

## I. Vision and Goals Statement

Schottenstein Homes is rethinking the way residents will live in the Southwest Area of Dublin, challenging traditional ideas of home floorplans, outdoor living areas and community green spaces. This fresh look at neighborhood development will create a unique and distinctive community.

The planning goals for the Amlin Crossing PUD are threefold:

1. Facilitate the planned extension of Tuttle Crossing Boulevard in a manner that provides regional greenway connectivity and pedestrian access.
2. Provide a range of unique housing options that coordinate with nearby residential neighborhoods and consider future development potential of adjacent properties.
3. Re-envision Southwest Dublin neighborhoods based on traditional forms and scale, advancing the notion of diverse common open spaces and pedestrian infrastructure as the prominent organizing element.
4. Utilize the newly adopted Neighborhood Design Guidelines and Conservation Design principles to influence the site plan and design standards for site and architecture.

## II. Project Description

The Amlin Crossing PUD is intended to create a truly unique neighborhood of diverse housing types within a master-planned community. Using open spaces as organizing elements, the accompanying preliminary development plan provides numerous opportunities for outdoor living and enjoyment with pedestrian connectivity throughout. It includes two types of townhome products along with single-family detached homes, some of which are designed to attract empty nesters as residents and others which will serve a broader market. The architectural designs of homes have been created specifically for Amlin Crossing and provide a style that is unlike anything that exists in Dublin. A mix of front and rear-loaded garages throughout the community also adds to the variety of styles and designs.

The development site is in a location with existing or future conditions that have informed the site plan. An existing residential subdivision in the City of Columbus is south of and adjacent to the site. A railroad track runs along the eastern boundary of the district from southeast to northwest. The City of Dublin's future thoroughfare plan requires the site to accommodate a significant future street improvement in the form of the Tuttle Parkway Extension to run east-west through the lower half of the site. This accommodation includes the provision of substantial right-of-way dedication, a contemplation of the effect of a future railway overpass for that street, and the provision of vehicular access to the southern portion of the site until such time as the City funds and constructs this major street.

### III. Community Plan Recommendations

The community plan recommends development of the included parcels as Mixed Residential – Medium Density. Greater walkability and pedestrian orientation at a village scale are desired, at a typical density of 5.0 du/ac. Areas are intended for integration around mixed use developments, which in this location are expected to occur in the future to the north of and adjacent to the site. In this category, buildings are recommended to be placed closer to the street to form a street edge with residential appearance.

The property is within the City of Dublin’s Southwest Area Plan. This Area Plan recommends development of these parcels as **Mixed Residential – Medium Density**. This recommended land use includes areas where greater walkability and pedestrian orientation at a village scale are desired, at a typical density of 5.0 units/acre. Areas are intended for integration around mixed use developments, which in this location are expected to occur in the future to the north of and adjacent to the site. In this category, buildings are recommended to be placed closer to the street to form a street edge with residential appearance.

Also contemplated in the Area Plan is the future extension of Tuttle Crossing Boulevard westward through this site to Cosgray Road and beyond. This street is not yet in the City’s capital budget but is anticipated as an important street extension in the future.

The proposed plan seeks to accomplish the Area Plan’s goals by providing a mix of housing types at the desired scale while balancing the need to accommodate the future construction of an extension of Tuttle Crossing Boulevard. Given the relatively dense single-family development that exists adjacent to the site in Columbus, the applicant proposes a mix of attached single-family homes and detached single-family homes with condominium forms of ownership. The higher density for the project is best suited for the southern portion of the site given existing development patterns, the proximity of the property to the railroad tracks, and the future construction of a major street along its northern edge.

To the north of the proposed future location of Tuttle Crossing Boulevard, a large, wooded area is being preserved. This also provides for a buffer between the new street and proposed detached single-family homes on the north side of the site and presents itself as a central green space element. The vision for the area to the north of the woodland includes attached and detached single-family homes on fee simple lots and/or single-family homes with a condominium form of ownership. The applicant is mindful of the City’s long-range vision for some mixed-use development to the north, so plans for the northern part of its site will look to incorporate a Village feel promoting walkability and pedestrian circulation.

The plan provides more than adequate space for the City to construct an extension of Tuttle Crossing Boulevard in the future, while allowing for development of the parcels to occur in the interim in accordance with the City’s future land use recommendation. It provides for approximately 4.4 acres of right-of-way for the future street and contemplates future access points along this roadway. The plan also accommodates greenway setbacks from the future right-of-way.

The applicant has provided character images along with this application which demonstrate home designs that contribute to the village scale and walkability of the community.

#### **IV. Site Plan Organization**

The primary organizing elements informing the site plan are existing natural features and proposed open space. Landmark trees, wood lots, tree rows and wetlands help define the developable zones.

The secondary elements driving the site plan are transportation and thoroughfares. The location of the future Tuttle Crossing Boulevard divides the development site into northern and southern developable zones.

The northern development zone is accessed from Cosgray Road. The street network includes public streets and service streets in an irregular grid pattern organized around a landmark tree, the focal point. The proposed street arrangement supports potential village scale development to adjacent properties north of the site.

The southern development zone is accessed from Tuttle Crossing Boulevard via Cosgray Road. Like the northern zone, the street network includes public streets and service streets in a rectilinear grid pattern organized around another landmark tree. Access in this zone is heavily influenced by adjacent development and continuation of that street grid toward Tuttle Crossing Boulevard.

The integration of natural features and the street network create opportunities for a diversity of open space types. Neighborhood parks, village greens, greenways and preservation areas distribute open spaces throughout the neighborhoods.

The character of the wetland and wooded areas will be used as a theme for open spaces. Vegetated basins, native plants and naturalized areas will stretch the natural character from the railroad tracks to Cosgray Road.

#### **V. Site Plan Evolution**

The Planning and Zoning Commission has reviewed the Amlin Crossing proposal as a Concept Plan in December 2021 and August 2022. Comments received from the Commission, discussions with planning staff, development of new marketable housing products and further site investigations/analysis have resulted in changes to the proposal. The changes include site plan revisions as well as modifications to the development program and product offerings.

Changes to the proposal since the last Concept Plan review are listed below.

1. Reduction in development zone footprint. Preliminary environmental surveys identified sensitive areas in development zones, reducing the overall developable opportunity.

2. Conversion of detached single-family homes with rear garages to attached homes with rear garages, maintaining the “living on the green” concept and .
3. Introduction of a new series of detached single-family homes featuring large front porches and recessed street-oriented garages.
4. Reduction in height of the attached single-family homes in the southern neighborhood from 3-story to 2-story.
5. Introduction of public service drives and establishing design standards of such, eliminating private streets within the development.
6. Reduction in the total unit count of 54 dwelling units, from 425 to 371 total units.
7. Reduction in the overall density of 0.67 dwelling units/acre, from 4.2 to 3.53 dwelling units/acre.
8. Addition of 8 dwelling units in the northern neighborhood, from 140 to 148 total units.
9. Reduction of 62 dwelling units in the southern neighborhoods, from 285 to 223 total units.
10. Adoption of the Neighborhood Design Guidelines and the consideration of their goals into the site plan and design standards.

## **VI. Development Programming**

Program elements include:

1. Dedicated and reserved right-of-way for Tuttle Crossing Boulevard (116’).
2. Dedicated land to accommodate a 120’ total right-of-way for Cosgray Road.
3. Reserved land to accommodate a wide buffer and greenway along the railroad.
4. Preservation of landmark trees, utilizing them as site organizing and theming elements.
5. Preservation of existing tree rows and wood lots, utilizing them as site organizing and theming elements.
6. Preservation of wetland areas, utilizing them as site organizing and theming elements.
7. 371 residential dwellings, including detached and attached single family homes targeting families and empty nester buyers.

- 8. Parks, neighborhood greens and greenways as the prominent site organizing and theming elements.

**VII. Development Data**

Gross Area:	+/-105.02 ac.
Total Units:	371 units
<i>The Village (Subarea A) – SF attached, rear garage</i>	90 units
<i>The Village (Subarea B) – SF detached, front garage</i>	58 units
<i>The Cottages (Subarea D) – SF detached, rear garage</i>	43 units
<i>The Towns (Subarea E) – SF attached, rear garage</i>	132 units
<i>The Towns (Subarea E)– SF attached, front garage</i>	48 units
Gross Density:	3.53 d.u./ac.
Total Land Dedication:	+/-51.25 ac. (48.8%)
<i>Open Space:</i>	+/- 46.89 ac. (44.6%)
<i>Future Tuttle Crossing Blvd. R/W:</i>	+/-4.36 ac. (4.2%)