

Traditional Neighborhood Development Principles


The community that this rezoning will create is an integrated, substantially self-sufficient neighborhood(s) where its constituents may live, work, play and shop within its own boundaries. The Community will achieve each of the Traditional Neighborhood Development principles, as follows:

- A. This community encompasses two distinct transit-supportive mixed use neighborhoods. The mix of uses includes single family residential, multi-family residential, parks/greens, shopping opportunities all of which are within reasonable walking distance of each other. The applicant has discussed the development plan with the Central Ohio Transit Authority (COTA). COTA is very interested in the possibility of placing a Suburban Transit Center near Bixby Road to take advantage of the access to the proposed interchange at Bixby Road and S.R. 33.
- B. The neighborhood/town centers of both neighborhoods will be reasonably accessible by all pedestrians, each located about one half mile from the Neighborhoods Edge.
- C. The residential neighborhood(s) will offer a wide range of attached and detached homes offered for sale and for rent.
- D. A variety of business types is intended, subject to market conditions, with retail, small professional/office, religious and child/elderly care uses are possible.

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- E. At least five (5) sites are proposed for civic buildings. In the Neighborhood Center and Town Center Districts. The buildings developed on these sites should serve as symbols of the community, this enhancing community identity.
- F. Several parks and greens are disbursed throughout both the neighborhoods to give residents, visitors and workers access to civic space.
- G. The internal network of thoroughfares are intended to reduce the required trips on existing arterial roadways and to provide a pleasant environment for the pedestrian and cyclists. A large variety of thoroughfares are proposed such as streets fronting on civic spaces (CL-42-22), boulevards (BV-76-40), streets with parking on one side only (ST-48-22), streets with parallel parking on both sides (CS-62-36) and lanes (LA-16-12). The design of these thoroughfares and their relationship to civic spaces and frontage types should contribute to an interesting pedestrian experience.
- H. Buildings of all types will front the public/private thoroughfares and/or civic spaces. These buildings should effectively screen proposed parking areas.
- I. The blocks are intended to shorten as the intensity of use progresses from the Neighborhood Edge to the Town Center.


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