

G. Southwest Area Emerald Parkway to Avery Road

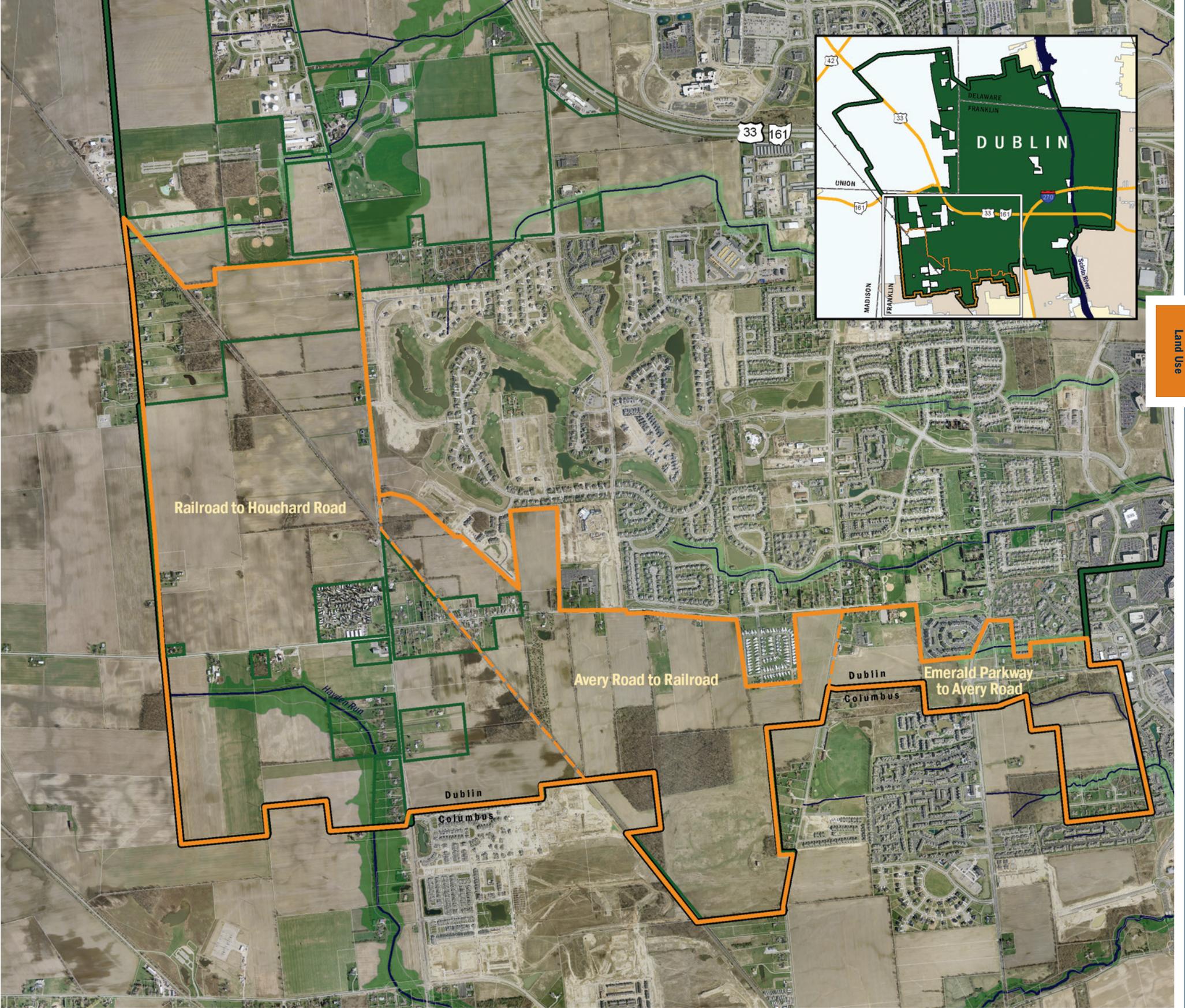
Existing Character

Portions of the Southwest Area between Avery Road and Emerald Parkway encompass approximately 184 acres that can be best characterized as a zone of transition awaiting local road improvements. Single-family and multi-family residences are located to the north, and residential and commercial development within the City of Columbus is located to the east. Old Dublin Woods is located to the south along the Hayden Run Corridor and will be impacted by future adjacent development outside Dublin

Access to the area is provided via the Tuttle Crossing/I-270 interchange, and the corridor includes commercial uses, hotels and existing residences. Commercial zoning has been in place for many parcels along Tuttle Crossing, but development has lagged awaiting the widening of Tuttle Crossing and its westward extension to Avery Road. Providing regional interstate access, Tuttle Crossing will be a major arterial,

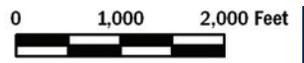
*The extension of Tuttle Crossing
will open the Southwest Area to
development.*





Land Use

- Special Planning Area
- Parcel
- 100-Year Floodplain
- City of Dublin
- Stream
- Stream Corridor Protection Zone
- Land Use Planning Area



Map 3.11 Southwest Existing Conditions

and the need to plan for future impacts is important establishing proper land use and access management. Integration of local services and coordination with surrounding residential areas will also be an ingredient for future planning success in the corridor.

Planning Challenges and Issues

Preserve and integrate natural features

This area of southwest Dublin contains several environmental and character features that should be preserved and taken into account with development. Stream Corridor Protection Zone requirements and appropriate buffering will limit potential areas for development within the corridor, and the utilization of existing natural buffers and tree cover should be integrated as amenities within development. Major stands of trees at the corner of Hirth Road should be preserved to its greatest potential, and existing hedgerows should be maintained as ready-made screening and buffering for new development.

Integrate existing residential

Development within Dublin's service area should be coordinated to minimize

impacts on Old Dublin Woods and other existing residential development. Land uses should be provided that carefully transition and provide a sense of integration with clearly defined open space and pedestrian connections and opportunities. Internal road development should also be sensitively designed to limit impacts to existing neighborhoods.

Focus on local services

Development within this portion of Dublin's service area should emphasize the provision of local retail and conveniences in close proximity. The integration of a neighborhood center can provide significant benefits to residential neighborhoods north of the Tuttle Corridor. Pedestrian connectivity should be maximized to limit reliance on auto trips onto what will become very heavily traveled corridors on Tuttle Crossing and Emerald Parkway. Commercial services can be provided in a walkable distance to multi-family development south in Columbus, and neighborhood retail should be targeted to limit the creep of large-format retail from the I-270 interchange and Tuttle Mall area.

Planning Goals

...To achieve the comprehensive implementation of a mixed use neighborhood center along Tuttle Road that will provide appropriate pedestrian connectivity and local services within the context of future road improvements.

Avery Road to Railroad

Existing Character

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

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



LEFT: Old Dublin Woods will soon be surrounded on all sides by significant change.

OPPOSITE PAGE: The area provides an eclectic mix of new architecture and township character.

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

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

Planning Challenges and Issues

Ensure the long-term coordination of land uses

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

Preserve important natural features and create regional greenways

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

Establish a roadway network that preserves existing character

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

Alignment options for the Tuttle Extension have widely varied impacts on residual land and the ability to adequately transition uses



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

Establish a clear visual identity for Amlin

The Village of Amlin has a unique and quaint character that should be protected as adjacent development occurs. Future residential development in the area should provide adequate separation with open space to visually define a clear transition between traditional neighborhood design and the surrounding area. Future implementation of the Rings Road bypass will also facilitate an opportunity to create clear gateway features that will further signify the special important of the village area.

Planning Goals

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

Railroad to Houchard Road

Existing Character

This portion of the Southwest Area consists of over 720 acres, primarily of recently annexed and undeveloped land west of the Village of Amlin. Darree Fields is located to the north, and to the south and west lies undeveloped land in unincorporated Washington Township (Columbus exclusive service area) and currently developing land within the City of Columbus. A number of single-family homes are located within the township along Cosgray and Houchard Roads and face the greatest potential impact from future development and expected road improvements. The area includes two historic farmsteads: one at the corner of Rings Road and Houchard Road and the second west of Amlin on Rings Road.

A significant portion of the land in the southwest corner of the study area includes the Hayden Run corridor, which flows from its headwaters near Dublin's extreme southwest border east to Hayden Run Falls at the confluence with the Scioto River. A high-tension power line bisects the

The agricultural character of the area will be greatly impacted as Dublin grows westward.



area, and the Heritage Trail Metro Park is located to the southwest.

This area will be impacted by the future extension of Tuttle Crossing and its connection to Houchard Road, opening the area for development. The Hayden Run Corridor and its associated floodplain significantly impacts road alignments and limits development options. The area is also located at the fringe of sewersheds, and capacities should be evaluated in conjunction with development. Residential development in the area should be designed to conserve open space and natural features such as existing woodlots and fencerows, and regional transportation connectivity is extremely important.

Planning Challenges and Issues

Provide well-planned growth and connectivity

This area contains the farthest southwest portion of the City and the overall design of the area is key to establishing a distinctive identity. Consolidation of parcels and a comprehensive development plan will have the most flexibility and benefit in the area and should be expected

to appropriately achieve desired goals. Future development in the area should also minimize impacts on existing and future residents, as well as provide adequate roadway and pedestrian connections to the high quality standards of the City. This area will include several large roadways in the future, and its location should be sensitive to natural features and property owners and also maximize land use viability. Within the context of development, pedestrian and greenway system connectivity should be emphasized and lower density development should be coordinated with other jurisdictions to the west.

Protect existing natural features

This area contains several natural features including woodlots, fencerows and the headwaters of the Hayden Run. Protecting the headwaters and riparian corridor with appropriate buffering and low impact land uses that manage runoff is important for the overall quality of the stream corridor. This requires a balance between the environment and development to adequately protect features that will serve as an important amenity to future residents.

Minimize impact of future roadways and development on existing area

As the area converts from agriculture in the future, impacts to existing residents and the general character of the area should be minimized. The future alignment of Tuttle Crossing should be sensitively planned to minimize negative impacts on existing residences, the Village of Amlin and existing roads such as Rings Road, Cosgray Road, and Houchard Road. The constraints created by new roadways, the existing railroad and large transmission tower easements must that be considered when planning future development to limit the creation of residual parcels.

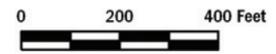
Planning Goals

...To provide for regional transportation, greenway and pedestrian connectivity in a manner that balances the protection and enhancement of the Hayden Run Corridor with future development potential.





Figure 3.10
 Southwest Area Plan
 (Emerald to Avery Detail)



Area plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas and access points will be determined through the public review process. Properties retain all existing rights.



Tuttle Crossing at Hirth Road (looking southeast)



The village character of Amlin is a major design element of the Plan.

Design Recommendations

West of CSX Railroad

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

Avery Road to Railroad

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

General Notes:

Encourage additional senior housing options/alternatives in appropriate locations.

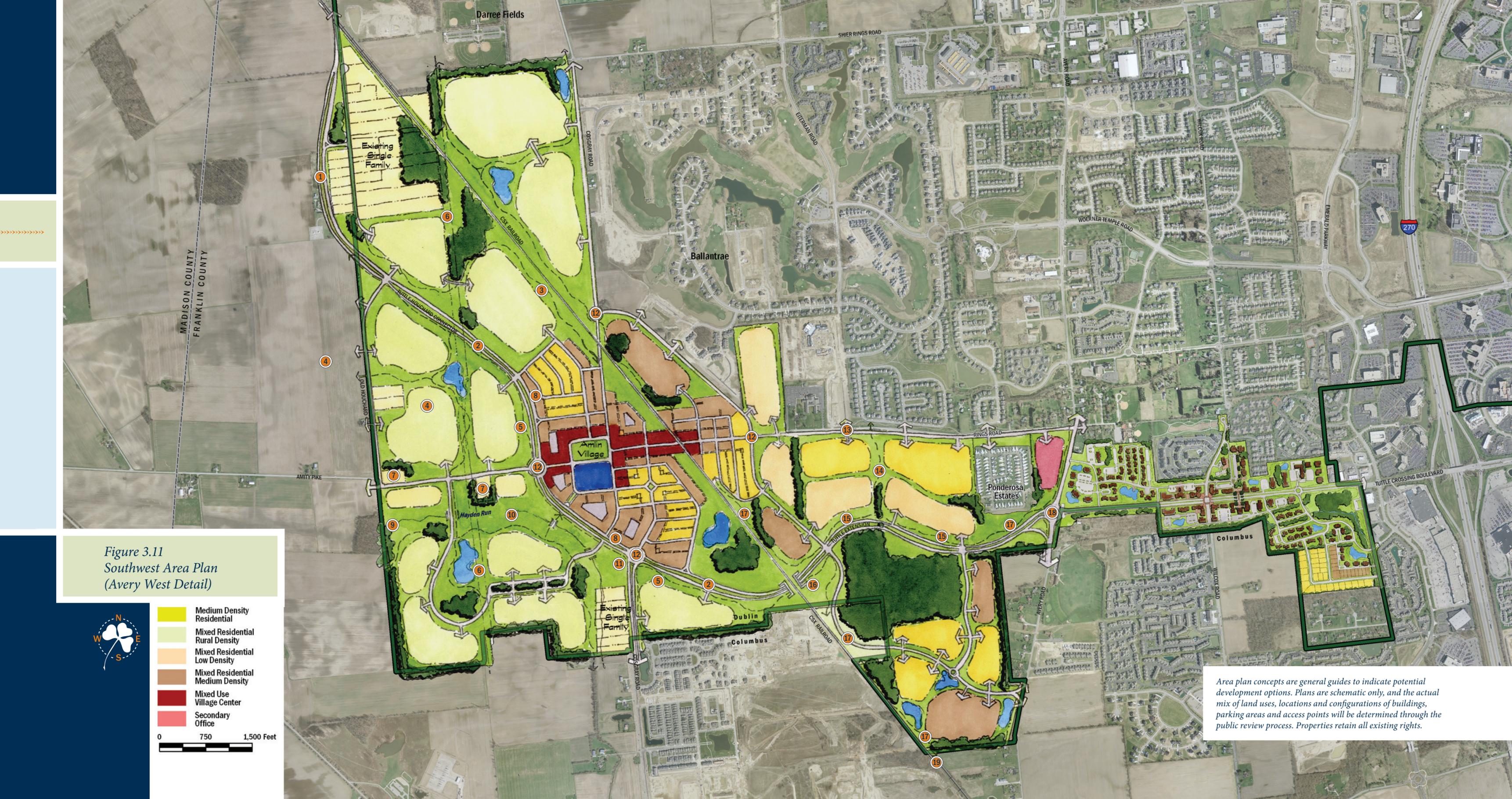


Figure 3.11
 Southwest Area Plan
 (Avery West Detail)

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

0 750 1,500 Feet

Area plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas and access points will be determined through the public review process. Properties retain all existing rights.



Future Amlin Village Center (Conceptual)

Land Use

Amlin Streetscape Character (Conceptual)



SOUTHWEST AREA PLANS: AVERY WEST
(FOLDOUT)