

TND Statement

The TND application filed by M/I Schottenstein Homes for the 73± acre tract is consistent with the TND principals found in Columbus City Code 3320.01 as evidenced by the following:

- A. The basic increment of planning is the transit-supportive, mixed-use neighborhood of a minimum density of five units per acre.

The Patch Property TND is a transit supportive neighborhood with the connections to Cosgray Road and in internal circulation system that supports access to and from the site. The overall density for the site is 5.2 du/ac which is above the minimum outlined above.

- B. The neighborhood is defined by an easy walking distance from edge to center ranging from a quarter mile to a half mile.

The walking distance from edge to center is approximately ½ to ¾ of a mile and is easily done due to the street system that will be supported by a sidewalk system that will provide pedestrian access throughout the subdivision.

- C. A variety of housing stock services a range of incomes and age groups and includes backyard apartments, apartments above shops and residential units adjacent to work places.

The development will provide a variety of housing stocks of owner occupied units with areas designated as Neighborhood Edge, General and Center Districts.

- D. A variety of business types are accommodated from retail and professional offices to live-work units and outbuildings for start-up businesses.

The proposed development includes the possibility of home offices, available under the Columbus Zoning Code, otherwise the retail / business component will be found in surrounding commercial nodes within the immediate area.

- E. Special sites are reserved for civic buildings to serve as symbols of the community, thus enhancing community identity.

There are no civic buildings within this development, those spaces have been reserved for open space to serve the recreational needs of the community.

- F. A variety of civic space takes the form of parks, greens, squares and plazas. The plan provides a variety of parks and green spaces throughout the development thereby giving the residents a range of green spaces to visit and enjoy.
- G. A variety of thoroughfares are designed to be equitable to the pedestrian, bicycle and automobile. Thoroughfares are connected in such a way as to encourage walking and reduce the number and length of automobile trips.

The thoroughfare plan for the development indicates the roadway connection that will serve the residents. The roadways are designed to provide access within the development and to points outside via streets that are curvilinear and laid out to reduce traffic speed thereby encouraging pedestrian and bicycle traffic through the site.

- H. Building frontages spatially delineate thoroughfares and civic spaces and mask parking lots.

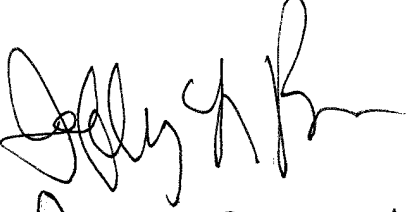
In those areas of higher density housing, the building frontages will work to delineate the thoroughfares and thereby accentuate the civic spaces that are located throughout the site. There are no commercial areas therefore no parking lots are contemplated.

- I. Smaller block sizes reflecting intensity of use for each district will serve to support the above principles.

The site plan indicates the differentiation of block sizes according to intensity of uses for the various housing components and therefore supports the principles set forth in the TND program.

mipatch.ste
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202-097
Final copy
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6-21-04


June 8, 2004