

## II. FINAL DEVELOPMENT PLAN STATEMENT

### ***A. Explain the proposed development and how the proposal relates to existing development in the vicinity.***

#### 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 29 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 was rezoned and is not built with 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.

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 development, in Columbus, east of Avery Road. Part of this area was recently rezoned. It includes a large land assemblage at the southeast corner of Avery and the future Riggins Road (Hayden Run extension east of Avery) and was approved for commercial and apartments, providing convenience retail services to the surrounding area.

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 29 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 single family portion of 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 Final Development Plan relates to the Dublin Community Plan and the approved Preliminary Development Plan. If there is a modification from the Preliminary Development Plan, explain the nature and location of the proposed modification.***

#### Relationship to Dublin 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.

#### Relationship to the approved Preliminary Development plan

The proposed Final Development Plan for Subarea A, Subarea C (Section 1) and a portion of Subarea E for storm water management is consistent with the approved preliminary development plan with units designed to meet the density, materials, and architecture outlined in the development Standards and by providing open space, landscaping and screening.

#### Proposed modifications from the Preliminary Development plan

Proposed minor modifications to the Preliminary Development Plan – Development Standards are outlined in item E below.

#### **C. Explain how the proposed development meets the review criteria for Final Development Plan approval by the Planning and Zoning Commission [Code Section 153.055(B)]**

- (1) ***The plan conforms in all pertinent respects to the approved Preliminary Development Plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4):*** The proposed Final Development Plan for Subarea A, Subarea C (Section 1) and a portion of Subarea E (storm water management) conforms with all pertinent respects of the approved preliminary development plan including density, open space, materials, architecture, landscaping and screening.
- (2) ***Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property:*** Internal road networks are designed to facilitate vehicular access within the subdivision to the existing and future road networks surrounding the site without encouraging cut through traffic. Pedestrian circulation occurs through public sidewalks and pathways interconnected throughout the site.
- (3) ***The development has adequate public services and open spaces:*** The site and proposed FDP sections have adequate public services including the extension of public water, sewer and storm. It is accessible to Dublin emergency vehicles through the extension of Avondale Woods Boulevard and the interconnected streets in Subareas A and C. Adequate open

spaces are provided for public use with the green space in Subarea A, the central green in Subarea C and the passive open space in Subarea E containing the storm water management pond.

- (4) ***The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code:*** As approved in the Preliminary Development Plan, the Final Development Plans will preserve and be sensitive to the natural characteristics of the site. The plan preserves major wooded areas including Avondale Woods (almost 30 acres in size) in the north portion of the site, the triangle woods adjacent to the railroad tracks and a small area of trees near the entrance along Avery and Avondale Woods Boulevard.
- (5) ***The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity:*** Adequate lighting will be provided along public streets per City standards. Additional lighting shall be provided with a post light on each single family lot in Subarea C and with coach lights on each garage along the private drive in Subarea A. All lighting will avoid unnecessary spilling or emitting of light onto adjacent properties.
- (6) ***The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation:*** Proposed signage has been indicated within the Final development Plan for each Subarea. Entry features at each access point into Subarea A include signage. No entry feature or signage is proposed for Subarea C. Street signs will be provided per City Standards on public streets.
- (7) ***The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate:*** In Subarea A, typical unit plantings have been provided as well as buffer and tree plantings throughout the open space. In Subarea C, each single family home will have building foundation planting per code. In Subarea E, the storm water pond will be extensively landscaped with trees, shrubs and perennials plantings suitable to both dry and wet conditions. Existing trees have been saved as indicated in #4 above.
- (8) ***Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters:*** The proposed Final Development Plan for Subareas A, C and a portion of E provides adequate storm drainage for these areas as well as the balance of the site. Specifically, in Subarea E, proposed modifications to the existing basin meet all engineering requirements for handling of storm water within and through the site.

- (9) *If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage;* The proposed Final Development Plans for Subarea A, Subarea C- Section 1 and a portion of Subarea E are each designed to carry out the conditions set forth and approved in the Preliminary Development Plan. Reasonable development progression can be achieved in each phase with appropriate infrastructure extensions.

***D. For an amended Final Development Plan explain how the proposal is different from the approved Final Development Plan***

Not applicable

***E. Explain how the proposal is consistent or inconsistent with the development text for the Planned District.***

The proposal is consistent with the approved development text for the Planned District with the following proposed minor amendments:

Subarea A:

- Proposed Water Meter building to be setback 10' from south boundary. The meter building is proposed as an extension of the entry feature and has been architecturally been detailed to be compatible with the building architecture.
- Proposed encroachment of 6' into building setback for structures covering stoops, porches and patios. This complements the overall development theme bringing buildings and elements closer to the street creating a welcoming neighborhood feel.

Phasing: Project phasing has been updated with a revised anticipated development schedule for the start of the project.