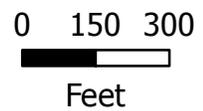
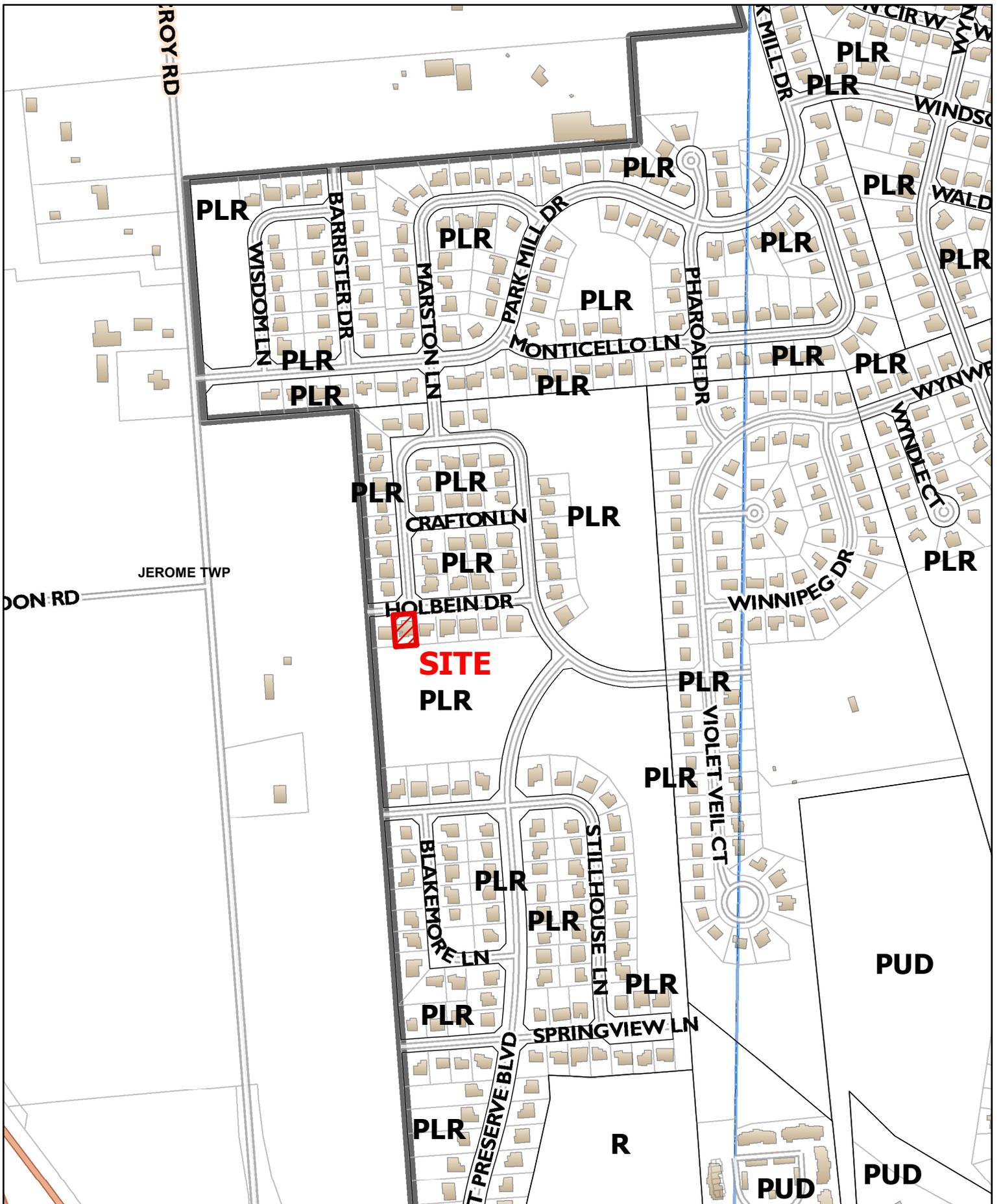


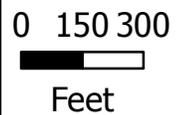


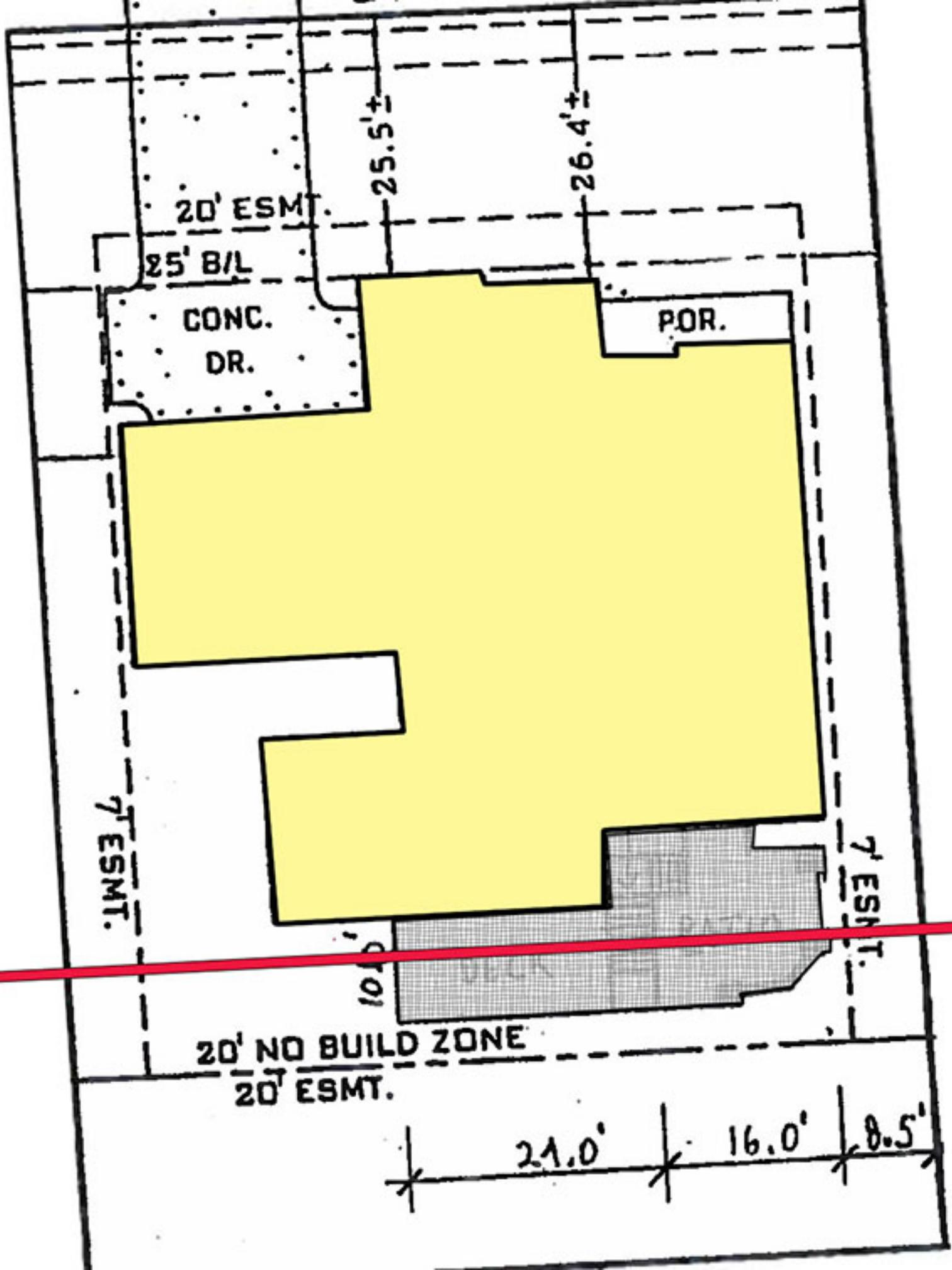
14-055V
 Rear Yard Setback Variance
 Bahnhub Residence
 6849 Holbein Drive

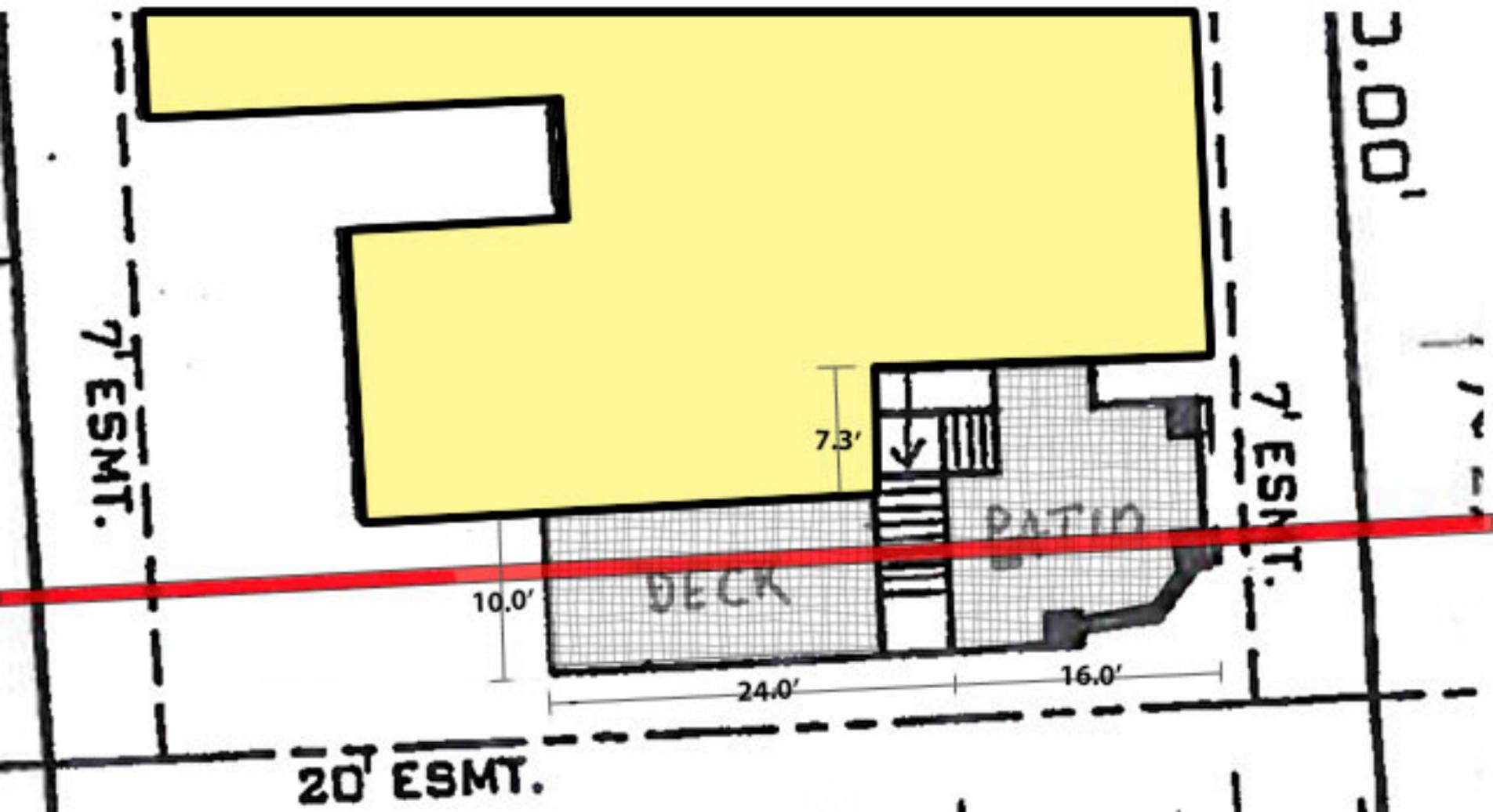




14-055V
 Rear Yard Setback Variance
 Bahhub Residence
 6849 Holbein Drive







Dominion Homes
78.803 Acres north of Post Road (Union County)
PLDR (DC 153.051)
April 28, 2000
revised August 24, 2000
revised w/P&Z changes for council action September 22, 2000

DEVELOPMENT TEXT

SITE OVERVIEW

The 78.803 acre site is on the north side of Post Road about 700 feet east of Hyland Croy Road. The land is in Union County and is newly annexed to the City of Dublin. The site is "P" shaped and deep. The present frontage along Post Road is about 500 feet and the depth is about 3844 feet on the western boundary. About 1200 feet from Post Road the site widens to about 1100'. The eastern, northern and southern boundaries of the site are in the City of Dublin. The land proposed for rezoning contains portions of two parcels. A table lists the amount taken from each parcel. If the rezoning is approved the parcel boundaries will be reconfigured. The two parcels are owned by third parties in contract to sell to Applicant. Along the eastern boundary from Post Road the site is bordered first, by the retained portion of the Northwest Assembly of God site, then briefly by the Red Trabue Nature Preserve, then by the Wyndham Village residential neighborhood. Along the north boundary is the approved but not yet built Park Place residential development (which extends westward to Hyland Croy Road). The southern side of Post Road is zoned for offices.

To the west, one additional tract of land, about 500+ feet wide, separates the site from Hyland Croy Road. That site remains in Jerome Township in Union County in an agricultural category.

The reconfiguration of Post Road to accommodate the new Perimeter Drive creates a new southern boundary for the site and will provide a small amount of open space usable for a community entry feature.

A) PROPOSED LOCATIONS AND SIZE OF AREAS OF RESIDENTIAL USE...

The 78.803 acre site proposal is composed solely of 145 single family building lots. This yields an overall gross density of about 1.85 dwelling units per acre. The PLDR category uses a unique formula to calculate density but this is not commonly used in Dublin today, and that calculation is not included.

The single family lots are at least 80 foot fronts at the building line, and a number of lots are larger. This makes the lot sizes at least consistent with, and in some cases larger than, the adjoining residential neighborhoods of Wyndham Village, Park Place and Lowell Trace.

The dwelling units will be single family homes from Dominion Homes product line, and can be expected to be typical in size and price to the adjoining developed and proposed neighborhoods.

B) PROPOSED LOCATIONS OF NONRESIDENTIAL PORTIONS OF THE TRACT...

The only non residential portions of the tract are the open space areas. The open space areas, net of approximately 2 acres of detention/retention, comprise about 23.76 acres and are divided into three areas: the open space along Post Road at the single family entrance, the open space along the stream which connects to the Red Trabue Nature Preserve, and the area adjacent to and including the woods at the northeast corner of the site. It is planned that these areas will be dedicated to the City as parkland. If the parkland requirement is determined to be higher than computed by applicant, there is an approximately 13.94 acre surplus between the required parkland (9.82 acres) and the provided parkland (23.76 acres) in which adjustments can be made.

The parkland provided is not irrespective of the required parkland, ie, the applicant will not be required to give additional park above that required by the parkland ordinance if any relevant calculations change and more park area is required. As will be stated later in this text, retention/detention facilities may also diminish the calculated open space but no case will the net open space be less than required by code.

Maintenance of the two northern park areas will be the sole responsibility of the City. The southern, entry feature area along Post/Perimeter will be maintained by the homeowners association.

C) PROPOSED PROVISION OF WATER, SANITARY SEWER AND SURFACE DRAINAGE...

- 1) Major water and sewer lines are located both along Post Road and in the adjoining developed residential subdivisions. Design of the servicing of the site by these utilities will be in accord with discussions with the City Engineer.
- 2) Stormwater retention will be in accord with Dublin Code and will be in several locations, to suit the natural drainage systems. Required retention/detention capacity in ponds located in park areas will not be used to satisfy parkland dedication requirements, ie, if retention is in the open space areas, the remaining open space areas not used for retention must be sufficient to satisfy the park dedication requirement. Preliminary stormwater design analysis will be provided at the preliminary plat stage. Location of retention/detention areas will be determined by engineering requirements and usability of the park area to be dedicated. Applicant will work with City officials in determining location of these facilities.
- 3) After necessary fill, all new individual lots in the single family residential area will be located outside of the 100 year floodplain. Dublin Flood Control Ordinance and Dublin Stormwater Ordinance will be followed. A survey of floodway and

floodplain to FEMA standards has been done and furnished to the City Engineer. The site is not in a FEMA study area, so FEMA is not involved these discussions.

4) All utilities will meet city engineering requirements.

D) PROPOSED TRAFFIC CIRCULATION PATTERNS

1) The site has roadway access to the new Perimeter Drive and to an existing street, Royal Plume Drive, in the Wyndham Village subdivision on the eastern boundary. A connection is planned to the proposed Metro Park Place on the north. Additionally, three stubs are provided on the western boundary for future connection to Hyland Croy Road.

As stated above, Post Road will be reconfigured to intersect with the new Perimeter Drive as shown on the Development Plan. Perimeter Drive to the west of this intersection will in fact replace Post Road. This construction is presently underway. Applicant's proposed access with the new Perimeter Drive has been located midway between the (future) intersection with Post Road to the east and with Hyland Croy Road to the west. This intersection will be accessed through the Gordon parcel to the west. See my letter to Mitch Banchefsky dated August 14, 2000 regarding Applicant's commitment to reimburse City for acquisition costs for this ROW. All right of way widths, pavement widths and roadway geometry will meet city engineering requirements.

The site is very well situated for access to Post Road/Perimeter Drive on the north, and, once the connection to Metro Park Place is built, to Hyland Croy Road on the west. This in turn gives immediate access to the freeway interchange at Post Road and US Route 33/SR 161.

2) Traffic Calming Measures. In part because this convenient access will also be available to subdivision traffic using the connections to the west and north, the potential impact from cut through traffic must be considered. The applicant has addressed this issue by designing traffic calming features into the initial design of the subdivision. A separate attachment and text provides specifications for these features and explains their use. Two of the intended features, the landscaped medians with offset roadways and the traffic circle, tend to limit traffic speed. The third, the mini green, provides a more palatable alternative to the traditional cul-de-sac. Additionally, the roadway layout has been designed to limit long visual views of the roadway ahead by incorporating bends and arcs.

The applicant envisions that there should be two positive impacts from incorporating these techniques into the subdivision roadway design. First, traffic should present less of a negative impact to the residents of the subdivision, particularly in the safety area. Second, the look and the feel of the subdivision will be more aesthetically pleasing, with the visual impact of the street system diminished. Both of these impacts should result in a higher quality of life for future subdivision residents and additionally should lessen the burden on future public officials charged with responding to resident concerns with traffic impact on their neighborhood.

3) Community Plan Traffic Study The site was tested at two residential dwelling units per acre in the planning process for the 1997 Community Plan.

4) Post Road Right of Way Width Post Road is shown as 60' right of way in the Community Plan and in fact is presently 60'. Present City plans for the Perimeter Drive improvements appear to relocate this right of way to the south to accommodate the relocation along the frontage of the site.

5) Post Road Sidewalks Sidewalks are being installed along the new Post Road right of way (north side) as part of the Perimeter Drive/Post Road relocation improvements.

E) PROPOSED SCHEDULE OF SITE DEVELOPMENT...

1) Development of the site will begin at Perimeter Drive and will work northward. The number of phases is undetermined at this point in time, but will probably be three to five. Timing of the phases will depend on market conditions and absorption of lots.

F) THE RELATIONSHIP OF THE DEVELOPMENT TO EXISTING AND FUTURE LAND USE...

The site serves as an extension of existing single family residential development to the east and approved, but as yet unbuilt, residential development to the north. Part of this existing development is directly adjacent and the roads are interconnected. Although physically separated from the Lowell Trace subdivision by the nature preserve, this proposal will in fact be quite similar to Lowell Trace as a second single family neighborhood bordering the significant amenity represented by the preserve. Lot sizes of adjoining developments have typical 80' fronts at the building line. Compared to these adjoining developments, this proposal has the same minimum front lot footage of 80', some lots of 90-100', lower density and larger amounts of open space.

The site is accessed from new Perimeter Drive, but, homes are set back significantly and as a result are compatible with the non residential development, probably office, anticipated south of Post Road.

Although the single remaining tract to the west is still in the township, it is reasonable to assume that site will similarly develop as the final continuation of the single family residential use found in the overall quadrant bounded by Post, Avery, Hyland Croy and Brand Roads. This residential use is also the use provided for in the 1997 Dublin Community Plan and in the Union County Comprehensive Plan of January 25, 1999. However, as a hedge against more intense development closer to Perimeter Drive, extra depth has been provided for the lots on the western boundary in the area reaching north from Post Road approximately 900'. Within this area these lots have a depth of at least 140' to over 300'. A landscape buffer has been designed specifically for this edge as well (see "West Landscape Buffer" exhibit).

The Community Plan shows this site as residential at a density of 2 dwelling units or less per acre. This proposal falls readily in that range. Overall, the proposal

represents the most logical land use for the site considering existing and planned development.

G) Evidence that the applicant has sufficient control over the land...

1) The applicant Dominion Homes is in contract to purchase the residential site. Property owner authorizations are attached from the land presently in contract. Applicant will present reconfigured parcels at the time of presentation of the preliminary plat.

H) Additional Commitments

1) A detailed tree survey, tree preservation plan and tree replacement plan will be provided at the time of the preliminary plat; utility placement will be designed to protect root zones. Applicant will work with the landowner to the west to reach an agreement for control of vegetation along the west boundary.

2) A landscape plan, per Code, will be provided at the time of the preliminary plat.

3) The Preliminary Plat will provide that no individual lot may have direct access to Post Road or Perimeter Drive.

4) An access point for the church site (to east) with maximum width of 60' will be provided.

5) Tot lot will be provided by applicant. Location to be determined in consultation with the City.

I) DEVELOPMENT STANDARDS

1) Development standards:

Use	Single family residential only
Lot Size	All lots to have at least 80' fronts, measured at the front building line.
Residents' Association	A residents' association will be provided for by the deed restrictions. The deed restrictions will require the payment of dues by all property owners and will give lien rights to the association for non payment of the dues. The residents' association will be responsible for maintenance of the entry features, the cul de sac islands, and the mini greens.

	<p>Open space and ponds along Post Road will be maintained by the homeowners association, unless the City requests otherwise, in which case the City will assume responsibility for all public open space. If this occurs, the homeowners association will still be responsible for maintaining the entry features.</p>
Bikepaths/Sidewalk	<p>Sidewalks will be per Dublin Code. The applicant will install an eight foot bikepath along the northeastern boundary, connecting the woods and the stream area. Applicant will also install a bikepath along the stream area, connecting to the existing bikepath along the stream in the Red Trabue Nature Preserve and stubbing to the west boundary; applicant will bring its northern bike path south to connect to this bikepath. Applicant will additionally construct a bikepath connecting to the stream area bikepath from the mini-green at the southeastern portion of the site and then reaching southward to Perimeter Drive as shown on the Development Plan. Finally, a bikepath through the southern open space area at the south portion of the site will be provided as shown on the "Entry Enlargement Details" sheet, attached hereto. Applicant will construct bikepath bridges as necessary in consultation with City park officials.</p>
Diversity	<p>Throughout the development (1) the same model with the same front elevation shall not appear within two separate houses on the same side of the street and, (2) the same model with the same front elevation shall not appear directly across the street or side by side to the house directly across the street. Streets shall count as a lot when applying the above formulas. When the lot in question is a corner lot no lot at the same corner shall have the same model with the same front elevation.</p> <p>At the time of the preliminary plat for each phase, the applicant will provide a matrix to assist in application of the diversity standard. For each lot, this matrix will list which other lots are affected by application of the standard.</p>
Exterior Materials	<p>Homes shall use one or more of the following materials for the vertical exterior opaque surfaces of the home:</p> <ol style="list-style-type: none"> a. brick b. stone (natural or synthetic) c. stucco d. wood siding/shingles, exclusive of T-1-11 plywood, board and batten or other plywood/vertical siding types. Wood trim, eave and soffit material may be any conventionally used wood products of a similar quality

	<p>level to the materials used in the main structure.</p> <p>e. Hardiplank or Werzalit type materials provided they are not gloss or semi gloss finish.</p> <p>f. other durable, solid thickness building materials with similar characteristics to the above materials. Such determination may be made at the time of approval by Planning Commission of the Development Plan, or at the time of the Preliminary or Final Plats. After approval of the Final Plat, Planning Staff may make such determination. If the applicant is not satisfied with Planning Staff's determination, review by the Planning Commission may be requested.</p>
Garage Location	<p>1) All garages shall meet the following standards:</p> <p>a. Garage doors shall comprise no more than 50% of a building's total front façade. Garage structures protruding more than 10 feet from the main structure shall be articulated with windows or other architectural features or detailing.</p> <p>b. Overhead garage doors will be of raised panel design.</p> <p>2) No more than 1/3 of the homes may have a garage door: a) facing the same direction as the front façade, <i>and</i>, b) protruding in front of a major element of the front façade in excess of four feet.</p> <p>3) With respect to a house that does not meet the standard in 2(a), above, another house with a garage that also does not meet the 2(a) standard will not be located next door or directly across the street. For the purpose of this section, a street will count as a house.</p> <p>4) A side load garage will not face another side load garage on an adjoining lot (does not include corner lots).</p>
Foundations	Per building code.
Roof Pitches	Roofs shall be at least 6/12 pitch
Shade Trees	Each home shall be provided with at least two shade trees, 2" minimum caliper in the front yard, exclusive of required street trees and foundation plantings along the street side(s).
Post Lamps	All homes shall be provided with post lamps located not more than 2/3 of the building setback from the right of way line.

Fireplaces	Direct vent fireplaces are permitted only on rear elevations. All chimney chases shall be of either masonry or stucco.
Shutters	If used, shutters shall be panel type (not louvered) and shall be only the following colors: black, dark blue, burgundy (not permitted with gray siding), green & gray (with white or gray siding only).
Mailbox	Uniform design to be selected by applicant.
Fences	Not permitted except as otherwise required by law or this text.
Front Yard Building Setback	At least 25 feet from edge of ROW; will vary to provide visual interest. Setbacks will stagger from 30-35' on lots with bikepaths in front yards; 25-30' from ROW on other lots. Any above ground utility structures placed forward of the building setback line will be completely screened by landscaping, subject to staff approval.
Side Yard Building Setback	15' total, minimum 7'
Rear Yard Setback	30 feet. A 20 foot no-build or no-disturb zone will be placed at the rear of all lots ("no-disturb" where trees exist) with 10' no-build zones on side yards abutting parks.
Parking setback	Per Dublin Code.
Entry Feature	Schematic design is depicted on exhibit titled "Entry Enlargement Details", and includes a ± 1.3 acre pond, wood rail fencing, a post sign with project identification, perennial plantings, a ± 150' stone retaining wall and bosque of ± 26 ornamental trees. Earth berms and landscaping are proposed for the northern edge of the pond. Lots/homes have been arranged to frame the entry with fronts and sides of architecture.
Signage	Applicant anticipates no further signage in the residential area. Any additional signage or entry features will comply with Dublin Sign Code.
Buffer/Setback from Perimeter Drive	Homes shall be set back at least 200' from the edge of the right or way for new Perimeter Drive.

West Landscape Buffer	Landscape buffer has been designed to fill in gaps in existing tree row; new plantings will be installed as depicted in the 50 & 100 sections.
Lighting	Will comply with Dublin Code and/or Dublin lighting guidelines, if applicable. Post lamps specifically listed above. Applicant will provide street lighting at the intersection with Post Road if not already done as part of the Perimeter Drive improvements.
Elements to separate/delineate lots from park areas	Applicant will work with the City regarding elements used to delineate lot boundaries from public open space. A element agreed to by both parties under this section may override any otherwise limiting provision of this text.



Christopher T. Cline
 Blaugrund, Herbert & Martin, Inc.
 Attorney for Dominion Homes
 5455 Rings Road
 Dublin, Ohio 43017
 614-764-0681

HARRISON W. SMITH, JR.
BEN W. HALE, JR.
JEFFREY L. BROWN
GLEN A. DUGGER
JACKSON B. REYNOLDS, III
NICHOLAS C. CAVALARIS

SMITH & HALE
ATTORNEYS AND COUNSELORS AT LAW
37 WEST BROAD STREET
COLUMBUS, OHIO 43215-4199

HARRISON W. SMITH
1900-1978

614/221-4255

April 22, 2002

Bobbie Clarke
The City of Dublin
Director of the Division of Planning
5800 Shier Rings Road
Dublin, OH 43017

RE: Post Preserve - 00-0572

Dear Bobbie:

This letter is a response to our meeting of March 14, 2002 and April 11, 2002 regarding the garage location requirements of the Post Preserve text. I think it is obvious to everyone that something went wrong in drafting this portion of the text. Some think that the Planning Commission thought that some side loaded garages were required. This requirement is not in the text and the two places Chris Cline spoke to this issue on pages 11 and 12 of the September 7, 2000 minutes of the Planning and Zoning Commission, it is quite clear from his explanation of the requirement that he thought no side loaded garages were required.

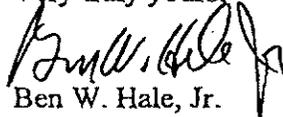
We propose the following which we believe address all the issues and accomplishes the goals that everyone was trying to reach.

- Garage Location
- 1) All garages shall meet the following standards:
 - a. Garage doors shall comprise no more than 50% of a building's total front facade as measured by the linear distance of the front of the house. Garage structures protruding more than 10 feet from the main structure shall be articulated with a window or other architectural features or detailing approved by the City.
 - b. Overhead garage doors shall be raised panel design.

Ms. Bobbie Clarke
April 22, 2002
Page 2

- 2) At least 1/3 of the homes shall have side loaded garages. There is no restriction on how far these garages may extend in front of the main structure.
- 3) No more than 1/3 of the homes may have a garage door: a) facing the same direction as the front facade, *and*, b) protruding in front of a major element of the front facade in excess of four feet. A major element shall include a covered porch.
- 4) Any house that has a garage door facing the same direction as the front facade of the house and protrudes in front of a major element of this facade of the house more than four feet shall not be located next door to or directly across the street from any house which also has a garage door facing the same direction as the front facade of the house and such garage protrudes in front of a major element of the front facade of the house more than four feet. A major element of the front facade of the house for the purpose of this paragraph shall include a covered porch.
- 5) A side load garage shall not face another side load garage on an adjoining lot (does not include corner lots).

Very truly yours,



Ben W. Hale, Jr.

The City of Dublin agrees that compliance with the above standards shall constitute compliance with the garage location requirements of the Post Preserve text.

The City of Dublin, Ohio

By: Barbara M. Clarke

Its: Planning Director

Date: 4-24-02

cc: Paul Coppel
Rick Matthews
Rob Meyers