.
9) Coordination & integration of building & site relationships Conditions 4, 5 and 6	**Criterion met with Conditions:** Largely, the relationship of buildings and structures to each other and to other facilities within the proposed plan provides for the coordination and integration of this development. The development text does not address unit separation and a minimum distance between units of at least 12 feet should be required for all multiple-family Subareas to be compliant with recent changes to the building code, and coincide with the side yard setback requirements for the single-family units. Lots 37 through 40 appear to have unique setbacks due to their location along the street eyebrow. The text should be modified to address setbacks for these lots. Planning requests the applicant address garage location in these cases and restricts front-loaded garages to be located behind the front façade of the home.
10) Development layout and intensity Condition 7	**Criterion met with Conditions:** The applicant has made changes to the setback requirements for the single-family units that largely clarify requirements and will create an appropriate development pattern. Staff continues to be concerned about the development potential of Lot 58 as it is heavily constraints by easements and will create a home site that is quite separated from the other homes on this street. Planning recommends this lot be eliminated.
11) Stormwater management	**Criterion met:** Adequate provision is made for stormwater management.
12) Community benefit	**Criterion met:** The proposal will provide additional housing options to the City and as stated above, the design and site arrangement of a majority of the proposal is consistent with the intent of the Planned Development District regulations.
13) Design and appearance	**Criterion met with Conditions:** Permitted materials include brick, stone, stucco, wood and cementitious siding. The proposed text permits vinyl or other PVC products as exterior building materials if approved at the final development plan stage and the Commission has previously

Analysis	**Rezoning with Preliminary Development Plan**
Conditions 8 and 9	stated that vinyl is not a building material that exemplifies Dublin as a high quality community. Vinyl should not be permitted as a primary building material. The roundabout center and splitter islands should be included as HOA maintained reserves on the plat.
14) Development phasing	**Criterion met:** The development plan includes a phasing plan that shows build-out over 8 phases.
15) Adequacy of public services	**Criterion met:** There are adequate services for the proposed development.
16) Infrastructure contributions Condition 10	**Criterion met with condition:** As outlined in this report, significant contributions will be required as part of this proposal. The applicant has agreed to make contributions to public infrastructure projects. Details will required to will finalized in a separate infrastructure agreement prior to submitting the first final development plan, which should also be referenced in the development text.

Recommendation	**Rezoning with Preliminary Development Plan**
Approval	In Planning's analysis, this proposal complies with the rezoning/preliminary development plan criteria as detailed above and approval is recommended with conditions.
Conditions	1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the final development plan stage; 2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas; 3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text; 4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home; 5) That the applicant continue working with Engineering on the roundabout design details in Subarea D prior to submitting for a final development plan; 6) That the applicant work with staff to further review the proposed street names for the development; 7) That Lot 58 be eliminated from the proposal; 8) That the development text be revised to eliminate vinyl as a permitted as a primary building material; 9) That the roundabout center and splitter islands be included as HOA maintained reserves on the plat; and 10) That the applicant enter into an infrastructure agreement with the City, prior to submitting the first final development plan, for development thresholds and public project contributions and that the infrastructure agreement details be referenced in the development

Recommendation	**Rezoning with Preliminary Development Plan**
	text.

Details	**Preliminary Plat**
Plat Overview	The proposed preliminary plat subdivides 120 acres of land into 78 single-family lots and 10 reserves of open space and rights-of-way for Avondale Woods Boulevard, Scarlett Lane, Tanseyclose Lane and Langley Drive. The preliminary plat shows existing conditions, street sections for public and private streets, includes setback requirements. The plat should include the open space acreages in the maintenance table and lot depths should be shown consistently for all lots.

Analysis	**Preliminary Plat**
Process	The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.
1) Plat Information and Construction Requirements	**Criteria met:** The applicant has included all necessary information and construction requirements appropriately on the preliminary plat.
2) Street, Sidewalk, and Bike path Standards	**Criteria met:** The plat includes street sections for all public and private streets and as requested by the Commission, the private streets include curb and gutter as well as tree lawns and sidewalks on one side at minimum. Sidewalks and bikepaths are provided throughout the development and sections are included on the plat.
3) Utilities	**Criteria met:** The plat makes appropriate provisions for utilities and the location of future utilities.
4) Open Space Requirements Condition 1	**Criteria met with condition:** The Subdivision Regulations require the dedication of 22.2 acres of open space based on the size of the site and the maximum number of units proposed. The plat includes reserves labelled A through J. The roundabout center and splitter island should also be included as a reserve. The plat should include a table listing each reserve size and intended maintenance responsibility.

Recommendation	**Preliminary Plat**
Approval	This proposal complies with the preliminary plat criteria and a recommendation to City Council for approval of this request is recommended with one condition.
Condition	1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.

REZONING/PRELIMINARY DEVELOPMENT PLAN

The purpose of the PUD 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 can consist of up to three basic 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 general intent of the preliminary development plan (rezoning) stage is to determine the general layout and specific zoning standards that will guide development. The Planning and Zoning Commission must review and make a recommendation on this preliminary development plan (rezoning) request. The application will then be forwarded to City Council for a first reading/introduction and a second reading/public hearing for a final vote. A two-thirds vote of City Council is required to override a negative recommendation by the Commission. If approved, the rezoning will become effective 30 days following the Council vote. Additionally, all portions of the development will require final development plan approval by the Commission prior to construction. In the case of a combined rezoning/preliminary development plan and final development plan, the final development plan is not valid unless the rezoning/preliminary development plan is approved by Council.

Review Criteria

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a Rezoning/Preliminary Development Plan. In accordance with Section 153.055(A) *Plan Approval Criteria*, Code sets out the following criteria of approval for a preliminary development plan (rezoning):

1) The proposed development is consistent with the purpose, intent and applicable standards of the Dublin Zoning Code;
2) The proposed development is in conformity with the Community Plan, Thoroughfare Plan, Bikeway Plan and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;
3) The proposed development advances the general welfare of the City and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;
4) The proposed uses are appropriately located in the City so that the use and value of property within and adjacent to the area will be safeguarded;
5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;
8) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that

the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;

9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PD and the larger community and maintains the image of Dublin as a quality community;
10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plan's contribution to the orderly development of land within the City;
11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;
12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Dublin Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;
13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City;
14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;
15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area; and
16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

PRELIMINARY PLAT

If approved, the preliminary plat will be reviewed at a later date by City Council. If the Commission disapproves the preliminary plat, it must state its reasons for doing so. Approval of the preliminary plat is effective for 24 months and authorizes the developer to proceed with construction after meeting all Engineering requirements. The Commission and City Council will later review the final plat for each phase, generally after infrastructure is complete, to ensure that it conforms to the preliminary plat.

Review Criteria:
In accordance with Chapter 152, the Code sets out the following requirements as part of the platting requirements for the subdivision of land:

1) The proposed plat provides the minimum plat contents required by Sections 152.018(B) and 152.018(C);
2) The proposed plat will comply with all applicable subdivision improvement procedures as defined by Sections 152.035 through 152.053;
3) The proposed plat will provide required improvements as specified by Sections 152.065 through 152.072.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JANUARY 9, 2014

The Planning and Zoning Commission took the following action at this meeting:

2. Avondale Woods – Avery Road
12-084Z/PDP/PP **Rezoning/Preliminary Development Plan/ Preliminary Plat**

Proposal:	A new residential subdivision with a maximum of 360 single and multiple family units on 120 acres on the west side of Avery Road, south of the intersection with Rings Road.
Request:	Review and recommendation of approval to City Council of a rezoning with preliminary development plan for a new Planned Unit Development District under the provisions of Zoning Code Section 153.050. This is also a request for review and recommendation to City Council of a preliminary plat under the provisions of the Subdivision Regulations.
Applicant:	Jim Lipnos, Homewood Corporation, LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION: Richard Taylor moved, John Hardt seconded, to table this rezoning/preliminary development plan/preliminary plat application at the request of the applicant.

VOTE: 7 – 0.

RESULT: This Rezoning/Preliminary Development Plan was tabled.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

STAFF CERTIFICATION

Claudia D. Husak, AICP
Planner II

City of Dublin

Land Use and Long Range Planning

5800 Shier Rings Road

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

JANUARY 9, 2014

2. Avondale Woods – Avery Road
12-084Z/PDP/PP **Rezoning/Preliminary Development Plan/ Preliminary Plat**

Ms. Amorose Groomes said following application is for a new residential subdivision with a maximum of 360 single and multiple family units on 120 acres on the west side of Avery Road, south of the intersection with Rings Road. She said this is a request for a recommendation to City Council of a rezoning with preliminary development plan and also a request for approval of a preliminary plat.

Claudia Husak presented this application She said this is the first time the Commission is reviewing a rezoning application for this site. She said the previous reviews have been for concept plans by this applicant in February of 2011 where the comments were focused on architectural concept and a review of proposed layout and use of the site in September of 2010. She said this is a rezoning from the Rural District to a Planned Unit Development District and includes 120 acres and the rezoning would establish a planned district with regulations specific to this site.

Ms. Husak said the proposed site is the very southern tip of the City of Dublin surrounded by the City of Columbus, next to the CSX railroad line and in the City of Hilliard School District. She said there is a number of major future roadway projects that are going to take place, south is the Hayden Run Boulevard extension and to the north out of the Community Plan is the future extension of Tuttle Crossing. She said to the north is the Ponderosa Development and had gotten quite a few inquiries about the application including that piece and for the record that it does not include the Ponderosa Development.

Ms. Husak said this site will share an access off Avery Road with National Church Residences and Avondale Woods Boulevard has been constructed to this site.

Ms. Husak said there are seven subareas proposed for this site. She said the proposal is a mix of multi-family as well as single family residential units with open spaces and the woods to be preserved. She said there was a lot of analysis in the Planning Report that they talked about at the concept plan about the Community Plan and the Southwest Area Plan and there is a lot of discussion about having residential product in this area that is inclusive and has different options and choices, so the applicant is meeting the intent of those documents.

Ms. Husak said they are proposing two stub roads going to the west and to the north that are not going to any other development taking place on either boundaries of the site. She said the open spaces of Avondale Woods as well as the triangle woods area are to be preserved as such. She said Avondale Woods Boulevard is terminating into a center green space which is shared by the single family residences as well as multi-family residents. She said that a club house with a pool and stormwater management pond also to be shared by the entire neighborhood which makes this a more inclusive development is proposed along the eastern boundary.

Ms. Husak said Subarea A is just north of Avondale Woods Boulevard and shown as an attached product with two units within a building and the development text has a maximum of 48 units and is exactly what is shown on the plan with 24 two unit buildings. She said there is a one-acre open space included. She said the text describes these units as being double fronted where they are fronting onto the main street or the open space and designed in a manner that does not showcase that there is a rear to the building

which a private interior road function like a service road or an alley and the units have sidewalks from the front or rear to the interior walkway that loops around the entire area.

Ms. Husak said Subarea B is the area of most concern to Planning, mostly because of the location and the outside influences to the area and the design. She said it is 19 acres and the development text permits a maximum of 132 units, the total for the development is 360 which is the maximum density of the Community Plan which is 3 units to the acre. She said there are 4, 3 and 2 unit buildings proposed and there are some units fronting along the 2 acre green space and all have sidewalks to the walkway around the green space. She said that the bikepath will be incorporated along the railroad line as stated in the concept plan.

Ms. Husak said along the south side is the planned Columbus extension of Hayden Run Boulevard and she mentioned that Planning asked the applicant to put together some perspective drawings because the road is essentially designed and they wanted to show the Commission some of things they are concerned with. She said the applicant has increased the setback along the south property line to 100 feet and at the edge of the setback about 10 feet away there is a proposal to build an MSE (Mechanically Stabilized Earth) wall that goes 20 feet into the air with a slope that goes farther with the road sitting even higher on top of the wall and slope. She said looking at the wall the view would be the wall with cars on top of it and there is not any screening or buffering requirements being included in the development text and the concern is the view and feel of the residents experience and would much prefer road frontage and units neither back up or front along that property boundary.

Ms. Husak said the western boundary of Subarea B backs up to the railroad tracks and previously there was a 50 feet setback proposed and the applicant has increased it to 100 feet and CSX has requested a 200 feet setback at minimum. She said there are 16 trains traveling that line and is a fairly busy line and does not include the count of trains that carry coal, but there are coal carrying trains that utilize this line with 5 trains indicated to be traveling during night time hours.

Mr. Hardt asked why CSX requested 200 feet setback. Ms. Husak said it was a standard request without explanation.

Ms. Husak said the applicant has tried to pull the units back and there is a buffer for this boundary and it is proposed as a six-foot mound with evergreens and deciduous trees as well as a six-foot tall fence that is on top of the mound. She said there are still a substantial number of residential units backing up closely to the rail line and using the units to buffer the sound for the remainder of the units seems not to be providing for a quality of life that would hope they could get. She said having the road frontage and these units pulled in more is something asked of the applicant to look at.

Ms. Husak said they are concerned with the design of the private streets within this development, the streets do not have curb or gutters and where there are sidewalks they are only on one side of the street and interrupted a lot by the driveways with a small tree lawn proposed along the ending of the asphalt and would be a lot of driving over the fairly skinny tree lawn. She said overall they are concerned with the pedestrian character or lack thereof within this subarea as well as the safety and the view of garages is not something the land use principles have envisioned with multi-generational and varying types of residential development.

Ms. Husak said Subarea C is the single-family area in the center of the development proposed for 78 detached homes with 8 fronting onto the central green, the applicant is requiring side loaded garages for those to have more pedestrian environment within the area. She said there are some fairly narrow 55-foot lots on the west boundary and no lot size requirement and 55 is the minimum lot width and some areas where lots are wider. She said the applicant is proposing a minimum front setback as well as a maximum front setback, but the text is unclear as to what the requirement actually is between the minimum and the maximum as well as the preliminary plat that accompanies this application does not

show those requirements correctly. She said there are no rear yard setback requirements except the lots backing up to the park and there is a 20-foot tree preservation zone, but the text does not include a definition of that zone and makes provisions for utilities being allowed within that zone and making tree preservation challenging. She said there is a path included that would allow access to the park between two of the lots and has some concerns with lot 53 with all the easements causing the buildable area to be a small rectangle shape and would be separated from all the other lots and it creates isolated open space and is an awkward layout of the lot.

Ms. Husak said there are some provisions in the development text to delineate where the lots end and the woods start because there are concerns of encroachment and the provision of a proposed fence is not supported because it does not help with tree preservation.

Ms. Husak said Subarea D is the northeast portion of the site adjacent to a multi-family development that was zoned in the City of Columbus with 10 to 12 units to the acre. She said the applicant is allowing for a maximum density of 102 dwelling units and shown on the plan are 72 in the four-unit buildings and the applicant is not certain how this area may layout and maybe one of the areas that comes last as the phasing progresses through the site. She said they are supportive with the way it lays out with the streets functioning as alleys including on-street parking spaces and how the units are fronting the public street having sidewalks to the public streets. She said the subarea includes an emergency access point for fire and EMS services through the development that will take place within the City of Columbus but needs to be analyzed further by Washington Township. She said they have asked the applicant to do some traffic calming measures along the public street to be named Scarlet Lane because it is long and straight and encourages speeding. She said there are some notes on the plan that says there will be traffic calming, but they need to have a commitment as to what those measures would be and reviewed by Engineering.

Ms. Husak said the architecture and building materials are required through the development text and the Commission would see final detailed architecture for the multi-family within the development but would not see the architecture for the single family residential. She said the influences throughout the neighborhood are intended to be craftsman with those types of details and highlighted in the development text intended to provide a unified element through the development for architecture and vinyl siding is still listed as an option as a permitted material even though there is a requirement built in that the Commission has to approve it at the final development plan. She said they have been concerned about vinyl being on the list and cannot support this material to warrant maximum density permitted and does not create the characteristics and the design that is preferred for this development within Dublin.

Ms. Husak said Subarea E is the club house and the stormwater pond and is 11 acres of open space and the club house includes a pool and a parking lot. She said the applicant had moved it to this area of the development based on the recommendations by the Commission and is intended to serve the entire neighborhood.

Ms. Husak said the last two Subareas F and G are the Avondale Woods almost 30 acres of preserved woodlands and almost 5 acres in the triangle woods.

Tina Wawszkiewicz said there are some offsite improvements that have been discussed with the applicant and at varied degrees of agreement for the applicant to contribute. She said the first requirement is to install a traffic signal at the intersection that already exists with Avondale Woods Boulevard and Avery Road, connect the north south street to the future extension of Tuttle Crossing Boulevard with a gap between the parcel line and where they anticipate that new roadway to fall, and for the applicant to fund a two lane roadway from Avery to the access point at the north end of their site, contribute to a larger project that the City of Dublin is just starting to design which is the widening of Avery Road and the extension of Tuttle Crossing Boulevard from the east to Avery Road which includes two roundabouts at that intersection of Avery and Tuttle and a round-about at the southern intersection of Rings Road and

Avery Road at a total project cost of 11 million in the current estimate. She said the last contribution request for improvements is related to a limitation of development coming from a Franklin County request where they maintain the intersection of Hayden Road and Avery Road on the other side of the railroad tracks and they are at capacity so their request is to cap the development until the more regional connections like Hayden Run Boulevard and Tuttle come over to Avery so there is a reliever on that at the existing Hayden Run Road.

Ms. Wawszkiewicz said the applicant has agreed to install the traffic signal at the intersection of Avery Road and Avondale Woods Boulevard except the right-of-way is owned and maintained by the City of Columbus, so there needs to be a partner with the project because there will be some significant delay getting in and out of the side street where there is a stop sign control because of the volumes on Avery Road, however there is not enough volume initially to warrant the traffic signal under the under the Federal requirements, so Columbus may not allow that signal to go in until this development is much further along than they would like to see it go in at and if this is a favorable response they would work with Columbus to try and get that traffic signal installed earlier. She said if that does not happen, the site needs an additional way out because there will be a lot of delay at that intersection and would require the connection up to the extended Tuttle and the access point over to Avery Road sooner with that scenario and the applicant has agreed to closing the gap.

Ms. Wawszkiewicz said the request for the applicant to fund a two lane standard section roadway with pedestrian and bicycle facilities and the proposal is to actually build what they would see in the Community Plan which is a four lane divided much like Emerald Parkway, and they would fund the two lane portion into that larger project and the City of Dublin would lead that project, which they have not yet come to terms.

Ms. Wawszkiewicz said the applicant has agreed to the contribution of the widening of Avery Road and the Tuttle extension to this point and over to the east at that intersection. She said their site contribution would be proportional to the amount of site traffic utilizing the improvements at 4.5%. She said they have agreed to cap their development as requested by Franklin County at 185 units until the Hayden Run Boulevard connection or the Tuttle Crossing Boulevard extension can carry traffic between Avery Road and I-270.

Ms. Husak said based on concerns with Subarea B and others highlighted in the presentation and Planning Report, as well as the Engineering concerns, they are not in a position to recommend approval of this application, so the recommendation is disapproval of the Preliminary Development Plan and the Preliminary Plat that accompanies the application.

Chris Cline, with Blaugrund & Herbert, 300 W. Wilson Bridge Road, said they have Linda Menerey with EMH&T and Jim Lipnos, President of Homewood are present. He said since they were last before the Commission in 2012 they have met continuously with staff and done 5 complete submittals which is a very expensive and detailed process. He said this project has been continuously worked on by the applicant and by staff. He said this is envisioned as a multi-generational residential project which is pedestrian oriented and walkability has been at the forefront of the project goals. He said the key element to the architecture is the attached residential with different floor plans that are not apartments or townhomes, they are single-family floor plans that are attached with an open concept just like houses that are attached and these are not like apartments where there will be people cycling in and out like there would be in typical townhomes, they would envision a family to move in and stay and not consider it to be temporary renters and that people will be able to move within the different aspects of this community. He said the architecture, the layout and the interior quality all will help achieve those goals. He said the quality of the tenants and the longevity of the tenants, the renters and the ultimate quality of a multi-family project depends on what is inside and if they enjoy living there and living there over time. He said they meet the Community Plan and the Area Plan.

Mr. Cline said vinyl is not a primary material, the permitted materials are brick, stone, synthetic stone, wood and fiber cement siding. He said P.V.C. and vinyl are on the discretionary portion and if they propose the use during the final development plan they may want to use as the best option in a shake type product, he said this is not a vinyl project, but they request the option to bring back for approval.

Mr. Cline said roadway contributions have been committed with a significant amount of money. He said this development cannot bare that expense of the Tuttle Crossing extension. He said they would be able to do 126 units within Subareas A and C until Columbus builds 5 lanes along Avery or the Tuttle Crossing extension to the north.

Mr. Cline said there is a fire emergency access to the north and they have agreed with the Fire Marshal to build at their standards. He said that architecture every residential subarea requires a front porch, front walk with a public sidewalk, the private walk or the driveway.

Mr. Cline described the architectural elements focusing on the garage door requirements stipulated in the proposed development text. He said the biggest influence to this development is the railroad and he showed examples of setbacks through area residential communities, such as Linworth Village with 50 feet setbacks. He said if it is a nice community people are willing to live there. He said Hayden Run Boulevard with the elevated roadway, from a development perspective it is a positive and will not be affected except for the wall and will not inhibit the renting of the units or the long term value of the project.

Mr. Cline said they believe Subarea B is well done with similar driveways that cross a sidewalk as found throughout Dublin, as well as a bikepath system that connects the entire area.

Linda Menerey, EMH&T, said Subarea B has 132 units and showed a drawing showing green spaces that are disbursed throughout the site. She said Lot 58 is Subarea C has a lot of easements on it and is a big lot that has a sanitary and storm line that goes through it creating a development situation that serves the rest of the site but limits this lot but the buildable area is bigger than the other lots and it is odd and it is out there by itself but it is a buildable lot. She said they did increase the setbacks within Subarea B and have sound proofing incorporated and the landscape along Hayden Run will be augmented. She said they have deferred parking and other items such as driveways to the Final Development Plan. She said they are working through the issues outlined in the Planning Report with regard to the development text and wanted to get feedback from the Commission and move this project forward.

Ms. Amorose Groomes asked if there were any one from the general public to speak to this application. [There were none.]

Mr. Fishman said the Community Plan is laid out as a suggestion for what things should be and it stresses him when there is a development being proposed at the maximum density. He said the railroad is requesting a 200-foot setback because the trains that carry coal and the dust gets on the houses. He said when you build along a track you have to build something creative and it should appear like the rest of Dublin. He said the housing should be away from the railroad tracks, and he thought the open spaces are great and is wonderful to have walkable community as long as there they have a place to go. He said if they are asking for the maximum density it has to be creative to get them to vote for the proposal. He said one car garages in his experience is not appropriate for couples and homes must provide two car garages to avoid having a car parked outside because it is not great visually to have cars sitting around.

Mr. Budde said they had looked at this development in the past and this plan is an improvement over the last and he recognizes that this is a difficult site with the railroad, the extension of Hayden Run and it is disconcerting that the staff analysis continues to say criteria not met and it is very difficult for him to support the application as it is proposed.

Ms. Newell said the elevated roadways are not very attractive and there are a number of properties had a beautiful view until the roadway was constructed to go over railroad tracks and is concerned with how they are going to deal with the roadway in the future. She said they are building too close to appropriated landscape or come up with a nice amenity. She said she is bothered by the railroad track and asked what bases are for the 200-foot setback request. She said when living near a railroad you get used to the noise and with the STC ratings of walls up to 50 and with her experience she uses 60 rating between classrooms to minimize noise from one room to the other and wanted an explanation to how they are coming up with 50.

Mr. Cline said this is new to them and 50 STC is their starting point and if there is a suggestion for a higher rating they could condition the requirement.

Ms. Newell said she is bothered by the continual straight line that is repeated on the site plan and knows it is because of the railroad track and the bikepath equally running parallel and if there was less density on the site they could do something creative with the bikepath and create a better landscape buffer. She said she envisions every driveway will be filled with cars and that is all the residents will be looking at and she does not see this plan being focused on foot traffic. She said the applicant has said they have things to yet work out as the staff report says the same thing she is not prepared to support this application.

Ms. Kramb said she is surprised to see a disapproval recommendation because this has been in twice and the proposal is similar to the last version. She said because the conditions are not written out she could not approve this application today. She said they are not that far away from an approval and the biggest issue is outside influences and the transportation stuff will work itself out and the agreements have to be made with Engineering and is not for the Planning Commission to decide. She said she would like more detail on the phasing and she does not have a big issue with the railroad track or the concrete wall. She said they have done a good job with the bikepaths, but she has concerns related to the access.

Mr. Hardt said he was surprised from the overall recommendation of staff as they had seen this a few times and they made comments and this proposal is largely in line with the last informal review and he is appreciative of the changes made and he does not have objections to the proposal. He said he is concerned with detail issues that need to be worked and he cannot yet vote. He asked about the status of the quiet zone efforts.

Ms. Wawszkiewicz said they requested preliminary engineering at Cosgray in 2010 from CSX and just recently received that on that one crossing. She said the zone was related to 5 crossing and they only control 1 of those at Cosgray Road with this rail line. She said they need to complete 2 crossings for Franklin County in that same capacity and they have yet to receive theirs.

Mr. Hardt said they horns will continue.

Ms. Wawszkiewicz said it will take a while and funding to get measures into place with the rail and the Federal Rail Association to get the approval and actually stop the horns.

Mr. Hammersmith said in the capital improvements it has yet to be funded and it will be waiting for the state capital funds and corporation from other jurisdictions to make this happen and it is unlikely it would move forward any time soon.

Mr. Hardt said he sees a couple shapes for the pond and assumes that the image on the plat is what is being proposed and encouraged that version. He said he would want all the engineering issues addressed and with regards to Lot 58 if the house were to be turned sideways to be facing north he would be concerned. He said he is concerned with the long straight road and if they are building a road with traffic calming on day one it should be designed better with curves or with no problems in the beginning. He said in Subarea E he would like provisions made for a future connection to the east for future

development and he feels it is important that all residential developments are connected. He said there seems to be a lot of right-of-way issues and engineering issues of thing to be worked out and if wrapped up and resolved then he could support the overall project.

Mr. Taylor said this plan is essentially the same as 2 years ago and he is fine with the overall layout of the project. He said there are a lot of details that are suggested and this is a step in the right direction. He said most of the technical issues are with engineering. He said in some ways this plan is more walkable with several green spaces and a lot of density which is part of being walkable and a passive park in the center of the community and thought the next step is that the applicant work on the issues with Engineering and come back with a list of conditions.

Ms. Amorose Groomes said she agrees with what has been said and does not have a problem with the application and thought there is a significant amount of work to do and she is concerned with Subarea B and could not support any application without curb and gutters on streets. She is concerned with the fairly narrow streets and no on-street parking and would like to see some parking centrally located to serve Subarea B for the visitors of the residents. She said she is concerned with lot layout with the small lots being back to back and she thought they should be off-set and configured some other way with some staggering. She said the landscape details and the plan need to be to scale and significant landscape plans with details of trees pits and tree wells, labeled trees and make sure to create livable environments. She said the vinyl is being proposed as an option and she would like to close the door so there are no surprises down the road. She said she appreciates the response to their comments and connectivity throughout the community with sidewalks on one side of the road is not bothersome and within her neighborhood there are no sidewalks and only walking trails and serves them well. She said she would like to know why there was a change in the CSX thinking on the setbacks. She said she could support the application.

Ms. Amorose Groomes asked the applicant what they would like to see happen with this application.

Mr. Cline requested a tabling.

Motion and Vote
Mr. Taylor moved to table the Rezoning/Preliminary Development Plan/Preliminary Plat application at the request of the applicant. Mr. Hardt seconded. The vote was as follows: Ms. Amorose Groomes, yes; Mr. Fishman, yes; Ms. Newell, yes; Ms. Kramb, yes; Mr. Budde, yes; Mr. Hardt, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

Ms. Amorose Groomes called for a brief break at 9:15 p.m.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 2, 2012

The Planning and Zoning Commission took the following action at this meeting:

3. Avondale Woods — **Avery Road**
10-036CP — **Concept Plan**

Proposal:	A residential development with approximately 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road approximately 4,000 feet south of Rings Road.
Request:	Further review and feedback regarding architecture for a concept plan under the provisions of Code Section 153.050.
Applicant:	Homewood Corporation; represented by Christopher Cline.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission informally discussed this request for feedback on a residential development with approximately 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road approximately 4,000 feet south of Rings Road. As a secondary review, comments focused on architecture and materials and whether or not the proposal warrants a maximum density of 3 units per acre.

COMMISSIONERS PRESENT
Chris Amorose Groomes
Richard Taylor
Todd Zimmerman
Warren Fishman
Amy Kramb
John Hardt
Joseph Budde

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

Mr. Taylor said it should remain Sawmill Center.

Ms. Amorose Groomes asked for other comments as it relates to the proposed area rezoning.

Ms. Kramb said she likes the Planning and Zoning Commission map to recommend to City Council; however, she did not support rezoning any properties until the Vision Plan is updated and until the Commission hears City Council's feedback about the proposed BSC Code. She said rezoning these properties is premature and too expansive given the properties will be reviewed under a brand new code that has not been used.

Mr. Langworthy said the Commission is only making a recommendation to City Council for the proposed rezoning map. He said City Council review the proposed BSC Code first and then they will review the proposed rezonings. He said if City Council identifies issues with the proposed Code they will have the opportunity to table Code and/or the rezoning map.

Mr. Fishman said he tended to agree with Ms. Kramb because he does not think they accommodated every existing business and he worries about the property owner's ability to remodel and expand existing businesses. He said he would support the area rezoning as it is only a recommendation to City Council.

Ms. Husak said the motion should refer to the map date and title, and the six properties on North Riverview Street addressed as 17 – 53 North Riverview Street and 40 North Blacksmith Lane be zoned to the BSC Historic Core District.

Motion and Vote
Mr. Taylor made a motion to recommend approval to City Council of the Area Rezoning map dated February 2, 2012 and titled "Proposed BSC Zoning Map Recommended Changes from ARB and PZC Area Rezoning" with one condition:

1) That the six parcels on the north side of W. Bridge Street, west of North Riverview Street (addressed 17-53 North Riverview Street and 40 North Blacksmith Lane) be rezoned to the BSC-HC, BSC-Historic Core District.

Mr. Zimmerman seconded the motion. The vote was as follows: Mr. Fishman, yes; Ms. Kramb, no; Mr. Hardt, yes; Mr. Budde, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 6 – 1.)

Mr. Langworthy expressed appreciation from the staff and the Administration for all the hard work the Commission has done. He said he has worked with dozens of Planning Commissions over his career and he cannot think of many that have worked as hard as they have to pour their way through this difficult Code. He said we really appreciate the work and effort the Commission has put into it the review of the Code and stated we could not have created this Code without this level input and it is very much appreciated. He said the discussions between Planning and the Commission have made the Code better. He said the staff is very appreciative of all the Commission's efforts.

Ms. Amorose Groomes thanked him and staff.

Ms. Amorose Groomes said they are going to take a short break and will resume at 9:00 pm.

3. Avondale Woods **Avery Road**
10-036CP **Concept Plan**
Chair Chris Amorose Groomes introduced this application which involves a request for further review and feedback regarding architecture of a concept plan for a residential development with approximately 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road

approximately 4,000 feet south of Rings Road. She said concept plan review is the first step in the establishment of a PUD and while no vote is taken, the Commission typically provides non-binding feedback to the applicants that would help them determine what considerations and changes need to be made and whether or not to move forward with a rezoning application.

Claudia Husak presented this application and said as written in the planning report this is the second time this concept plan is before the Commission, it was first reviewed in September of 2010 generally for land use concepts and the Commission suggested that they come back for a further refinement of their plan and include more details regarding the architecture.

Ms. Husak said the site is the very southern tip of Dublin surrounded by Columbus on the west and south side as well as the east side. She explained Avery Road is the closest major road on the eastern portion of the site and the CSX Railroad is a property boundary on the western portion. She said there is a significant tree stand with no other features on site and in the southeastern corner is the area that has been carved out of about 20 acres for the National Church Residences Development that the Commission approved and is now under construction.

Ms. Husak said the Commission had generally agreed that the proposal met the Community Plan for the future land use designation and liked the arrangement of the uses on site. She said the applicant moved the clubhouse to eastern open space and move the center open space to the south and changed the shape.

Ms. Husak said proposed is a development on 120 acres with a maximum total units of 360 which is a density of 3 units per acre and the site plan shows 88 single family units generally laid out in the center of the site with lots surrounding the central open space and there are smaller lots in the 50-foot wide range surrounding that and to the western portion of the site. She said there is also a significant piece of woods called triangle woods proposed to be preserved. Ms. Husak said single family lots are proposed in the northwestern portion of the site adjacent to the large woods proposed to be preserved as well. She said the applicant has moved the community center to the eastern open space that includes the stormwater management for this site and the National Church Residences with a small parking lot for that area.

Ms. Husak said one of the discussion points was regarding the north/south roadway that is a straight layout inviting potential speeding and they had suggested the applicant do something to the design to address the issue to make it less of a straight shot through the development. She said the applicant is proposing to change the roadway from a public road to a private and put a barrier there and it is not an appropriate way to handle the request for redesign.
Ms. Husak said the area that is accessed by the private gated or barriered street is a multiple family unit area proposed of about 20 units all of which are two unit buildings and they think it is a good way to propose development on this portion of the site and relates fairly well to the layout to the cottages proposed for the NCR development and the private street functions as an alley with the garages facing that street and the applicant can work with them to make this a true alley arrangement and include a piece of public street to provide frontage for those units.

Ms. Husak said the other large portion of multiple family development is in the southwestern portion of the site, there are 148 units proposed and the applicant is showing a mix of two, three, and four units buildings. They have worked with staff to create a layout that addresses the park by fronting units toward it and creating interior open spaces that some of the units will front onto and would like to see a 40 foot setback on the southern property line, like is in place for NCR including a bike path and along the railroad line as shown in the Community Plan. She said there was a letter distributed from CSX Railroad opposing residential developments near railroad lines for safety and noise concerns and they are suggesting at least a 100 foot setback incorporated along the rail line. The development shows about 50 feet and there needs to be more for buffering.

Ms. Husak said the applicant is deferring a 10 acre piece on the northeastern portion of the site to determine market conditions and what they are showing now is a max development potential that would get the site up to the 3 units per acre.

Ms. Husak said the focus of this discussion was to focus around the architecture and materials and the applicant has provided architectural elevations for the multifamily development portions and since there are no details for the single family that is one of staffs discussion points of what kind of considerations should be made to the architecture.

Ms. Husak said included is the front and rear elevations of the two, three, and four unit buildings and each appear to be able to be laid out with a front or rear loading garage with porches proposed for the majority of the units with vinyl siding as the primary building material with clad and stone bump out spaces and vinyl shake proposed for some of the roof gables, there are metal roofs on porches, so they have done a nice job with details on the units.

Ms. Husak said there have been a lot of discussion regarding vinyl with the Commission and it is not as high quality of the a material as is used to be used within Dublin and the applicant is here to address that specifically, but the concern is with maintenance, quality, reveal, the shadowing, and the general appearance of vinyl on a project as large as this one with as many units as are proposed and would like some feedback on the Commissions thoughts on this material.

Ms. Husak said the other consideration is with the other materials and colors within the area with the NCR development is rich darker tone colors and this proposal is a lot lighter and more monotone and would like to see a better relationship with the surrounding area in materials and colors.

Ms. Husak said previously the commission was focused on quality of materials and quality of the development being deserving of the 3 units to the acre density which is the max density the Community Plan would allow and would feedback if that has been achieved.

Chris Cline, 300 West Wilson-Bridge Road, Worthington, said they have the whole team to address any questions and there have been a lot of changes since they were here over a year ago. He said a lot has changed in Dublin's expectation for future residential housing with all the turbulence that has taken place and of course with respect to the Bridge Street Corridor and how the different types of housing stock fit into Dublin's future. He said they have readjusted a bit, but generally on the same track for a multi-generational cohesive neighborhood that melts both rental and owned housing products into one family oriented neighborhood and they believe they fit into Dublin's long term plan.
Mr. Cline said they are focused on three major challenges, the change in the residential housing market with fewer qualified buyers in the market, more families needing to live in rental housing and more families choosing to live in rental homes for more flexibility to follow different career options and not be tied to a home that they cannot sell on a short term bases. He said the result is that more families are living for longer periods in rental homes than in the past and therefore, the architecture needs to be responsive to quality of internal space as well as external appearance and the quality of the living experience and the contribution to the community and to the types of people you get to live there is the quality of the internal space as well.

Mr. Cline said the other issues with materials is that there is a need for increased efficiency in energy for the structures, there are new standards coming and the noise from the railroad tracks are a concern and they are looking at sound transmission and how to minimize that experience. He said one option and requested that they keep an open mind as they look at a product that is a composite product that combines insulation and cladding that has a vinyl cladding on top of foam insulation.

Mr. Cline said there is a new product called cedarmax or duramax that is a composite insulating siding and can be mounted in single planks so they do not have the fake look of vinyl. He said the material is available in 16-foot lengths because it is stronger and available in 50 mills. He said that this material is lessens the transmission of sound through the studs and also helps avoid energy loss. He provided pictures of a house in Grandview in this product.

Mr. Cline said that they are not sure what will happen in the northeast section and they would like to leave their options open as they move forward. He the market has become increasingly negative on single family alley products and with snow plowing and trash pickup and security issues, buyers do not like them, so they need to step back from that idea. He said they do commit to get the quality pedestrian oriented environment around the central green with single family homes.

Linda Menerey, EMH&T, 5500 New Albany Road, Columbus, 43054, said there are many constraining existing conditions with the big woods on the north, the combined sanitary and storm easement just below the woods, the ATT easement in that area, and the water line easement on the south property line and the NCR which is the southeast corner of this site. She said all the drainage comes to the east and will outlet to the east property line into the ponds. She said the road layout with Avondale Woods Boulevard is the set to their eastern connection point to the green being two acres, extended into the multifamily area with the units circling all around it.

Ms. Menerey said the central green is now surrounded by ten 90-foot lots with no alleys and they are proposing shared curb cuts at the street and side-loaded garages toward the back with a limited number of curb cuts around the green. She said the club house is centered in the large green space where the ponds are and it is more visible with parking provided.

Ms. Menerey said that the multifamily area in the lower portion lining the railroad tracks is designed to only have 12 units back up to the tracks. She said their intent is to heavily buffer the area.

Joe Sullivan, Sullivan Bruck Architects, 309 South Fourth Street, Columbus, 43215, said that these are conceptual plans and materials have not been finalized. He said they were trying to focus on coming up with a plan that will respond effectively to a market that is under served. He said the people that are important to Dublin's future the 25–35 year old group that might be a home buyer in past generations and will take longer today. He showed many versions of floor plans that respond to the people that want to live there and have responded to their needs with a basement for utilities and will live like a single family home with an open plan with circulation to the rear and the garage is pulled back within seven feet of the front façade which allows for a nice porch. He said the proposed layouts allow for privacy and will not require fences for separating outdoor living space by way of placement of elements and general layout of rear elevations.
Mr. Sullivan said they are trying to develop something that is very pleasing in proportion in all the pieces and all the front doors are visible and there is a sense of ownership in the front door space, the windows will have window wraps and a fair amount of masonry and pick key points to where there is a stone house and see it three dimensionally and mix colors and materials to get a very pleasing character as you go down the street.

Mr. Sullivan said he is aware of the material issues and they would really like to have the clad board siding which is an appropriate material within the context of their region. He said vinyl siding is a very general term and is grouped into one type. He said that there are bad siding installations that fade and blow off of buildings. He said the proposed material is a insulation backed material and very rigid and provides a insulating quality. He showed a picture of a building in Grandview that is an example of the product he is referring to, the product has a lifetime warranty and is colorfast and will not fade and is available in a lot of color options. He asked that this be a consideration of one of the products that they can look at as an option to housing.

Ms. Amorose Groomes asked if there were anyone in the general public that would like to speak to this application.

David Patch, 6940 Rings Road, Amlin Ohio, said he does not want to address the architectural issues and just found out about this project and talked with Ms. Husak earlier, he said he owns the parcel on the northwest corner of this site and wanted to let them know he had never been contacted by the applicant and as a good neighbor it would have been nice if they had some discussion with them. He asked if they had intentions of putting fences along the woods or down near the road so that people are not coming onto his property or getting hurt. He said they have mentioned that the area is wet and he agreed it is. He said if their field floods it would be because the tiles have been damaged by this development. He asked to view the potential roadway connecting near his property.

Ms. Amorose Groomes asked if there were anyone else that would like to speak to this application. [There were none.]

Ms. Amorose Groomes closed it off for discussion.

Ms. Amorose Groomes asked that they address the neighbor's questions first.

Ms. Husak said at this point they are proposing the east-west road to stub at Mr. Patch's property line. The mounding and fencing are not finalized and could consider them as this goes forward and the details would be required at the next stage of this application.

Aaron Stanford said what they would do with sewer and water is to extend utilities to serve areas that they are developing and typically extend utilities to the extent of the property boundaries of this development, they would look for opportunities to stub sanitary and water to areas that are backing to other lots so that they will provide stubs through certain lots to provide access to adjacent parcels.

Mr. Zimmerman asked about the CSX request for a 100-foot setback and if there is a legal issue. Ms. Readler said they are asking for the setback and they could look to see if there are railroad standards or considerations.

Mr. Zimmerman said he is not a fan for the vinyl material used for the siding and when they look at the NCR project and they should blend with the architecture of the area in colors and materials. He said the max density of 3 units to the acre has to be earned through design characteristics and they are not there yet.

Mr. Fishman agreed with Mr. Zimmerman and said this project is very dense at 3 units per acre and if they are going to use vinyl siding they are not earning the density, they should be mandated to use a percentage of masonry and a more substantial high quality material and they need to set a trend for this area and keep the standards of Dublin. He said the letter on the 100-foot setback at the rail road track made sense to him because it is his experience that the noise and vibration from the tracks can be felt at 250 feet from the tracks. He thought they need to look at a minimum of 100 feet or maybe more and make sure it is mounded or something to limit the noise and vibrations. He thought layout needs to be tweaked and agreed with staff on the street layout and they need to do something creative with the railroad track.

Mr. Budde said he agrees that the vinyl does not catch his eye and does not meet the quality standards. He said the railroad track and a bike path along with the 50-foot lots are areas of concern. He was concerned with the layout and the number of units in the southern portion and wondered what the development potential was on a 50-foot lot.

Ms. Kramb said they are moving in the right direction by moving the clubhouse in a good location. She liked better from the original plan how the north south road curved over to the green. She said she likes the arrangement of the double duplex units on the new plan better. She said in order to accommodate the curve in the road and the new plan for the apartments they would lose those top three buildings on the new plan, but she likes the curve idea better. She disagreed with the Planning recommendation with making it curve roadway up to the north by the woods and disagreed with any traffic circles or anything there. She is okay with the northeast corner and waiting to see what happens.

Ms. Kramb said the architecture should not take too much from the NCR development because she is not satisfied with that one and not comfortable with vinyl but once they see more details. She suggested that they pick an architectural theme and stick to it and use its cues for the single family portion as well. She was worried that as proposed the architecture would quickly look boring considering the number of units.

Mr. Hardt appreciated the applicant's desire to leave the northeast portion of the site open to address changing market conditions. He agrees with staff comments regarding connectivity and bikepaths both along the railroad tracks and along the triangle woods and other places and he felt that there cannot have too much connectivity. He shared Mr. Kramb's thought on the road that previously came off the Village Green and curved to the north east and along the woods seemed like a better solution because that that will connect to Tuttle Crossing Boulevard and having the residents of this development wind their way through residential streets to head up that northern road is a mistake.

Mr. Hardt said the previous layout with the possibility of a small traffic round-about or some solution that allows for easy traffic movement out of this neighborhood and to the north that also keeps speeds at a minimum is something he would be interested in seeing. He agreed with the staff comment that the intersection as proposed is awkward and needs to be solved. He asked the applicant to continue to show the parking associated with the woods to the north also on sales materials and marketing brochures and would like it to be clear that it will happen. He said the architecture generally is needed to have a variety and bolder colors, not bright, but something in the craftsman style. He said he is not usually in favor of vinyl but is willing to have an open mind and look at the example site and get the address to staff to be distributed to the Commission and he will make an effort to go and look at it.

Mr. Taylor said he agrees with the comments regarding the road to the north, the original conversation was about the connectivity of that and it is lost in this plan, the solution needs to be restored. He thanked them for moving the clubhouse. He said he has no concern that the architecture matches the NCR. He said density issue is deferred to Mr. Fishman's comments. He said he is not willing to close the door on the vinyl siding, but is not sold on the product presented yet, but will do a site visit. He agreed with Mr. Hardt that they should not be afraid to introduce color here. He said what is important to him is the quality of the material of the vinyl and the quality is how it is handled in the trim and they need to have nice trim. He said these buildings are nice buildings for what they are and the massing is nice and arrangements of the fenestration are nice. He said the details are not bad and somehow they got painted with the same color brush and took all the fun out of them and wanted them to restore the variety and the fun with some colors. He said the materials is not his preferred stone pattern and a ledge stone might be a better application or something with more texture to it than what is shown. He said they have done what they have asked them to do for the most part and is okay with seeing it next time.

Ms. Amorose Groomes said she appreciates the relocation of the clubhouse and echoed the comments about the road relocation. She said she is not necessarily thrilled with the new roadway treatment. She said she would like to see connectivity along the railroad tracks and significant buffering from the tracks to the buildings. She said it seems really close and would like to know how far the buildings are from the track. She said she likes the architecture and would like to see colors more attractive. She said she is not in favor of vinyl siding, but advised the applicant that they do not need to take any cues from NCR. She said the single family portion they normally do not get see and there may be some leeway as long as it

meets the code requirements. She is concerned about the garages and the size limitations to allow for family sized trash. She said she likes the garage doors and they will be vital to this development and they will need a really sharp garage door because it makes up such a large percentage of what they see.

Mr. Sullivan said they show all the garage doors were shown white because Dublin requires garage doors to match the trim, he would like dark garage doors and could liven this up with a lot of colors.

Ms. Amorose Groomes said if they had a stained grade fiberglass front door and a matching garage door of a rich color it would be fantastic.

Mr. Zimmerman asked if there is a code on the garage door and trim being white match blend.

Ms. Husak said there was not.

Mr. Sullivan said code says that the garage door is supposed to match the trim.

Mr. Langworthy asked for which Code he is referring.

Mr. Sullivan said the Appearance Code.

Mr. Langworthy indicated that is for single family homes and not multifamily buildings.

Ms. Husak said the PUD gives them flexibility.

Ms. Amorose Groomes said the Commission is okay with a variety of colors.

Ms. Amorose Groomes said since there is no vote and that they do have their comments they look forward to seeing them back.

4. Nationwide Children's Hospital
Perimeter Center Planned District
Subareas C, D, and M
11-066Z/PDP/FDP

5675 and 5680 Venture Drive
5700 Perimeter Drive
Rezoning with Preliminary Development Plan
Final Development Plan

The rezoning with preliminary development plan/final development plan application was postponed prior to the meeting. Notification was mailed to adjacent property owners.

5. Nationwide Children's Hospital
Ohio Health Planned District
11-067Z/PDP/FDP

7450 Hospital Drive
Rezoning with Preliminary Development Plan
Final Development Plan

The rezoning with preliminary development plan/final development plan application was postponed prior to the meeting. Notification was mailed to adjacent property owners.

6. Shoppes at River Ridge – Center Identification Signs

12-007CDDS

4305-4335 W. Dublin-Granville Road
Corridor Development District Sign Review

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

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 2, 2010

The Planning and Zoning Commission took the following action at this meeting:

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

Proposal:	A residential development with approximately 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road approximately 4,000 feet south of Rings Road.
Request:	Review and feedback for a concept plan under the provisions of Code Section 153.050.
Applicant:	Homewood Corporation; represented by Christopher Cline.
Planning Contact:	Rachel S. Ray, Planner I.
Contact Information:	(614) 410-4656, rray@dublin.oh.us

RESULT: The Commission reviewed this proposal for up to 360 single- and multiple-family dwelling units on a 120-acre development site located on the west side of Avery Road approximately 4,000 feet south of Rings Road. The Commissioners determined that the proposal is generally consistent with the recommendations of the Community Plan. The Commissioners discussed the fact that this site is surrounded on three sides by the City of Columbus and the planned traffic improvements and the land use plans for this area may have significant effects on this site. The Commission also commented on the land use arrangements and road network, and recommended that the applicant provide for internal pedestrian and bicycle routes with connections to other external routes. The Commission also asked about this development's relationship to the National Church Residences senior housing community (on the 20 acres at the southeast corner of the parcel), and that the applicant should be prepared to discuss architectural themes, building materials, and additional development details at the next review.

STAFF CERTIFICATION

Rachel S. Ray
Planner I

12-084Z/PDP/PP
Rezoning/Preliminary Development Plan/Preliminary Plat
Avondale Woods
Avery Road

direction than just 'reduce asphalt.' She said if they want green created they need to know what kind of long term objectives they want in that greenspace.

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

Chris Amorose Groomes introduced this application for review and approval of a Concept Plan for a residential development with approximately 130 single-family lots and 230 multiple-family units on a 120-acre site located on the west side of Avery Road, approximately 4,000 feet south of Rings Road. She explained that the concept plan is the first step in the establishment of a PUD, Planned Unit Development District, and while no vote is taken, the Commission typically provides feedback that may help applicants determine what considerations and changes need to be made and whether or not to move forward with a rezoning/preliminary development plan application.

Rachel Ray presented this concept plan for a parcel surrounded on three sides by future development in the City of Columbus. She said there were many development constraints surrounding this parcel and the potential for intensive commercial development in the area, and as one of the last remaining large residential tracts in Dublin, Planning feels there are many special considerations with this application. She briefly explained the background for this proposal and explained the process. She said the 140-acre parcel was the southernmost parcel in the City of Dublin. She said the CSX railroad line runs along a portion of the western site boundary, and there are large tracts of undeveloped land and some large residential lots surrounding the site. She said the site is currently zoned R, Rural District, although a portion is zoned PUD as part of the National Church Residences (NCR) development. She said the Future Land Use Map, as part of the Community Plan designates the site as *Mixed Residential Low Density*, which is intended to provide a mix of housing options and a transition from the existing single-family neighborhoods in Dublin north of the site to what could be more intensive development in the City of Columbus to the south. She said the recommended maximum density for this Land Use classification is three dwelling units per acre, or a total of 420 dwelling units for the parcel.

Ms. Ray explained that the parcel includes 20 acres that were included as part of the NCR development at the southeast corner of the site which takes up a majority of the parcel's frontage on Avery Road. She said the NCR preliminary development plan includes a 200-unit senior housing development on a total of 17 acres with 2.6 acres of right-of-way dedication resulting in a net density of 11.8 dwelling units per acre. Ms. Ray said at the April 2009 rezoning hearing at City Council the property owner raised concerns that the NCR Development would potentially limit the development capacity for the remainder of this parcel. She explained that City Council agreed to consider the density of the NCR site separately from any future development proposal for the remainder of the parcel, agreeing to consider a maximum of three dwelling units per acre or a total of 360 dwelling units on the remaining 120 acres based on the merits of the proposal. She said this proposal is for the remaining 120 acres of the 140-acre parcel.

Ms. Ray explained that a typical concept plan review includes a review by the Commission for non-binding feedback on the initial proposal, which may be reviewed by City Council. She said the next step would then be rezoning and preliminary development plan. She said Planning has recommended that the applicant consider a two-step concept plan review with all the land use

issues in the vicinity in addition to internal site issues. She stated that Planning recommended that after an initial concept plan review the applicant return with more details such as architectural themes and roadway character.

Ms. Ray reiterated that north of this site is the City of Dublin and farther south is the City of Hilliard, but the transitional area between is land designated as future development within the City of Columbus as part of the Draft Hayden Run Corridor Plan. She pointed out that the City of Columbus recently received a rezoning application for the parcel on the east side of Avery Road for a commercial retail development, despite being inconsistent with the office-oriented land uses designated in the draft plan. She said Columbus also plans to widen Avery Road, which is currently a two-lane roadway, to a six-lane roadway. She added that a portion of the Britton-Cosgray Connector has been constructed to the west of the CSX railroad, but it will eventually cross either over or under the tracks, coming back to grade at Avery Road, and then connecting to Britton Parkway farther east.

Ms. Ray said the site is located within the Southwest Area Plan of the Dublin Community Plan, which identifies coordination of land uses as a major planning consideration for this area given its location in a transitional area between Dublin, Columbus, and Hilliard. She said the Plan also recommends that site development consider the preservation of the wooded areas that are present on this property and a few adjacent lots. She explained the Plan also recommends balancing higher and lower density residential developments.

Ms. Ray described the existing site, including the wooded areas and utility easements.

John Hardt asked if the easements currently contained utilities, or if they were for future use. Ms. Ray confirmed that they contained existing utilities.

Ms. Ray explained that Avondale Boulevard will be constructed initially with the NCR development to provide access to the site from Avery Road, and is planned to be continued through the site. She said a future access point is proposed to the north up to Tuttle Crossing Boulevard, and a stub road will allow future access to the west. She said that Avondale Boulevard has the potential to become a signature entry into this neighborhood, but the applicant will need to conduct a traffic study as part of the rezoning and preliminary development plan to determine the improvements needed at the Avery Road intersection and ultimately the design of that road to accommodate the number of units proposed.

Ms. Ray said Planning is concerned that the north/south connector road shown might be too direct and may encourage speeding or cut-through traffic. She said Planning recommended breaking up the roadway in that portion of the site to help slow traffic, but otherwise, the road network will allow a great deal of connectivity among the different portions of the development. Ms. Ray added that an extensive bicycle and pedestrian network is shown throughout the site, but Planning recommends the provision of a bikepath along the railroad tracks for greater regional bicycle connectivity and consistency with the Community Plan.

Ms. Ray noted that adjacent to the NCR site, the applicant is showing multiple-family residences to assist with buffering the remainder of the site from the railroad tracks and the future roadway to the south. She pointed out that multiple-family units are also shown north of Avondale Boulevard to transition from the NCR site. She explained that smaller, single-family lots are

shown along the Triangle Woods and in the northeast corner of the site. She said that medium-sized 55-foot to 65-foot lots are shown with larger lots south of Avondale Woods.

Ms. Ray explained that at this stage of the process, the applicant has not finalized their phasing plans; however, the Fire Department has indicated that with Avondale Boulevard being boulevarded as part of the NCR development, if the boulevard is extended west to the center green, the Fire Department could serve all of the residential development south of Avondale Woods. She stated that the northeast portion of the residential development would need to have a secondary access in order to be served. Ms. Ray said that Planning has suggested that the applicant consider a potential secondary access east to provide secondary access to Avery Road.

Ms. Ray said approximately 37 acres of open space have been provided, including the wooded areas. She pointed out that the central green located at the terminus of the roadway into the site has the potential to become a centerpiece for this development. She said the applicant was proposing a recreation center in the central green for use by the entire development to help tie the neighborhood together. She said that Planning has recommended that the applicant consider providing on street parking around the central green and also to consider rear loading the lots fronting the green to assist with creating a real pedestrian-oriented environment and help enclose the central park space.

Ms. Ray said this proposal preserves many of the natural features on this site and is sensitive to the development context. She said that it was Planning's opinion that the general site layout can be conducive to the creation of a pedestrian-oriented neighborhood with some of the modifications discussed in the Planning Report to meet the Land Use Principles. She said some of Planning's suggestions have included creating pedestrian-oriented streets that break up the north/south road to reduce traffic speeds, and including on street parking to help enhance the pedestrian environment and to provide additional parking for this development.

Ms. Ray said while architecture has not been provided at this time, using consistent architectural themes, materials, and potentially matching site amenities can help reinforce that this is a connected, multi-generational neighborhood. She said recessed garages and/or rear loading units as well as front porches and reduced side and front yard setbacks, particularly in front of the center green space, and having sidewalks that connect the front doors to the sidewalks will assist in meeting the Land Use Principles.

Ms. Ray said it was Planning's opinion that at this stage, the applicant is proceeding in the right direction. She explained that Planning had suggested that the applicant approach this proposal in terms of looking at the general land use, subarea distribution, and the street network, and to focus on the external site constraints and internal site considerations before moving forward. She stated that Planning recommended that this application return to the Commission for a second concept plan review with more details.

Ms. Ray concluded that Planning had prepared discussion points for the Commission to provide feedback:

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?*

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. *Should the units fronting the central green space be alley-loaded to eliminate driveways and garages from fronting on the central green?*
7. *What design characteristics should be applied for the site to meet the Land Use principles and justify three dwelling units per acre density?*

Christopher Cline, Blaugrund & Herbert Incorporated, representing the applicant, Homewood Corporation, said that they feel their proposal responds very well to the Community Plan. He said that the most unique aspect of this site and proposal is that it is truly a self-contained neighborhood. He reiterated that the surrounding area could result in intensive commercial development, creating a number of barriers for this site. He stated that they believe that the site is well insulated from those influences and will not detract from the quality of their development. He said these barriers will cause this development to be a neighborhood within itself. He said this concept is for one neighborhood with a number of types of housing from rental multiple-family units to owner-occupied multiple-family and single-family homes of different sizes. Mr. Cline noted that this diversity will attract different types of people at different life stages.

Mr. Cline explained that they believe the village green will become a gathering place in the center of the site, with a shared clubhouse and pool which will be an amenity owned by the resident associations. He said the interlinked walking and bike trails will also contribute to the neighborhood feel. Mr. Cline described this proposal as a walkable neighborhood where people feel comfortable walking, with houses close to the street, and with front porches and walkways that go directly to the front door. He said they would be producing all new housing products for both the multiple-family and single-family units on the site.

Mr. Cline said the NCR project helps incorporate the multi-generational theme into this neighborhood. He said the amount of interface with the NCR project is unknown at this time, but it is going to have a presence. Mr. Cline explained their vision for this development as a multi-generational neighborhood.

Mr. Cline addressed the issues raised specifically by Planning. He referred to the photograph showing the surrounding land. He indicated that it would probably be seven years before they would be ready to develop the northern portion of the development based on current market conditions. He said they might consider using the 13-acre parcel to the east currently in the City of Columbus for a second access point required by the fire department at that point.

Mr. Cline referred to the suggestion in the Planning Report that the houses located around the village green should not have driveways in the front. He said that would require a new housing product with an alley, which is not common in Dublin or many other suburban developments; however, they understood Planning's recommendation and desired the Commission's feedback.

Ms. Amorose Groomes requested clarification regarding Planning's comment about the garages. She asked if Planning did not want to see driveways around the central green at all, or if it was just the garage doors that were the issue.

Ms. Ray explained that Planning recommended that the driveways be eliminated entirely, which would eliminate sidewalk interruptions around the green and allow for on-street parking.

Mr. Cline said they could commit to doing that. He said they had put together a product that will fit on the lot that can work, but said that their preference was that only the homes that front on the park would be alley-loaded. Mr. Cline added that they would like to avoid having parking right in front of the houses, but would allow it around the central green.

Mr. Cline said the design characteristics are not being discussed tonight, but they were planning to provide consistent architectural themes, a consistent color palette, and certain elements that could be repeated throughout the development. He reiterated that they are designing a new product for this project.

Mr. Cline said the northern residential area is shown with 50-foot to 60-foot lots. He said that they probably would be asking the Commission for some flexibility on that part of the site as they proceed to the preliminary development plan because it is harder to forecast what housing product will make the most sense in that part of the site when they are ready to develop there.

Mr. Cline said regarding the bikepath along the railroad, they were not necessarily opposed to it, but it may not go anywhere because it may run into a roadblock at the railroad and future roadway. He said they think the road is going to go under the railroad tracks, but if it goes over the tracks, the bikepath would not be able to pass through. He pointed out that whether or not the bikepath would continue through or not is not in Dublin's control.

Linda Menerey, EMH&T, said when they began working on this site nine years ago, the large sanitary and stormwater easements were not there yet, but they came to the point where they had to commit and find a location given the development in Columbus to the east. She explained that the AT&T easement could be moved with coordination. She said with the approval of NCR, that stormwater needs to get into the storm system. She pointed out the two ponds on the east side of the site with the sanitary sewer easement through them and explained that both were likely necessary to accommodate stormwater on either side. She said NCR will have an easement that needs to come along the small woods there. Ms. Menerey explained that they started with a 140-acre parcel, and after taking out NCR, the woods, easements, and other things, they were left with little pieces to develop.

Ms. Menerey said that as this concept plan has evolved over the years, they have received a lot of input. She recalled that they were initially dealing with conservation design, and provided plans with more and less density, and then this plan has been through several renditions, but they were all comfortable at this point.

Ms. Amorose Groomes asked if there was anyone in the audience who wished to speak with respect to this application. [There was no one.]

Richard Taylor thanked Planning for breaking this application into parts. He said handling it in phases would make it easier for the Commission to deal with and to measure their progress. He said he liked where the plan was headed. He noted that when they went through the NCR approval process, the Commission discussed the amount of traffic that Avondale Boulevard would have to support. He recalled that they specifically discussed what would happen when the entire parcel develops, and that is a subject that still needs to be addressed. Mr. Taylor said as this development phases in, the traffic will increase. He asked about the NCR project's status.

Ms. Ray reported that NCR received their grant funding award this past summer and they intend to proceed with filing the final development plan this fall.

Mr. Taylor asked about the character of the intersection planned at Avondale and Avery Road. Ms. Ray said at this point, it would just have a stop sign for the NCR development. She said the phased improvements for this development still needed to be determined but will likely include signalization.

Mr. Taylor said assuming that Avery Road is not six lanes before either of these developments happen, and assuming that NCR is in place and then the new project comes along, that is going to become a significant intersection. He said he was glad to hear that a second access is going to be considered as part of this proposal in the future.

Mr. Taylor said he liked the concept of the traditional small town that the applicant mentioned in the narrative they submitted because the site is so hemmed in. He thought it would help give the development an identity of its own, and that is a good thing. Mr. Taylor said typically in small towns, the larger houses face the central green, and the houses get smaller as the village moves farther from the center. He noted that is the opposite here, and he wondered if putting houses with rear loading garages around the central green was something that would be more acceptable on larger lots with larger homes as opposed to smaller lots. He said a garage size is not going to change a whole lot from a bigger house to a smaller one, but it is going to occupy a much larger percentage of the property on a smaller lot. He said as much as he liked the looks of houses with rear loading garages from the front and as much as he agreed that it would help give the appearance of walkability, people will still come and go from their cars in their garages, and 99 percent of the time, people will come down the alley, drive into their garage and enter their houses that way. He said that this neighborhood will have to have something to pull people out onto their front porches, potentially by doing something special with the bikepaths, wide sidewalks, benches, and lots of things going on in the park.

Mr. Taylor said regarding the park, he was not crazy about the idea of putting the clubhouse and the pool in the park. He said visually, it would become a barrier across the park itself and prevents residents from seeing across that central area. He said it also becomes a very active and noisy space, and may be very well-lit during the evening hours. He said a passive park would be something that might be used more for many different things. Mr. Taylor suggested moving one of the retention ponds to the central park, or at least provide a pond there, and relocate the clubhouse and pool to where the ponds are now shown. He said another reason for this is that a clubhouse and pool might be better at the edge to back up to future commercial uses than parkland, which will involve an abrupt change from what may be the back of offices, parking, and dumpsters.

Mr. Taylor asked if the Avondale Woods Park would be a neighborhood or community park. Ms. Ray said that she did not think that had been determined, but it will be dedicated to the City as parkland.

Mr. Taylor said he would like to see that addressed. He mentioned Amberleigh Park, which is technically a community park, but built in a neighborhood. He recalled heated discussions from the neighbors at that time about bringing traffic into the neighborhood to access the park. He thought it *should* be a community park, but he asked that it be made easily accessible without having to drive through the neighborhood to get to it.

Amy Kramb said she did not like the idea of putting the clubhouse and pool in the central green because when driving in, it would look like every other apartment community. She suggested it be relocated to the far southwest corner. She said the green space should be open with benches and maybe a fountain and be somewhere where children can play, because with smaller lots and smaller yards, the central green can become their yard. Ms. Kramb said she liked the on-street parking in that area, at least on the side of the street closest to the park. She said she would like to see the far east bikepaths connected, and she pointed out that the bikepaths seemed to stop on the main road, and she thought there should be a wide sidewalk or bikepath the entire length of the road. She agreed with Mr. Taylor about the park traffic not entering through the neighborhood. Ms. Kramb said the rear-loaded garages were a great idea, but more details would be needed as to where the driveways and garages would be located.

Ms. Kramb said her answers to Discussion Points 1, 2, and 3 were all "yes." She said when the Tuttle Crossing Boulevard extension is complete; anyone entering the neighborhood coming off I-270 is going to come from Tuttle Crossing Boulevard. She said it needs to be designed as a primary road for this development and built to discourage speeding.

Warren Fishman said currently, there is nothing in the area, so it is important that this development sets the right tone for the area. He said he was very interested in knowing what materials are planned. He said there would be a huge difference in this community since it is dense if it was built with vinyl siding and fiberboard trim versus stone, stucco, brick or masonry materials. He thought that NCR was an asset, and if played on correctly, this could be a lovely community. Mr. Fishman said this was Dublin's southern border and Columbus and Hilliard will look at it closely. He agreed that the clubhouse and pool should not be located in central area.

Mr. Fishman referred to the City Council minutes which said they would consider a maximum of three units per acre, and he noted that that was what is currently presented. He did not think three units per acre were necessary. He said he was leery of 50-foot and 60-foot lots unless the homes were high quality with stone, masonry, and high-quality landscaping. He pointed out that condominiums do not necessarily stay condominiums, so he thought quality was critical.

Todd Zimmerman said regarding Discussion Point 1, that there is a section in the Community Plan that talks about bringing people together at different ages in different housing types, and he thought that because this site will be effectively land-locked; this is a good site for a multi-generational housing development.

Mr. Zimmerman asked if the NCR project was meant to be part of this community or if it would be totally separate. Ms. Ray said Planning had recommended that they take into consideration

some of the design characteristics of NCR and find ways to make connections. She said they also discussed pedestrian connections between the two developments.

Mr. Zimmerman suggested finding a way for the NCR residents to use the community pool and clubhouse. He said the connectivity of the streets and the bikeways were important because this is going to be a clustered community.

Mr. Zimmerman referred to Discussion Point 4 regarding the second access point. He said he did not think the focus should be on *when* the area to the north is developed, but a happy medium needs to be reached.

Mr. Zimmerman said regarding the design characteristics, three dwelling units per acre is the maximum density recommended by the Community Plan, and to get to that level, there has to be real quality materials and architecture.
John Hardt said he agreed with the other Commissioners' comments. He thought this plan was heading in the right direction as well. He said he thought the Planning Report was on the mark, and he agreed that taking the clubhouse and pool out of the central green was a better option, but he did not want to see it end up within any specific residential area because he did not want it to feel like it 'belonged' to that area. He thought it needed to land in one of the park spaces to remain a community amenity. He agreed with the comments made about the secondary access and said he was willing to allow the details to be resolved in the future when more is known about what is going on to the east, as long as there is a commitment that that secondary entrance will happen in some form or fashion.

Mr. Hardt said he had favorable opinions of all of the discussion points, with the exception of Point 3, which he thought the answer was 'yes.' He said what the roads and sidewalks are not all that conducive to is external circulation. He said he realized that this will be a hemmed in community and that there is nowhere to go to the west, and Dublin does not control what happens on the east. He agreed that there is going to be significant commercial development to the east along Avery Road, probably retail, but he said that there is no bigger shame than to live two blocks away from a retail center and not be able to walk to it. Mr. Hardt said that some kind of provision to get pedestrian access in that direction would be very well received. He felt the same way about the land to the south.

Ms. Amorose Groomes said she would like to see the applicant come back with a materials palette to earn the maximum three dwelling unit per acre density. She said the Commission has held NCR to a very high standard, and she expects the same from this development. However, she said she would like to hold the specific material palette discussion for the zoning conversation regarding density. Ms. Amorose Groomes said the Commission would like to communicate very clearly that the standard is going to be very high, particularly if they get to the three-unit maximum density.

Ms. Amorose Groomes addressed the discussion points. She said she thought the land use is completely appropriate. Ms. Amorose Groomes said in terms of the location of the pool and clubhouse area, she was in full agreement with the other Commissioners. She referred to Discussion Point 4 and said regarding the secondary access point, the reason she felt that the Commission needed to know where it was going to be was because they had to decide what the Avondale Woods Park is going to be before anyone moves into the development. Ms. Amorose

Groomes said she felt it was vitally important to know what is going to happen with this park prior to committing to anything on any portion of this parcel.

Ms. Amorose Groomes said she would like to see the units facing the central park be rear loaded, but she has not yet seen a well-done alley. She said detached garages, as Ms. Kramb mentioned, would be a great way to do that, but with the narrow lots, it will be virtually impossible to have a rear-loaded garage with a driveway to the street. Ms. Amorose Groomes said she would be interested in seeing the marketability of a home with a detached garage. She said they will have to come up with a creative solution if the lots remain that narrow.

Ms. Amorose Groomes said she thought the design characteristics will have to be tremendous to justify three dwelling units per acre. She was not particularly in favor of having two separate ponds, but she understood why it was there. She said it was unfortunate to eat up that amount of land with two ponds, but did not know if there were any creative solutions. She said she would like to see some other options explored.

Ms. Amorose Groomes asked if the Commission had provided enough direction at this point.

Jim Lipnos, President of the Homewood Corporation, said they were willing to consider everything that had been discussed. He said they did not come prepared to discuss architecture, but they understood what the expectations were and will come prepared next time.

Ms. Amorose Groomes thanked everyone for their time and said she hoped to see the applicants return with this proposal in the near future.

3. Multi-Modal Transportation Study
10-034ADM **Administrative Review**

Jonathan Papp presented a project update on the Multi-Modal Transportation Study that had been going on for a little more than a year and should be wrapped up by the end of this year. He quoted Fred Kent, President of Project for Public Spaces: *If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.* He said he thought it was a great quote to begin a Multi-Modal project because we have great people and great places in the City, it was just a matter of getting people to and from those places efficiently and in environmentally-friendly ways.

Mr. Papp explained that a multi-modal study was a coordinated evaluation of transportation modes that currently exist or may be introduced into a city to assure that they all function as one system. He said several plans already exist in Dublin that have looked at different transportation modes, one of them being the Community Plan which includes the Thoroughfare Plan for the automobile and the Bikeway Plan for bike and pedestrian improvements. Mr. Papp said other studies recently completed were the Alta Bicycle Facilities Analyses and the Parks and Recreation Master Plan. He said that the intent of this study is to further refine all these plans. He said this study also works from one of City Council's goals, which was to evaluate multiple modes of transportation such as bike lanes and public transportation as a possible implementation for future CIP projects.

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's 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.

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 ¾ 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 ¾ 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 ir this location.

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

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

residents moving into these neighborhoods are from the immediate area, close to their own homes.
Mr. Baugh responded that they have found that most seniors don't want to live more than five miles away from their current residence for reasons of proximity to doctors, family, places of business. NCR wants to lease the property as quickly as possible, and will advertise in the local area.
Mr. Reiner asked what the estimated rents for this property will be, based upon the median income in the area.
Mr. McClure stated the two-bedroom units will be in the $900 range for the market rent. The tax credit rent is close to that as well.
Mr. Gerber added that this is a fantastic project. Several proposed developments have been submitted for this site previously. This is a needed product in Dublin. He is aware that there is a group in that area very interested in this project, and he is hopeful that any applications they submit will be given full consideration.

Wallace Maurer, 7451 Dublin Road asked if there are any "greening" principles or mandates applicable to an enterprise of this type. He understands the City is gearing up to implementing such greening initiatives into the Code.
Mayor Chinnici-Zuercher responded that there are other projects, such as IGS, where staff is working with the developer to ensure LEED certification. In general, the focus is more on commercial projects to become LEED certified. Such certification generally increases costs for the developer. For this type of housing product, Council would support reasonable efforts toward this goal which would not substantially increase the costs.
Ms. Salay added that there has not been discussion of the City requiring buildings to be LEED certified, but developers are encouraged to do so.

Vote on the Ordinance: Mr. Reiner, yes; Mr. Keenan, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Gerber, yes; Ms. Salay, yes.

Mayor Chinnici-Zuercher noted that Council is looking forward to working with NCR as they develop this project in Dublin.

Ordinance 14-09
Changing the Name of Wichita Street to Wichita Drive in the City of Dublin, Ohio.
Mr. Hammersmith reported that there is no additional information to share regarding this proposed change. Staff recommends approval.

Wallace Maurer, 7451 Dublin Road asked how the name "Wichita" was selected.
Ms. Salay responded that the street is part of the Indian Run Meadows subdivision, where there are many native American street names.

Vote on the Ordinance: Ms. Salay, yes; Reiner, yes; Mr. Keenan, yes; Mayor Chinnici-Zuercher, yes; Vice Mayor Boring, yes; Mr. Gerber, yes.

Ordinance 15-09
Changing the Name of Darby Street to North Street Beginning at High Street and Terminating at a Point Approximately 245 Feet West of High Street in the City of Dublin, Ohio.
Mr. Hammersmith stated that staff recommends adoption at this time.
Vote on the Ordinance: Vice Mayor Boring, yes; Mr. Keenan, yes; Mr. Reiner, yes; Mr. Gerber, yes; Ms. Salay, yes; Mayor Chinnici-Zuercher, yes.

INTRODUCTION/FIRST READING - ORDINANCES
Ordinance 18-09
Petitioning the Board of County Commissioners of Franklin County, Ohio to Adjust the Boundary Lines of Perry Township In order to Exclude That Territory Which, as a Result of Annexation, Now Lies within the Corporate Boundaries of the City of Dublin, and Declaring an Emergency. (Request to dispense with public hearing)
Mr. Keenan introduced the ordinance.
Mr. Smith stated that this provides for an adjustment of the township boundary in order to place this property in Washington Township. This is a follow-up to the annexation approved by Council on February 16. The intent is to have service provided by

10-036CP
Concept Plan
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Ordinance 12-09
Authorizing the City Manager to Enter into an Access Easement Agreement with Swickard Enterprises, Inc. Granting Rights of Access to Swickard and the City of Dublin over Certain Properties Owned by Each of the Parties Near the Intersection of Avery Road and Woerner-Temple Road.
Ms. Salay introduced the ordinance.
Mr. Smith stated that when the Municipal Pool South was built, the City purchased a right of entry from the Swickards to allow the City access to the land. There have been numerous debates about the Swickard Enterprises' desire to have a curb cut on Avery to their property. Because the City won't agree to provide this curb cut, the City is providing such access to the City access road.

Ms. Salay stated that she spoke with Mr. Hammersmith about this matter earlier tonight. This is also the access point to the community pool, and many pedestrians and bicycles use this area. She has concerns with this serving as the access point for this property located on the corner, which will be developed in the future. Perhaps an alternative arrangement should be pursued to provide pedestrian and vehicular access to the pool, and perhaps put access to the Swickard property further to the west. Perhaps something can be agreed upon to separate the two properties. Patrons who are accessing the pool are cognizant of pedestrian and bicycle traffic, but those accessing a future mixed use on the other property would not have that level of attention to the pool-related traffic.

Mr. Smith suggested that he and Mr. Hammersmith review some of the options and report back to Council by memo prior to the second reading.

Vice Mayor Boring noted that the point is well taken, but when the road was built, was there no consideration given to access for this property?
Mr. Hammersmith responded that he was not involved in the design of Woerner-Temple. He will research this in the records. Based on where the access point is laid out and the median break, he believes it was intended to be a shared access, regardless of whether there would be a future pool or how the Swickard property would be developed. It was not known at that time that a pool would be located on the property.

Mayor Chinnici-Zuercher stated that the proposed legislation indicates a prohibition for large vehicles or equipment using this access. What would it then be used for?
Mr. Hammersmith responded that the intent is that it not be used for construction access of the Swickard property.

Vice Mayor Boring asked what compensation has been paid to the Swickards to date.
Mr. Smith responded that they were paid $4,200 four to five years ago, based on an appraisal for a temporary right of entry at the time.
Vice Mayor Boring stated that it appears Swickard now wants the access back.
Mr. Smith responded that if she is suggesting that Swickard should now pay the City, those negotiations were not successful. Because they cannot have a curb cut on Woerner-Temple and cannot have one on Avery, staff felt this was the only feasible solution.

There will be a second reading/public hearing at the April 6 Council meeting.

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. Salay introduced the ordinance.
Ms. Swisher stated that is a request for zoning and preliminary development plan approval for 19.62 acres, including a 17-acre development site and 2.62 acres of dedicated right-of-way from R, Rural District to PUD, Planned Unit Development

District. The proposed rezoning would allow a 200-unit senior housing development and a one-story community center. The National Church Residences organization came before Council at the June 19, 2008 study session, where they discussed with Council their desire to locate a facility in Dublin. With support from Council, they worked with staff to identify potential sites. Ultimately, a concept plan application was filed and reviewed by P&Z in December of 2008. After incorporation of the comments from P&Z, the applicants have refiled for a rezoning/preliminary development plan, which was recommended for approval by P&Z on March 5, 2009 with five conditions as outlined in the memo.

- The site is located on the southeastern corner of the southernmost parcel in the City of Dublin. The city limits run along the development site on the southern and eastern property lines.
- The Community Plan specifies mixed residential, low density, which is intended to provide a mix of housing options for individuals of all ages. It recommends a density of three dwelling units per acre over the entire 140-acre parcel.
- The site is also identified in the Southwest Area Plan. Various bubbles on the Plan indicate different residential densities of land use. The higher density portion is located in the southern portion of that parcel, which is approximately where the NCR development is located. The lower density is located to the north and west of that area.
- The proposed rezoning would permit a single-story community center in the center of the site, with two three-story residential buildings on the north and south sides of that center. Both buildings would contain a total of 100 dwelling units. A three-fourths acre outdoor recreation area is located to the south of the community center. A total of 30 single-story cottages are located around the perimeter of the sites and contain the remaining 100 dwelling units for the development.
- Access to the site is provided from a proposed public roadway called Avondale Boulevard. It is a three-lane roadway tapering to two lanes.
- A traffic impact study has been submitted which will be finalized prior to final development plan approval.
- Two access points into the site are proposed from Avondale Boulevard, with a roadway that circulates throughout the site. Groups of parking spaces are located in offset groups off of the internal roadway.
- The applicant proposes providing a total of 23 percent open space for this development. Code would generally require 25 percent open space, but Council is permitted to allow a text with less that 25 percent. Based on the type of development and the quality of the open space, with amenities and walking path provided throughout the site, Planning's opinion is that the amount of open space is sufficient.
- The development would take place in two phases, with the eastern halves of the three-story buildings and the entire community center developing in the first phase as well as the northern 15 cottages. The remaining cottage units and western halves of the three-story buildings would be built in the second phase. All roadway improvements would be done with the first phase of the development.

Based on the P&Z's comments, the applicant has revised the architectural concepts for the development, recognizing the gateway location of this development. They have incorporated high quality materials and architectural elements.
Planning has evaluated this proposal based upon review criteria for rezonings and preliminary development plans, and recommends approval with the five conditions at the second reading.

Mr. Langworthy added that subsequent to the P&Z review, the property owner has come forward to NCR and indicated to them that they have an issue with the way the density for the property is being calculated. It is the property owner's understanding that these roughly 20 acres would be excluded from the density calculation for the entire site. When the P&Z reviewed this rezoning application and Planning presente their recommendations, they looked to the Community Plan for guidance regarding density. The Community Plan for this entire area reflects a density of three dwelling

units per acre, an increase from the 1997 Plan which reflected two units per acre. Homewood is asking for Council's consideration that the subject 20 acres be excluded from the three units per acre designation so that their remaining 120 acres of the 140 acre parcel would meet the three units per acre density. If the 20 acres at this proposed density were included in the overall property calculation, it would bump up the density for the 140 acres to four units per acre, which would not be consistent with the Community Plan. He noted that there is adequate time to work this issue out with NCR and Homewood prior to the second reading. After Council's input, staff would come back with a proposal that will attempt to be generally in compliance with the Community Plan, but will carve out these 20 acres to treat it as a separate piece of property.

Discussion followed regarding clarification of how the density calculations were done for the entire 140 acres owned by Homewood and how it would be impacted by allowing removal of these 20 acres from the calculation.

Mr. Lecklider stated that his assumption with the Community Plan in this area is that it was not contemplated that a segment of this property would be utilized for this population group. The senior housing would likely have fewer trips associated with it, resulting in less traffic impact.
Mr. Langworthy responds that is actually contemplated in the plan. The Homewood plan at first submittal called for higher density in the southern portion and lower density in the northern part. This project is essentially in line with that pattern, so the area plan did contemplate this. The density looked at was for the entire 140 acres – not just for this 20 acres. There are 12 units per acre in the piece highlighted on the map in red, and it drives up the density on the rest by one unit per acre. In total, it would add 60 units to the remainder of the Homewood project.

Mr. Keenan asked what is planned for the remainder of the Homewood land.
Mr. Langworthy stated that there is no proposal submitted at this time.
Mr. Keenan stated that the reason for allowing this level of density for NCR was to create some affordable housing for that segment of the community.

Mr. Lecklider asked about the traffic modeling, and whether it can be adjusted for this type of use.
Mr. Langworthy responded that an additional 60 units over this area of property would not likely result in a significant traffic increase, but he deferred to Mr. Hammersmith.

Vice Mayor Boring stated that the additional units could impact the number of students generated for the schools.
Mr. Langworthy agreed. The anticipation is that most of the units in the remaining portion would be single family.

Mr. Gerber recalled a previous proposal for this parcel. What density level was proposed?
Mr. Langworthy responded that it included 270 units over 140 acres – approximately two units per acre. It met the 1997 Community Plan density guidelines.

Ms. Salay asked how this complies with the intent of the Community Plan.
Mr. Langworthy responded if the density is spread over the entire 140 acres, it would meet the Community Plan densities. Homewood is asking for these 20 acres to be excluded from the calculation.

Mr. Gerber asked how this impacts the agreement with NCR.
Mr. Langworthy responded that from what staff has been told, Homewood would not sell the property to NCR if this land is not excluded from the overall density calculation.

Mayor Chinnici-Zuercher stated that this would therefore prevent the City from providing another type of alternative senior housing for residents.

Mr. Langworthy stated that in fairness to Homewood representatives, who are present tonight, they did not understand how the density would be calculated. They indicated that they had believed that Dublin would pull these 20 acres out and treat it separately, due to the nature of the project.

Mr. Keenan asked Mr. Foegler to comment.

Mr. Foegler stated that it is worth noting that because there is no rezoning application submitted for the residual of this parent tract, there is no way for Council to confirm what that density will be when it is brought in for rezoning. What is being sought at this time is a sense that Council will view conformity with the Plan as being three units per acre over the residual tract, in addition to the rights established for these 20 acres. If Council would like staff to examine the basis for the density of the Plan and consider such factors as traffic and compatibility of adjacent uses, in order to see if there is a rationale for carving out this higher density, that can be done. This research could be done between now and the second reading.
Ms. Salay responded that she would find this analysis helpful, as well as information about how to memorialize what is agreed upon going forward.
Mr. Langworthy responded that staff will bring forward some text to be included in the minutes that would justify a departure from the Community Plan. It is Council's policy decision of whether or not to accept that deviation. It would be important to do so to avoid having future requests to take other portions of the site out of the 140 acres for separate density calculations.

Mayor Chinnici-Zuercher requested that staff review the traffic patterns carefully, in view of the high density areas of Columbus directly to the west.
Mr. Langworthy responded that they are aware of this, and have been in communication with the City of Columbus traffic department. The traffic study is still under review by both communities. The preliminary finding is that there will be left turn lanes needed on Avery. There are some differences in the City of Columbus and Dublin's future expansion plans for Avery Road. However, staff anticipates the communities can work this out prior to future improvements.

Mr. Keenan stated that Council will need to have this kind of information for future planning purposes.
Vice Mayor Boring stated that, at a minimum, there should be a compromise.
Mr. Langworthy stated that he has requested that Homewood be patient and allow time for this discussion to occur. What NCR needs at this point is discussion regarding their project and Council's views, absent this separate issue.

Mr. Reiner stated that the site plan is excellent and could likely be used for some other sites as well.

Mr. Langworthy responded that there may be a need to postpone this ordinance until the April 20 Council meeting to allow staff to work on these details.

Vice Mayor Boring asked if there is another site available that could accommodate the NCR project.
Mr. Langworthy responded that NCR representatives are present to address this. He understands that there is a deadline for grant submittal for this site which is of immediate concern.

Mayor Chinnici-Zuercher invited the applicant to testify.

Matt McClure, National Church Residences, 2335 North Bank Drive, Columbus thanked Council for their consideration of this project. He understands that it is Council's desire to have this type of housing available in Dublin for seniors. One point to consider is that the density for these types of projects is often higher for various reasons. Primarily, these campuses contain three-story buildings and cottages surrounding a community center, and all activities in this community feed from this

center. To meet the three units per acre would require a much larger site and would not lend itself to the tight campus desired.

Ms. Salay stated that Council had understood at the outset that this project would have higher density, and they are supportive. Council's disappointment is with the seller of the land. Council is not being critical of NCR's project whatsoever.
Mr. McClure responded that his point is that Council should consider the density of their 17 acres. Objectively, he feels that Homewood is being asked to reduce the available units on their remaining property, and thereby to somewhat subsidize the NCR project's higher density.

There will be a second reading/public hearing at the April 6 Council meeting.

Ordinance 14-09
Changing the Name of Wichita Street to Wichita Drive in the City of Dublin, Ohio.
Mr. Gerber introduced the ordinance.
Mr. Hammersmith stated this is a housekeeping item brought to staff's attention by the Franklin County Auditor's office. There appears to some discrepancy in the suffix of "street" and "drive" with this roadway, located north of Tara Hill Drive. Staff has contacted the nine affected residents to make them aware of this change, and has heard no feedback. Staff's understanding is that the residents have used "Wichita Drive" as their address over the years. Staff therefore recommends formal adoption of the ordinance at the April 6 Council meeting.
Mr. Lecklider asked if staff believes residents will have adequate time to respond to this issue.
Mr. Hammersmith responded that tonight's meeting is the best opportunity to publicize this change to the neighborhood.
Vice Mayor Boring noted her concern with the mapping software available and how such changes are communicated to them.
Mr. Hammersmith responded this is a good question. Staff has not had much success in contacting MapQuest regarding these changes. This same situation occurred with Hospital Drive versus Perimeter Loop Road. Over time, as mapping is updated through GIS at the county level, MapQuest and others will incorporate the new information.

There will be a second reading/public hearing at the April 6 Council meeting.

Ordinance 15-09
Changing the Name of Darby Street to North Street Beginning at High Street and Terminating at a Point Approximately 245 Feet West of High Street in the City of Dublin, Ohio.
Mr. Gerber introduced the ordinance.
Mr. Hammersmith stated that in an effort to implement improved wayfinding in Historic Dublin, and making easier navigation for visitors, staff has recognized the confusion regarding Darby Street. The street actually begins at Bridge Street, between the vet hospital and the "BriHi" project, extends north, making a 90-degree turn at the library to head east, intersecting with High Street. This results in two intersections – Bridge/Darby and Bridge/High. Staff is proposing renaming the small piece of Darby Street between High Street and in front of the library to North Street, consistent with North Street on the east side of High Street. There are no addresses on this portion of Darby Street, so it would not require any changes in addressing.

Mr. Gerber noted that at the corner of Bridge and High, the project under construction is called, ""BriHi." Is the building to be called, ""BriHi?" What is the intent?
Mr. Hammersmith responded that ""BriHi" is the name of the privately-owned within the Stonehenge project.

Mayor Chinnici-Zuercher followed up, noting that the sign on I-270 indicates, District." She wasn't aware the City had a "Bridge District."

CITY OF DUBLIN.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 18, 2004

The Planning and Zoning Commission took the following action at this meeting:

4. **Rezoning 03-139Z – Avondale Woods of Dublin – 5215 Avery Road**
Location: 139.65 acres on the west side of Avery Road, 2,000 feet south of Rings Road.
Existing Zoning: R-1B, Limited Suburban Residential District (Washington township).
Request: Review and approval of a rezoning to PUD, Planned Unit Development District, under the provisions of Section 153.053.
Proposed Use: A mixed-use residential development consisting of 190 single-family lots, 63 attached condominium units, and 49 acres of open space (35 percent).
Applicant: Homewood Corporation, c/o J. C. Hanks, 750 Northlawn Drive, Columbus, Ohio 43214; represented by Christopher Cline, Blaugrund, Herbert, & Martin, 5455 Rings Road, Suite 500, Dublin, Ohio 43017.
Staff Contact: Mark Zuppo, Jr., Planner.
Contact Information: Phone: (614) 410-4654 or E-mail: mzuppo@dublin.oh.us.

MOTION: To table this Rezoning application.

* Christopher Cline agreed to the tabling of this case.

VOTE: 6-0.

RESULT: This Rezoning application was tabled so that the outstanding issues such as traffic, access, site layout, stormwater and text clarifications, as outlined in the staff report, can be addressed by the applicant.

STAFF CERTIFICATION

Daniel D. Bird, FAICP
Director of Planning

Mr. Gerber said the red was a little too orange. He said the ivory looked good, the blue was okay, but there were problems with the green and rust colors. He said the Commissioners wanted to see more of a burgundy color than red and the green should be about 2½ shades darker than what was proposed tonight.

Ms. Boring said when this case first came in as a preliminary, there was a nice sweeping Kroger scripted "K", and when the final design came in, there were big, bold block letters used. She said that had made a difference.

Mr. Hale said this store is actually called "Kroger Marketplace." He thought they would go back to the original sweeping script Kroger sign. He said he wanted to come back in a month to try to make the Commission happy with the sign illumination and colors.

Ms. Reiss said the colors should match the awning colors and the colors proposed tonight do not do that.

Mr. Gerber made the motion to table this Final Development Plan with respect to the signage only. Mr. Zimmerman seconded the motion, and the vote was as follows: Mr. Messineo, yes; Mr. Sprague, yes; Ms. Reiss, yes; Ms. Boring, yes; Mr. Zimmerman, yes; and Mr. Gerber, yes. (Tabled 6-0.)

Mr. Gerber said this case would be seen again in January. He said the light demonstration was fine and he appreciated it.

4. Rezoning 03-139Z – Avondale Woods of Dublin – 5215 Avery Road

Dann Bird said staff requested that this rezoning case be tabled. He said staff met with the applicant today to discuss refinements to the development, and as a result of the discussion, staff requests that the case be tabled so that the applicant and staff can work through refinements and opportunities to the development.

Christopher Cline, representing the applicant agreed to a tabling.

Rick Gerber said a tabling was a great solution at this point. He made the motion to table this Rezoning application.

Mr. Zimmerman seconded the motion, and the vote was as follows: Mr. Messineo, yes; Mr. Sprague, yes; Ms. Reiss, yes; Ms. Boring, yes; Mr. Zimmerman, yes; and Mr. Gerber, yes. (Tabled 6-0.)

5. Final Development Plan – 04-143FDP – Riverside Woods – Hard Road

Mr. Gerber swore in those who wished to testify in regards to this case. There were no discussion or questions from either the Commissioners or the audience.

Rich Towle, the applicants' representative, agreed to the conditions as listed below.

Mr. Gerber made the motion to approve this Final Development Plan because it preserves the natural quality and character of the land consistent with accepted architecture, and engineering principles, it complies with the final de

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MARCH 4, 2004

The Planning and Zoning Commission took the following action at this meeting:

5. **Informal 03-139I – Avondale Woods of Dublin – 5215 Avery Road**
Location: 139.65 acres on the west side of Avery Road, 2,000 feet south of Rings Road.
Existing Zoning: R-1B, Limited Suburban Residential District (Washington Township).
Request: Informal review of development options, as required by Resolution 48-03 regarding conservation design techniques, for a proposed PLR, Planned Low Density Residential District, subdivision under the provisions of Section 153.051.
Proposed Use: The following two residential development options are proposed for general discussion:
   1) Option 1: A mixed-use, residential development consisting of 197 single-family lots, 81 attached condominium units, and 44 acres of open space (31.5 percent).
   2) Option 2: A residential development consisting of 278 single-family lots, and 69.8 acres of open space (50 percent).

Applicant: J.C. Hanks, Homewood Corporation, 750 Northlawn Drive, Columbus, Ohio 43214; represented by Christopher Cline, Blaugrund, Herbert, & Martin, 5455 Rings Road, Suite 500, Dublin, Ohio 43017.
Staff Contact: Mark Zuppo, Jr., Planner.

MOTION: That this site is not conducive to Conservation Design.

VOTE: 5-1.

RESULT: After much discussion, the Commissioners decided that this site was not conducive to Conservation Design. Four of the Commissioners preferred the plans submitted December 2002 to these plans and all agreed the density should be lowered.

STAFF CERTIFICATION

Frank A. Ciarochi
Acting Planning D

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

Mr. Gerber agreed, but said only because of the visibility the Commission should review it.

Gary Gunderman clarified that if changes to the Code had been adopted to consolidate the PCD with the PUD, this would not be before the Commission. Mr. Gerber understood.

Mr. Saneholtz made a motion to approve this revised development plan because it conforms to the existing Subarea J text and complies with the PCD provisions of Section 153.058, providing for the expansion and update of a successful Dublin business with seven conditions:

1) That vehicular display be prohibited on the proposed path and be noted as such on all plans, subject to staff approval;
2) That no colored lenses be used for any lighting on site;
3) That the proposed modifications comply with applicable Stormwater Regulations, to the satisfaction of the City Engineer;
4) That revised plans be submitted if a second door is required, subject to staff approval;
5) That proposed new signage be submitted that is directional in nature, subject to staff approval;
6) That relocated trees be replaced on an inch-per-inch basis if they die within five years, subject to staff approval; and
7) That the applicant utilize a rock that is more aesthetically suitable, subject to staff approval.

Mr. Gerber seconded the motion. Mr. Cline agreed to the conditions as listed above. The vote was as follows: Mr. Messineo, yes; Ms. Reiss, yes; Ms. Boring, yes; Mr. Zimmerman, yes; Mr. Saneholtz, yes; and Mr. Gerber, yes. (Approved 6-0.)

4. Rezoning/Revised Preliminary Development Plan 03-045Z – NE Quad PUD Retail, Subareas 5A and 5B – Kroger Center – Sawmill Road

Mr. Gerber noted this was a very large application. He said a Commission meeting was scheduled for March 18, but there are no applications currently ready to review. Instead of canceling the meeting, it made sense to hear this case then.

Ben W. Hale, Jr., representing the applicant, agreed to request a tabling in order to hear this application in its entirety at the next meeting. He said they were ready to go tonight and that they would not change anything in the next two weeks.

Mr. Gerber made a motion to table this case and made a motion. Ms. Reiss seconded the motion, and the vote was as follows: Mr. Messineo, yes; Mr. Saneholtz, yes; Mr. Zimmerman, yes; Ms. Reiss, yes; and Mr. Gerber, yes. [Ms. Boring had left the room temporarily.] (Tabled 5-0)

5. Informal 03-139I – Avondale Woods of Dublin – 5215 Avery Road

Mr. Gerber said this is an informal review of development options in order to address the objectives of the recently enacted Conservation Design Resolution. The discussion will be limited to thirty minutes.

Mark Zuppo said the applicant has filed for a rezoning application to request a change in zoning to PLR, Planned Low Density Residential District, but wanted to discuss the issue of

Conservation design prior to moving forward with the application. He said the Commission, on December 12, 2002, heard an informal proposal for this site on December 12, 2002.

The site is a peninsula at the southernmost portion of Dublin, west of Avery Road. It has approximately 4,000 feet south of Rings Road, and is surrounded by the City of Columbus on three sides. He said the site currently has Washington Township R-1B, Restricted Suburban Residential District zoning. Parcels within Dublin to the north are also zoned R1-B. The existing CSX railroad track has approximately eight to ten trains per day passing through the site. There is a 25-acre woodland in the northwest corner of the site and a four-acre triangular woods in the southwestern portion.

According to draft plans for the Hayden Run Corridor, office developments will abut this development on both the west and east sides of Avery Road. Several Traditional Neighborhood Development zoning classifications are to the southeast and southwest. Directly to the south is the location for the overpass of the future Britton-Cosgray connector.

Ms. Boring inquired about the densities of the Traditional Neighborhood designations. Mr. Zuppo said approximately six dwelling units per acre.

Option 1:
Mr. Zuppo showed a slide of Option 1, which included 197 single-family lots located north of the 81 attached condominium units (three units per building). He said Avondale Commons, the single-family portion of the site, is noted as Avondale Village on the site plan. It has approximately 44 acres of openspace, mostly woodlands on the northwest corner (28.5 acres) as well as four acres, and a small swale in the southeastern portion of the site.

He said the main access will be on Avery Road, and future access to Tuttle Crossing when it extends through, will be to the north. A retention pond is proposed in the east central portion of the site along with other small ponds in the condominium unit development.

Option 2:
Option 2 includes fifty percent openspace (69.8 acres). This option provides more openspace and a few more view sheds through the site. The main north-south boulevard will go through the site, abutting the woods. Homes along an east-west drive will back up to the woods.

Mr. Zuppo showed slides of the area for the two proposed options. He said staff did not have a recommendation on this informal application, but does believe the applicant has been amenable to staff's suggestions and would like feedback from the Commission to move forward.

Mr. Gerber said it was the Commission's role to determine if this site warrants a conservation development approach. He noted that this case began at 6:45 p.m. and so it will continue until 7:15 p.m.

Christopher T. Cline, Jr., representing the applicant, said he hoped tonight they would get a positive or negative answer on whether this site is appropriate for conservation design.

Mr. Cline said the site has been owned by Homewood since 1993. They were ready to file an application in 2003, and staff asked them to wait because of events with Columbus. They filed

this application on November 2, 2003, so they predated the Conservation Resolution by six weeks. He said there is a legitimate question as to whether it applies to this site. He said the Resolution just states that it will apply to "new" subdivisions. Nothing was said about grandfathering.

Mr. Cline said they had a big investment in time and resources in the original plan (Option 1), which is the one they preferred. However, he said that they completed conservation design as requested. He said preserving the woods significantly constrains the planning, particularly for conservation options. They set that as a priority because it is clear the City wants the woodlot preserved. They hope to develop a higher quality subdivision on this site with 75- to 95-foot lots. The homes are proposed to be 2,400 to 3,200 square feet in area. They would like to set the tone in this area before development commences in Columbus. Mr. Cline said conservation design does not apply to every project. For the sites and densities that it works for, it seems to plan itself.

Linda Menerey presented options that were submitted at the December 2002 hearing for this site. She said planning cannot be done in a vacuum, and everything must be considered as Mr. Arendt makes clear.

Ms. Menerey said when looking at property, locational context needs to be understood. The objectives of the developer and the City must be integrated into a plan. She said the reality here is that there will be 2,700 units to the west at six units per acre (17 percent openspace). Most of the openspace is contained along the Hayden Run, the high-pressure gas line easement, and along the railroad tracks.

She said Dublin's Community Plan suggests 1 to 2 dwelling units per acre. Their biggest issue is when they look at everything happening around the site, it was hard to look at a conservation development in the true sense and figure what they are supposed to be doing.

Ms. Menerey said this parcel has one of the largest woodlands in the Southwest area. Keeping it as a feature of this development poses issues because conservation principles encourage providing greenspace throughout. The whole concept is to provide an integrated openspace network. Unless they develop the woods, they are stuck with 28 acres in the corner and seven acres remaining elsewhere on the site. Ms. Menerey said Dublin wants to protect the rural character. The applicant is attempting to do some of that by saving the woods, keeping the large openspace corridor along Avery Road, and preserving natural features.

An objective of diversifying housing choices is very clear. The plan submitted in November showed two different kinds of housing. The typical lot size is 75 to 95-feet and the other product, which is a three-unit building, is designed to offer a different price point/life style in the marketplace. Ms. Menerey said this plan has around 31 percent openspace.

She said in terms of integration, it is not necessarily all or nothing. While the plan is not 100 percent conservation design, it is not a standard subdivision plan. She said they did not believe that was necessarily the right solution. They would like to think there is a better solution that incorporates some of the conservation design objectives the City would like. Ms. Menerey said they did not think 100 percent conservation was the right way to go with everything that is happening in the surrounding area.

Ms. Menerey said Option 2 provides a combination of 50 by 110-foot lots and the other more "typical" lots. She said in order to get the 50 percent openspace and keep the woodlot, that shapes the lot sizes and product types. They also worked with staff in terms of road connections and some of the impacts with Avery Road. She said they had modified both plans in terms of entry points along Avery Road.

Al Berthold, Alfred Edwin Berthold Architect, said they considered a multi-family product. They thought about the massing and scale of the buildings and worked back to the interior design. He presented a small model of a building. He said they thought about putting three units in a building to provide a mix that included a ranch, a story-and-a half, and a traditional two-story in the middle. The garage locations can be varied, and stone was selected as a major material.

Ms. Menerey said the multi-family is generally located along the railroad.

Mr. Cline said over the past ten years the need to incorporate different demographics into the same developments has been discussed. He said the condos were intended to appeal to three different markets. Mr. Cline said in the remaining six minutes he wanted to hear from the Commissioners.

Ms. Reiss thought a good job was done in preserving the woods. Because the site is flat, it is important to have proper stormwater management. More ponds would be great. She was leaning toward the conservation approach (Option 2). The smaller lots are okay, and a good job has been done providing setbacks off Avery Road. She wondered about the Tuttle extension and suggested the last row of houses be eliminated. A buffer is also needed along the railroad tracks where the woods and detention will be. She understood the site is surrounded by higher density and leaned towards lower density because of traffic impacts.

Mr. Gerber said this was the third time he has seen this project. He did not think conservation options fit here. He thought the December 2002 plan was more appropriate.

Ms. Boring did not like any of the previous layouts. She agreed with Mr. Gerber that conservation design does not work because of the woods. She would like to see more frontage on the woods and thought the diversity in the multi-family was great. She would encourage a density of 1.5 du/ac and see what other things could be incorporated. Two dwelling units per acre was too high.

Mr. Messineo said 2.0 du/ac seemed to be more of a medium density and he did not like the condos on this site. He did not think conservation design was applicable, and he liked previous layouts better.

Mr. Zimmerman said conservation design did not fit the site, and he wanted to see the woods preserved. He liked the design of the condos, but would prefer a residential subdivision. Ms. Boring asked what was not "residential" about the condos. Mr. Zimmerman said he looked at it as multi-family on single-family lots. He said the previous layouts were more attractive.

Mr. Saneholtz said Option 1 with the condos was appealing to him, but he would eliminate 22 lots along the railroad for openspace. That would provide a density of 1.8 du/ac. He liked that there was nothing against the woods on the east side. He said the previous design layout with no units against the railroad was more appealing to him..

Mr. Gerber announced the time allotted had expired. He asked that the layouts be better identified for the record.

Ms. Menerey said the PLR design was what the Commission referred to as Option 1. The conservation development is Option 2. Discussion about the previous three layouts were for Options A, B. and C.

Mr. Cline counted four Commissioners that did not think conservation design would work.

Mr. Gerber added that the majority thought the 2002 proposals were better than these presented tonight.

Ms. Menerey added that there is a sanitary sewer easement running east-west through the site and per the City Engineer's office, that must go in a front yard.

Ms. Readler suggested that a motion be made to recommend that the site is not suitable for conservation design.

Mr. Gerber made a motion that this site is not conducive to conservation design. Mr. Zimmerman seconded the motion, and the vote was as follows: Ms. Reiss, no; Mr. Saneholtz, yes; Ms. Boring, yes; Mr. Gerber, yes; Mr. Zimmerman, yes; and Mr. Messineo, yes. (Motion Approved 5-1.)

The meeting was adjourned at 9:55 p.m.

Respectfully submitted,

Libby Farley

Libby Farley
Administrative Assistant
Planning Division

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

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

DECEMBER 12, 2002

The Planning and Zoning Commission took the following action at this meeting:

1. **Informal Review 02-139INF – 5215 Avery Road**
   Location: Approximately 130 acres located on the west side of Avery Road, about 4,100 feet south of Rings Road.
   Existing Zoning: R-1B, Limited Suburban District (Washington Township classification).
   Request: Informal review and feedback for a proposed residential development and openspace.
   Proposed Use: A new residential development.
   Applicant: Homewood Corporation, c/o John C. Hanks, 750 Northlawn Drive, Columbus, Ohio 43214.
   Staff Contact: Barbara M. Clarke, Planning Director.

RESULT: Three different residential plans were presented, all having nearly two units per acre, with parkland exceeding requirements. The Commissioners were concerned about preservation of the barn and wooded area, park access, buffering along the railroad tracks, lowering the density, and providing alternatives to single-family homes. No vote was taken on this informal review.

STAFF CERTIFICATION

Barbara M. Clarke
Planning Director

Ms. Boring said her concern was that the Commission was led to believe the site was going to be used in a specific manner, and it now seems clear that it will not. The Commission would like it to revert back and wants to know if there is some way to do that.

Mr. Sprague said perhaps the site should be rezoned to the SO, Suburban Office District.

Mr. Gerber suggested a motion: To ask City Council to revisit the revised final development plan action for National Century Financial Services (Revised Final Development Plan 02-089RFDP – Muirfield Square (6025-6189 Memorial Drive) by the Commission, and to explore any options to set it aside which were available to the City. Mr. Ritchie revised his motion to include that wording. Ms. Boring seconded the revised motion. The vote was as follows: Mr. Messineo, yes; Mr. Saneholtz, yes; Mr. Sprague, yes; Mr. Zimmerman, yes; Mr. Gerber, yes; Ms. Boring, yes; and Mr. Ritchie, yes. (Motion approved 7-0.)

1. Informal Review 02-139INF – 5215 Avery Road

Bobbie Clarke said there are no rules for an informal review, except that it can last no more than 30 minutes. Its purpose is to present a new proposal the Commission, and then for the Commission to give feedback to the applicant.

This site is fairly isolated from other development. She said the developer has proposed three possible scenarios for the residential development. The site is the southernmost property in Dublin, located west of Avery Road. A railroad track runs diagonally on its west edge. It is flat, open farmland and still carries Washington Township R-1B zoning.

Ms. Clarke said the City of Hilliard wants a Hayden Run Road "bypass," and its general alignment is somewhere very near the southern property line of this site. She showed a PowerPoint presentation. An aerial photo showed a major woodlot in the northwest corner of the site and one along the railroad tracks. She said the proposals show parkland along the front section. These options all have nearly two units per acre, with different amounts of parkland.

Option A is all single-family lots with varying widths, and all of the wooded areas are parkland. Option B integrates a second type of housing with the same parkland. Cluster housing is along the railroad tracks. Option C is a more standard-Dublin layout, and has less park. All show one access from Avery Road and stub streets to the north and west. She said another consideration is the Tuttle Crossing extension from Avery Road to Cosgray Road. There is no alignment even under study as yet. Ms. Clarke said all three proposals exceed Dublin's parkland requirement.

J.C. Hanks, Homewood Corporation, asked for feedback. He said this site is basically a peninsula. Tuttle Crossing Boulevard will someday cross to the north and isolate it. It could be considered a transition area. On the other side of the train tracks, Dominion Homes projects 1,500 units in the City of Columbus. Nearby uses include a high-density mobile home park and a driving range. The most important factor is the stand of trees.

Linda Menerey, landscape architect for Homewood, said 30 acres of this 139-acre site is a diverse woodlot in the northwest corner of the parcel. The site is bounded on three sides by current or future City of Columbus ground. The transition is a trailer park to the north. There is also one to the south that impacts less. The driving range is illuminated at night, and to the west

is an active railroad track. Her drawings showed the planned development for M/I and Dominion homes in Columbus at 6.5 and 7.5 units per acre. They need to develop a critical mass of housing with an Avery Road identity. She demonstrated the different jurisdictions on an aerial map. This site has the best woodlot in the area. Species include three kinds of oak, basswood, and elm. Homewood wanted plans preserving the woods and Landmark trees.

Ms. Menerey said Plan A is primarily a 75-foot, 10,000-square foot lot subdivision. It does not meet the Code's diversity requirements, but it saves 32 acres of woods as parkland. The plans maintain a 200-foot setback that is not included in the park calculation. The park requirement is roughly 17.5 acres based on the unit count. In Plan B, the trees remain as well. They introduced an 80-unit project at five units per acre. It may be a townhouse or ranch product, and the overall density will be two units per acre. Plan C is 75-foot lots and meets the diversity code, but it has 18 acres of park. A tree survey will determine which part of the woods will be developed. Ms. Menerey said Homewood prefers Plan A, but they would like the Commission's feedback.

Ted Saneholtz said the option "B" was most effective. The demographics require housing alternatives to single-family homes, especially as the population ages. He said the cluster of homes and/or condominiums of a one level design would be attractive.

Mr. Ritchie said he is familiar with the Columbus proposals, and he is concerned how they will all fit together. How does this relate to the other developments around it? He dislikes the higher density development having to access through the lesser density area. He is concerned about everyone having either visual or physical access to the woods.

Mr. Ritchie asked if the development along the Avery Road frontage is viable and will it be maintained. Ms. Menerey said there are a few large single-family lots on the west side of Avery.

Mr. Gerber said he likes Plan "B" for the same reasons stated by Mr. Saneholtz. He is concerned that there is only one entrance, in terms of safety and services. He said active railroad tracks are noisy, and noise abatement may be needed. He was unsure about water and sewer availability.

Ms. Menerey said they thought the cluster housing along the tracks would be a buffer, and it would permit a larger setback than a single-family layout.

Mr. Sprague said he likes all options, he said they all have strengths and some weaknesses. He said "A" seems to offer the most advantages, but he likes the diversity and creativity in "B". He said "B" may minimize the exposure to the track. They have to be concerned with diversity of housing and adequate housing. He thinks they have a good start, but there is work to be done.

Ms. Clarke said the staff had informed her that there are 8 to 10 trains per day on that stretch of railroad tracks, and the maximum speed is 50 mph.

Mr. Zimmerman said the train whistle blew at every crossing. He can hear it from his house.

Mr. Hanks said they will be looking at that very carefully, to address it properly.

Ms. Boring said people will see the railroad before they move there, and they will make their own decisions. She is concerned about the owners versus the renters. Several neighborhoods are experiencing problems with a number of rental homes, and a general lack of maintenance.

Mr. Hanks said this will not be a rental community; it will be a fee simple purchase community.

Ms. Boring said she did not like any of the three plans. The parks are for everyone in Dublin, not just those nearest to it. Neighbors sometimes think the woods are theirs. Park areas should not be closed off by the backs of houses. She said traffic calming should be incorporated into the design, and this seems too linear to keep the speed of traffic down.

Mr. Hanks said he had not talked with the Hilliard School District.

Mr. Zimmerman said the barn looked rough. Staff should check into the feasibility of keeping it. He said the area is flat, and the noise echoes. He thought having only one entrance was a safety issue. He noted the Community Plan calls for a density of 1-2 units per acre, but the planning should start at one unit per acre, not at 1.92 per acre. Mr. Hanks said he understood.

Mr. Messineo thought the Dublin lot diversity requirements should also be included in Plan A. Ms. Menery said the lot diversity would require developing part of the woods or reducing the density. Mr. Hicks said the plans presented are economically feasible. Mr. Messineo encouraged using a lower density plan. He was concerned about Plan B that shows multi-family, or lower priced units against the railroad tracks.

Ms. Menery said economics and site characteristics, such as the railroad tracks and being surrounded by Columbus, make a one unit per acre proposal unlikely. The next plans will probably be in the "high ones." She repeated the positive comments. They can create another entrance, work on the diversity, relocate the attached units, create a buffer along the tracks, etc.

Mr. Hanks thanked the Commission for the direction and input.

2. Revised Final Development Plan 02-121RFDP – Llewellyn Farms PUD - 5555 Frantz Road - American Cancer Society – Signage

Chad Gibson presented this revised final development plan for a replacement sign using PowerPoint. The subject site is on the northwest corner of Parkcenter Avenue and Frantz Road, within the office section of the Llewellyn Farms PUD. The 28,000 square foot building is on a site of 3.1 acres. The sign is oriented towards Frantz Road.

Mr. Gibson said the existing sign is 6'-4" tall and 24 square feet in area. A replacement sign face was installed in August without a permit. Because the background of the sign face is not opaque, it does not meet Code. Code permits a maximum of three colors, and the existing sign has four colors (red, white, blue, and light blue). Code sections violated are Sections 153.158E (opacity) and 153.158C (number of colors). He noted that the site is zoned PUD, which allows the Commission to use its discretion in the final development plan to vary from the Code, as long as the proposal is consistent with the overall area and the approved plan.