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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 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.

AREA INTENT

The Southwest Area provides opportunities to support a variety of housing choices to meet the projected demands of the community within areas that are organized around walkable neighborhood centers with services and amenities, while also preserving the rural character of the area.

PLANNING CONTEXT

The Southwest Area contains the most available acreage for new residential development within the City, which has been a focus of discussion throughout the *Envision Dublin* process. The city continues to see interest from the development community for new residential development within the Southwest Area. The balance of residential and nonresidential uses plays an important role in the City's overall success. As outlined in the West Innovation District Area Plan, the Southwest and WID areas are two major areas where potential future growth exists. The focus within the WID is economic growth and employment, while the Southwest focuses on residential growth. In order to more clearly define these boundaries and ensure appropriate transitions are established, the area plan boundaries between WID and the Southwest have been modified.

DUBLIN HOUSING STRATEGY AND STUDY

The 2023 Dublin Housing Study and Strategy outlined a number of recommendations to address the projected housing demands within the community. These recommendations included the need for:

- Mixed-use, walkable communities that provide public space for social gathering and open space that enhance quality of life.
- Consistent, high-quality development that is indicative of the City of Dublin.
- Creating “nodes” of activity throughout the community.
- Addressing how growth occurs, not just where it occurs.
- Ensuring that residential land uses are sensitively placed in areas that do not compete with high-tax-value corridors (including interstates), environmentally sensitive areas or other competing interests.

The Southwest Area includes four distinct subareas with unique land use and transportation recommendations to fit the desired development character.

NEIGHBORHOOD DESIGN GUIDELINES

The Neighborhood Design Guidelines provide a series of design solutions for evaluation of future residential development to ensure the City's desired design goals are met. The creation of the Neighborhood Design Guidelines focus on recommendations that promote more creative and sustainable residential neighborhoods in Dublin, such as community character, open spaces, amenities, setbacks and lot coverage. The Guidelines are organized into a hierarchy of three levels from the broad macro public realm of open spaces and preservation areas to the micro level public realm of streetscapes as outdoor rooms to the private realm of individual lots and the functions of various areas within the lots and lot types. The Guidelines play an important role in the creation of new neighborhoods within the Southwest area.

CONSERVATION DESIGN

Conservation design is an essential component of sustainable land development for new residential projects, which describes an integrated process that considers the topography, hydrology, vegetation, and wildlife, as well as resident well-being and sense of place in designing and constructing a new residential development. It emphasizes identifying and inventorying ecologically important areas (such as wetlands, mature woodlands and open space), and then selecting housing locations to complement the location of open space while maintaining density. The City encourages new development proposals that include woods, streams, river frontage, steep slopes and other natural features or that include significant open space to provide a conservation design study. This continued practice will be an important consideration for new residential development proposals in the Southwest Area.

SUB-DISTRICTS

The Southwest Area Plan can be divided into three distinct sub-districts with unique land use and transportation recommendations to fit the desired development character.

Emerald to Avery

The portion of the Southwest Area located between Avery Road and Emerald Parkway can be best characterized as a transition area awaiting local road improvements. Existing single-family and multi-family neighborhoods are located to the north, and residential and commercial development within the City of Columbus is located to the east and will require thoughtful transition with new development. Olde Dublin Woods is at the southeastern corner of the Southwest Area and will be impacted by future development to the north within the City of Dublin, but also adjacent areas outside Dublin.

Access to the area is provided via the Tuttle Crossing/I-270 interchange, and the corridor includes existing commercial uses, hotels and residences. Commercial zoning is in place for many parcels along Tuttle Crossing, but development has lagged despite the widening of Tuttle Crossing from Emerald Parkway to Wilcox Road in 2009. Future extension of Tuttle Crossing westward to Avery Road will provide regional interstate access making Tuttle Crossing a major arterial. The need to plan for future impacts of the Tuttle Crossing extension is important in establishing proper land use and access management.

Avery to Cosgray

This portion of the Southwest Area is generally flat and includes few notable natural features; however, a significant woodland is centrally located and provides opportunity as a focal point for preservation of open space. The area contains a number of adjacent existing residential developments, including Ballantrae, Avondale Woods, National Church Residences and Ponderosa, as well as existing large lot, single-family homes along Rings Road. Most of the area remains agriculture, awaiting the future extension of Tuttle Crossing Boulevard. The Southwest Area lies largely within the Hilliard City School District and includes Washington Elementary School, Hilliard's first 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 developing land within the City of Columbus that has resulted in higher density development and impacts to the larger road network. The extension of Tuttle Crossing Boulevard 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. Impacts on land uses and the ability to adequately transition uses will need to be mitigated with the alignment of the extension of Tuttle Crossing Boulevard and along the CSX railroad.

Cosgray to Madison County

This portion of the Southwest Area consists of undeveloped land west of the Village of Amlin. 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. 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 area, and the Heritage Trail Metro Park is located to the southwest.

This area will be impacted by the future extension of Tuttle Crossing Boulevard 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.



Amlin existing character along Rings Road.



Existing character of the Southwest Area, view to south from Rings Road and Churchman Road roundabout



AREA RECOMMENDATIONS

TUTTLE CROSSING BOULEVARD (TCB) EXTENSION

The existing rural roadway network will not be sufficient to meet future needs of the area. Tuttle Crossing Boulevard is an important corridor intended to provide vehicular and utility access to most of the Southwest Area. In planning for the future, regional and local connectivity must be provided that maintains Dublin's standards for quality, but also considers visual character. The character of the future Tuttle Crossing Boulevard extension is intended to be built with the design character of Muirfield Drive with a curvilinear design allowing for key view sheds and vistas to be highlighted in the corridor and a significant green edge to support the rural character of the area. Variable medians, variable right-of-way widths creating increased setbacks, landscape treatments, mounding, shared use facilities and other techniques should be implemented where possible to maximize aesthetic benefit.



Muirfield Drive north of Avery Road provides an example for the rural and green character of Tuttle Crossing Boulevard extension west of Avery Road

RINGS ROAD

Rings Road is the northern boundary of the central portion of the area, separating the area from existing single-family residential development and institutional uses. The existing rural character of Rings Road should be preserved with new development to the south, mimicking the established character along the north side of the road.



Existing rural character of Rings Road.

RAILROAD CORRIDOR

The CSX Railroad bisects the center of the Southwest Area creating challenges for properties immediately adjacent to the railroad within the area. Properties adjacent to the railroad should provide a significant vegetative buffer between development and the railroad, and limit residential uses within 200 feet of the railroad. Structures to alleviate noise from the railroad are not encouraged

WALKING AND BIKING ROUTES TO SCHOOL

Washington Elementary School located on Rings Road to the north of the area serves new residential developments that occur in the area. Developments should make an effort to provide safe, efficient and effective pedestrian facilities providing direct access to Washington Elementary.

GATEWAY OPPORTUNITIES

Gateways act as key points of identification and present themselves as critical entrances into an area or around key development opportunities, such as Amlin Village. Gateways should be designed to capture the rural character of the area with new development through building design, landscape features and open space integration.

NATURAL AND ENVIRONMENTAL FEATURES

The area largely features farmland, but does include areas of mature vegetation, small streams and wetlands. These natural features should be preserved and enhanced to be community assets through new development. Stream Corridor Protection Zone requirements and appropriate buffering will limit potential areas for development within the corridor, and the use 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 their greatest potential by integrating them into neighborhood open spaces as residential development occurs on adjacent land. Existing tree rows should be maintained as ready-made screening and buffering for new development.



Examples of existing tree stand incorporated into design home neighborhood.



WOODED RESERVE AT AVONDALE WOODS

This reserve is dedicated as open space within the Avondale Woods development, and is approximately 29 acres. This natural open space should remain naturalized, and adjacent development should include preservation of natural vegetation with appropriate buffers to the open space.

GREENWAY CONNECTIONS

As development occurs, natural features, tree rows and woodlots should be integrated into the design of larger systems of connected open spaces. These greenway connections preserve natural features, act as a buffer for residents and provide connectivity throughout the area and into adjacent jurisdictions for maximum pedestrian and recreational benefit. The Heritage Trail located southwest of Dublin stretching 6.1 miles from the City of Hilliard to the Village of Plain City, as well as the future Dublin Signature Trail are two examples of larger greenway connection opportunities.



HOUSING VARIETY

This area offers opportunities for an expansion of residential development in many different forms. Future residential developments should consider the incorporation of traditional single-family, attached single-family, duplex, triplex and other missing middle housing stock to provide diversity to the Dublin housing market. Additionally, where consistent with the future land use recommendations, integration of multiple styles of housing within each development should be encouraged to create connected and diverse neighborhoods.

PONDEROSA

Ponderosa is an existing protected neighborhood located southwest of the intersection of Rings and Avery roads. Development adjacent to Ponderosa should be integrated with the existing street network, provide an adequate natural buffer to the neighborhood and provide residential lots that transition appropriately from Ponderosa to the rest of the Southwest area.

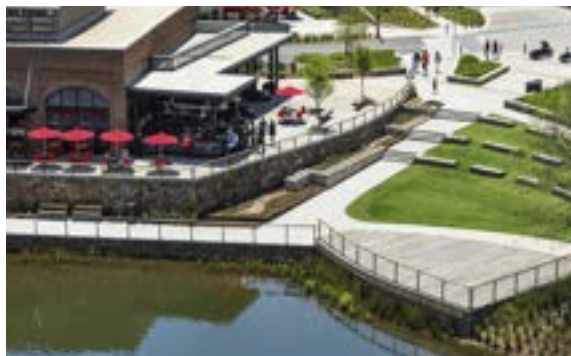


TRANSITIONS

Integration of local services and coordination with surrounding residential areas will be a component for future planning success in the corridor. 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 be sensitively designed to limit impacts to existing neighborhoods.

WALKABLE NEIGHBORHOODS AND NEIGHBORHOOD CENTERS

Residential development in the area should be designed to conserve open space and natural features such as existing woodlots and tree rows, while recognizing that regional transportation connectivity is extremely important. Neighborhoods should be designed with robust pedestrian facilities, including integrated sidewalks and shared use paths connecting each development.



KEY SITES & OPPORTUNITIES

VILLAGE OF AMLIN

Amlin is a rural community with 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. Construction of the Rings Road bypass will also facilitate an opportunity to create clear gateway features that will further signify the importance of the village area.

SW HIRTH AND TUTTLE CROSSING

This property features a major stand of trees and a protected stream corridor located along the southern edge of the tree stand. The tree stand should be preserved to the greatest potential by integrating into the neighborhood open spaces as residential development occurs on adjacent land. Hirth Road is a low-traffic corridor that primarily serves single-family residential properties on Olde Dublin Woods Drive. To maintain the character of Hirth Road, development should primarily be residential. Development should include a mix of residential, varying from traditional single-family homes to townhomes, and utilize the stream as a primary open space feature.

WILCOX AND TUTTLE CROSSING BOULEVARD INTERSECTION

These undeveloped properties are located at an important future gateway intersection of the cities of Columbus and Dublin. The properties are adjacent to existing residential development and are intended for neighborhood-scale

mixed-use development. The development of these sites should include primary orientation along Tuttle Crossing Boulevard with a minimum 50-foot setback to preserve the character of the corridor. Uses should be oriented towards retail/commercial and office with opportunities for multi-family as a secondary use of the site.

AVERY ROAD TO RAILROAD (EXCLUDING AMLIN)

Future land uses within the area include neighborhood-scale mixed-use development along Avery Road, transitioning to mixed-residential uses to the west along the extension of Tuttle Crossing Boulevard. Development along the Tuttle Crossing Boulevard extension should provide landscaping, buffering and setbacks that support the rural character intended for the roadway. Substantial care must be taken to properly manage area development and minimize traffic impacts to existing residential development within the areas. Future development should provide thoughtful transition and buffering between existing and future land uses. As development occurs, tree rows and woodlots should be integrated into the design of open space systems. A minimum 100-foot setback, substantial landscaping and mounding is required for residential development located adjacent to the railroad

RAILROAD TO COSGRAY (EXCLUDING AMLIN)

This portion of the Southwest Area provides a key opportunity to transition from small-lot, single-family housing in Columbus to the south, to the anticipated village center character of Amlin. South of Tuttle Crossing Boulevard, development should consist of single-family residential, provide significant setbacks from the railroad and Tuttle Crossing Boulevard, and utilize retention basins and landscape features to occupy the setback area. The area north

of Tuttle Crossing Boulevard should create the southern edge of the Amlin area, providing several opportunities for single-family, multi-family and mixed-residential neighborhoods. The density of development should continue to increase as development gets closer to Amlin, but not exceed three stories (two stories adjacent to Tuttle Crossing Boulevard and Hayden Run). Open space should be provided through both existing naturalized areas, like the wetlands along the railroad, and new green and open spaces connecting each development.

COSGRAY TO MADISON COUNTY (EXCLUDING AMLIN)

This portion of the Southwest Area includes large, open farmlands; the meandering headwaters of Hayden Run; a transition to Heritage Trail Park in Hilliard; and the future extension of Tuttle Crossing Boulevard. This area is expected to include a suburban residential character moving southwest from Amlin, but creating opportunities for single-family, multi-family and mixed-residential neighborhoods adjacent to Amlin. The density of development should continue to increase as development gets closer to Amlin, but now exceed three stories (two stories adjacent to Tuttle Crossing Boulevard).

Protecting the headwaters and riparian corridor of Amlin 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. Future development should provide for the opportunity to connect to the Heritage Trail via sidewalks, greenways and shared use paths.

CASE STUDY: WESTHAVEN

Westhaven | Franklin, Tenn.

Westhaven is a 1,500-acre greenfield development in Franklin, Tenn., a suburb of Nashville. It is a traditional neighborhood development that is pedestrian-friendly with narrower than usual streets with sidewalks. There is a town center with various shops, restaurants and services. The development applies conservation design principles, preserving large amounts of woods and natural features throughout and surrounding the neighborhood.

This development utilizes a wide variety of housing types to create unique neighborhoods. Fourteen different lot types are built throughout the development, ranging from townhomes on 20-foot wide lots to grand manors on 105-foot lots. Each lot type is strategically integrated with each other, creating multiple housing types in each block of the development.

This development also features several different types of architecture and massing, utilizing the architectural styles of Georgian, Craftsman and other traditional building types. Homes in this neighborhood range between one and three stories in height.

This development offers an example of a successful mixed-residential development that is desired for the Southwest Growth Area. With approximately 2,700 housing units in the development, Westhaven offers housing for young professionals, families and retired individuals to create a multi-generational neighborhood.



Homes with front porches



Service streets with landscaping



Homes organized to address focal open space



Missing middle residential



Open space for community gathering space and activities



Mix of neighborhood commercial and residential uses within two and three stories

DESIGN RECOMMENDATIONS

- ① Preserve rural character along Rings Road
- ② Generous setbacks, landscaping and berming should be provided along the extension of Tuttle Crossing Boulevard west of Avery Road
- ③ Tuttle Crossing Boulevard extension rail overpass
- ④ Large existing woods stand, community park and trailhead opportunity
- ⑤ Protect and integrate Hayden Run into future development
- ⑥ Existing high-voltage power corridor
- ⑦ Make connection to the Heritage Trail Metro Park
- ⑧ Create walking and biking connections to Washington Elementary
- ⑨ Preserve and enhance Ponderosa Mobile Home Estates
- ⑩ Protect and integrate watercourse and tree stand into future development
- ⑪ Integrate existing street connections into future development
- ⑫ Create a walkable neighborhood Center in Amlin
- ⑬ Integrate tree stands and other natural features into the design of future development
- ⑭ Focus non-residential uses along rail corridor: buffer rail corridor with setbacks, landscaping and mounding; residential dwellings should be at least 200 feet from active rail line

SOUTHWEST AREA ILLUSTRATIVE PLAN

