Single-Family Residential–Planned Unit Development
Neighborhood Design Guidelines

Resolution 16-23 | March 27, 2023

City of Dublin
OHIO, USA

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I. Introduction

A. Background

The Neighborhood Design Guidelines are the result of feedback received by the Division of Planning from City Council and Planning and Zoning Commission (PZC) that certain development standards of recent single-family residential Planned Unit Developments (PUDs) have not met the City's expectations upon implementation. Both groups expressed the need to encourage developers to strive to produce more creative and sustainable neighborhoods relative to characteristics such as open spaces, amenities, setbacks, and lot coverage.

In response, Planning facilitated discussions with PZC and City Council liaisons both individually and as a group to identify the specific development standards that were not adequately addressed in the development texts of recent PUDs. The highest priority areas of overall concern included:

- The desire for neighborhoods of all scales to be organized around a purposeful open space network that provides linkages to the broader, city-wide open space network, including parks, playgrounds, recreation facilities, schools and other public places of interest;
- Achieving a pedestrian-oriented streetscape character that is not dominated by garages and driveways;
- Specification of high-quality building materials; and
- The need for higher quality overall, in exchange for the higher densities often proposed.

Additional priorities included:

- At the early stages of the review process, the need to avoid individual lots which are 'overbuilt' at initial construction and leave insufficient remaining buildable area on the lot for the private outdoor spaces eventually desired by homeowners over time; and
- Narrow side yards between dwelling units inappropriate to the proportions of the front façade of homes, particularly on narrow lots.

Planning and the City's consultant analyzed these areas of concern to identify potential solutions and researched the best practices implemented in desirable, high-quality neighborhoods both locally and nationally to develop this series of supplemental PUD Neighborhood Design Guidelines.

B. Intent

The Planned Development District regulations of §§153.050 through 153.056 are based on the premise that the ultimate quality of the built environment is determined not only by the type, character and allocation of land uses but also by the way in which such land uses are arranged and executed. In many cases, the subdivision regulations and standard zoning district regulations and procedures do not provide sufficient standards for the design of creative residential dwelling types, or enable the range of dwelling types in a single zoning district that may be appropriate and desirable.

Unless the development standards text of the proposed residential PUD specifically state where deviations from the strict application of the requirements of the Zoning Code are proposed, the Zoning Code standards will be applicable to the PUD.

The Neighborhood Design Guidelines are intended to provide additional guidance to encourage creativity in the formulation of future PUD developments, while ensuring that all proposed development standards work together with the remaining applicable Code requirements in a unified manner to achieve higher-quality residential projects within the City of Dublin.

C. Applicability

The Neighborhood Design Guidelines are applicable to all new attached and detached single-family residential Planned Unit Developments submitted for approval after the effective date of this document. The Guidelines are supplemental to the standard requirements of Title XV: Land Usage of the Code of Ordinances, including but not limited to Chapter 152: Subdivision Regulations, and Chapter 153: Zoning Regulations.

D. Implementation

As part of the Concept Plan application required for all residential Planned Unit Developments, applicants will be required to submit an Open Space Framework that includes the applicant's analysis of the site features and identifies which areas of the site are proposed to be preserved or designated as open space and those areas that they deem suitable for development.

Following evaluation of the Open Space Framework analysis and site context, staff will make a determination whether the proposal should adhere to the Conservation Design Development requirements. For those proposals determined to be inappropriate for Conservation Design, the outcomes of the Open Space Framework process are refined by the applicant for incorporation into a cohesive Concept Plan.

In addition to the submittal requirements of §153.054(A), Concept Plans shall include:

- The conceptual design of each preservation and open space area, including contextual connections to the city-wide open space network, including parks, playgrounds, recreation facilities, schools and other public places of interest;
- The conceptual street network and streetscape character of each street type proposed; and
- The building and dwelling types proposed.

The Preliminary Development Plan application submittal outlined in §153.054(B) shall also include:

- Architectural plans, elevations, and materials for the range of unit types proposed;
- Landscape plans and materials proposed for both open spaces and the semi-private realm spaces;
- The lot exhibits and development standards for each lot type proposed; and
- Confirmation that the established Open Space Framework has been maintained & refined as directed following Concept Plan review.

E. Organization

The Neighborhood Design Guidelines are organized into three levels of focus--from the broad Macro Public Realm of open spaces and preservation areas, to the Micro Public Realm of streetscapes as outdoor rooms, to the Private Realm of individual lots and function of various areas of the lots and lot types.

1. Public Realm (Macro Level)

The organization of neighborhoods around a framework of public open space. This includes both the preservation of existing natural and cultural features and the thoughtful creation of new open spaces as neighborhood amenities, sensitively arranged as focal points in the neighborhood.

2. Public Realm (Micro Level)

The enhancement of the streetscape character to create high-quality public and semi-private space throughout the neighborhood. The design recommendations focus on elements such as front yard landscaping, high quality architecture with functional arrival and gathering spaces near the main entrance of the dwelling unit, prominently integrated into the design of the front façade to provide a clear connection between the entrance and the public realm and facilitate resident interaction. Minimizing the presence of garages in the design of the front façade is encouraged to improve the overall appearance of the streetscape.

3. Private Realm

The facilitation of unique neighborhoods of all scales. The design guidelines encourage development standards geared toward a range of different dwelling types, lot sizes and block arrangements. This includes requirements for setbacks, yards, buildable areas and private open space areas.

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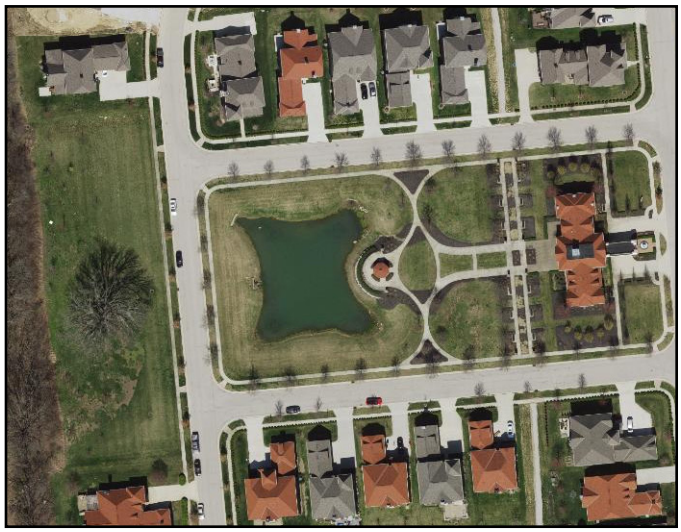
II. Public Realm–Macro Level

A. Objectives

The objective of the Macro Level Public Realm design guidelines is to create unique neighborhoods of all scales which preserve the natural character of the site and foster a sense of community through purposefully-sited public open spaces. Open spaces, both newly created and within preservation areas, are encouraged as the primary feature around which the neighborhood is organized and focused.

B. Open Space Framework

The Open Space Framework provides more specific design guidance for the preservation and creation of open spaces within residential PUD sites that have been determined to be non-conducive to the strict application of Conservation Design principles. Similar to the principles outlined in Conservation Design Resolution 27-04, the Open Space Framework strives for the careful integration of the existing distinctive features of the site, as well as the thoughtful planning of new open spaces into new residential developments.



Formal Open Space with Retention Pond and Preserved Landmark Tree as Focal Point - Oak Park--Dublin, OH

The primary difference from the Conservation Design Resolution is that the Open Space Framework is applicable to single-family residential PUD sites of all scales, including infill sites. For sites lacking significant natural features, the location and quality of newly proposed open space is of paramount importance as the organizing element of the neighborhood.

All new residential PUD proposals are required to provide a site layout based on Conservation Design practices at the Concept Plan stage. The Resolution requires that Staff make a determination as to the conduciveness of the application to Conservation Design based on criteria outlined in the Resolution, and to report those findings to the PZC. Where a proposal does not meet the criteria to be developed under the Conservation Design requirements, the Open Space Framework process must be demonstrated in the Concept Plan application.

Open Space w/ Preserved Tree Stands & Natural Drainageway - Tartan Ridge--Dublin, OH

C. Open Space Framework Process

The Open Space Framework Process involves four steps that shall be submitted as part of the Concept Plan application. Staff will review a checklist of submittal materials with the applicant prior to the filing of the Concept Plan application to confirm the scope of submittal materials that must be provided based on the acreage of the site, the complexity of the development proposal, and the existing site characteristics pertinent to defining developable areas of the site.

Step 1: Site Analysis and Inventory.

- The significant and pertinent existing features of the site are inventoried and analyzed as a series of layers. Note that these features will vary depending on the site, and the example provided is not intended to depict the full range of site factors that may need to be considered.
- Qualitative or quantitative outcomes of the analysis should be graphically coded to allow multiple site features to be overlaid to provide a clear visual of the interplay of the key site features.

Step 2: Identification of Significant Features & Development Areas.

- Identify the proposed natural conservation areas and significant cultural or historic resources, followed by potential locations for newly created open spaces, as necessary.
- Identify areas of the site appropriate and conducive to residential development.
- Provide the total acreages of areas proposed as open space/preservation and areas conducive to development.

Step 3: Conceptual Street and Path Network.

- Delineate the conceptual locations and hierarchy of streets through the neighborhood and the path network linking open spaces.
- At the Site Context level, depict the path network connections leading to points of interest (schools, parks, shopping, etc.) in proximity to the site.

Step 4: Refine Development Areas with Lot Lines.

- Within the proposed development areas, incorporate lot lines and other regulatory boundaries necessary to convey the lot types proposed.

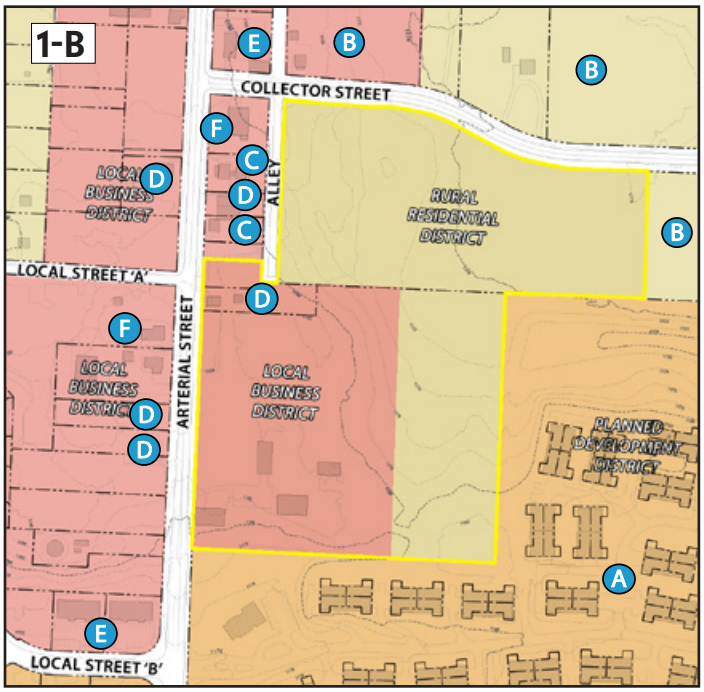
The following example illustrates these steps and how they might be demonstrated as part of a Concept Plan application.

1-A Existing Development Inventory

- A Gravel Parking Lot
- B Athletic Practice Field
- C Vacant Lot
- D Cottage Commercial
- E Asphalt Parking
- F Mid-Cen. 1-Story Home
- G Bank Barn
- H Recent Outbuildings

1-B Existing Zoning & Land Use

- A 1-Story Quadplex Apts.
- B Single-Family Rural Lots
- C Cottage Comm.--Office
- D Cottage Commercial--Personal Services
- E Suburban Medical/Professional Office
- F Suburban Retail



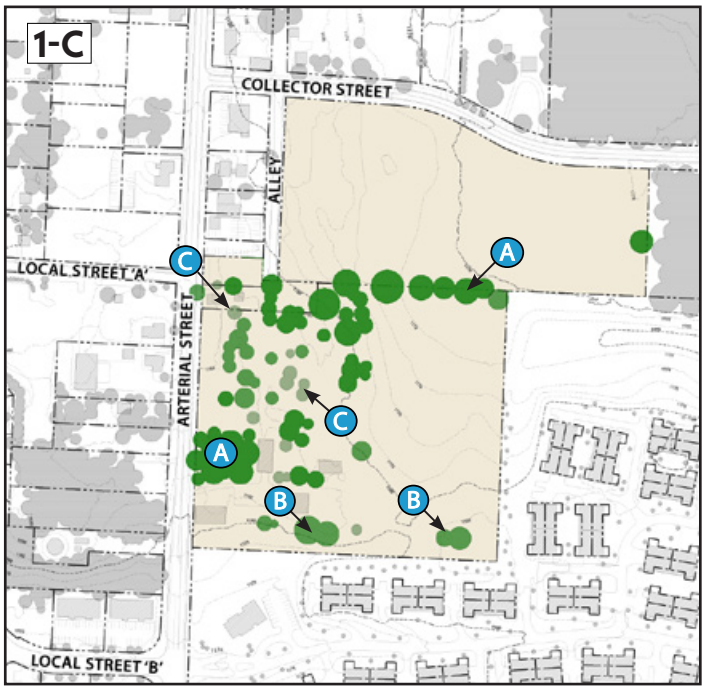
Existing Development Analysis. The ±20-acre site is comprised of four parcels. The northern parcel has frontage along the Collector Street and contains an athletic practice field and gravel parking lot. Two lots developed as single-family residential lots and rezoned to commercial use occupy a portion of frontage along the Arterial Street. One home has been razed and the other remains as a cottage commercial use. The southern parcel is a former farmstead occupying the majority of the Arterial Street frontage. The original farmhouse has been replaced with a single-story mid-century home. A historic bank barn is built into the slope at the southwest corner of the site, and contemporary outbuildings are present behind the home and barn.

Existing Zoning, Land Use & Future Land Use Analysis. The site is unincorporated with a combination of Rural Residential and Local Business township zoning districts. To the southeast is a gated, ranch-style condo community zoned Planned Unit Development District. A mix of newer suburban and historic cottage commercial businesses are along both sides of the Arterial Street. This site presents an opportunity to provide a transition between the surrounding uses with a mixed-use development concept featuring a variety of housing types and commercial structures compatible with the vernacular styles along the Arterial Street frontage. No Area Plans or Overlays have been developed for this area.

1-C Preliminary Extg. Vegetation Inventory

- A Trees in Good Condition (Typical)
- B Trees in Fair Condition (Typical)
- C Trees in Poor Condition (Typical)

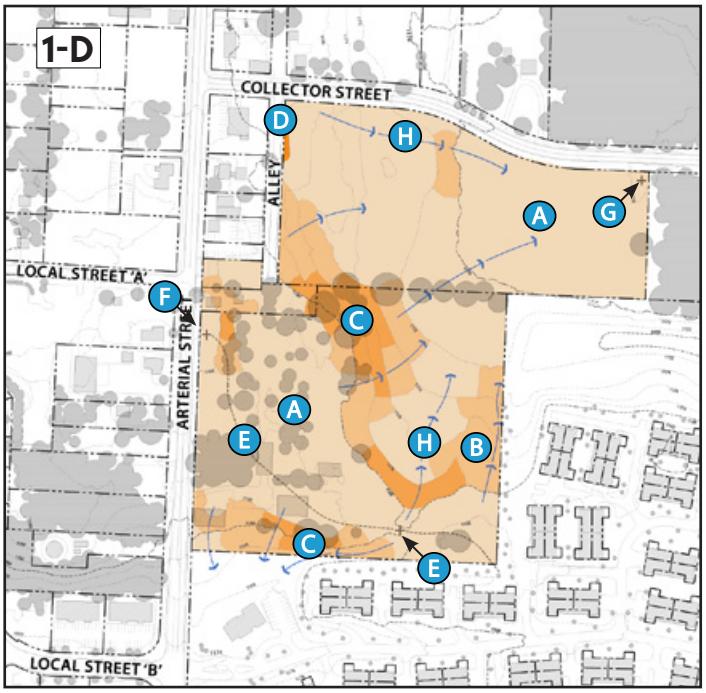
(A formal survey of tree locations and condition by a certified arborist is not required at the Concept Plan Stage.)



Existing Vegetation Analysis. A significant hedgerow of mature trees in good condition is present through the middle of the site along the northern property line of the farmstead. To the south of the hedgerow is a cluster of mature trees in good condition and understory scrub growth in poor condition along the slope separating the upper and lower elevations of the site. In front of the barn and residence is another cluster of mature deciduous and evergreen trees in good condition. Scattered throughout the balance of the western portion of the site are stand-alone evergreen and fruit trees in fair to poor condition. The northern area of the site is absent of trees.

1-D Topographic & Hydrologic Inventory

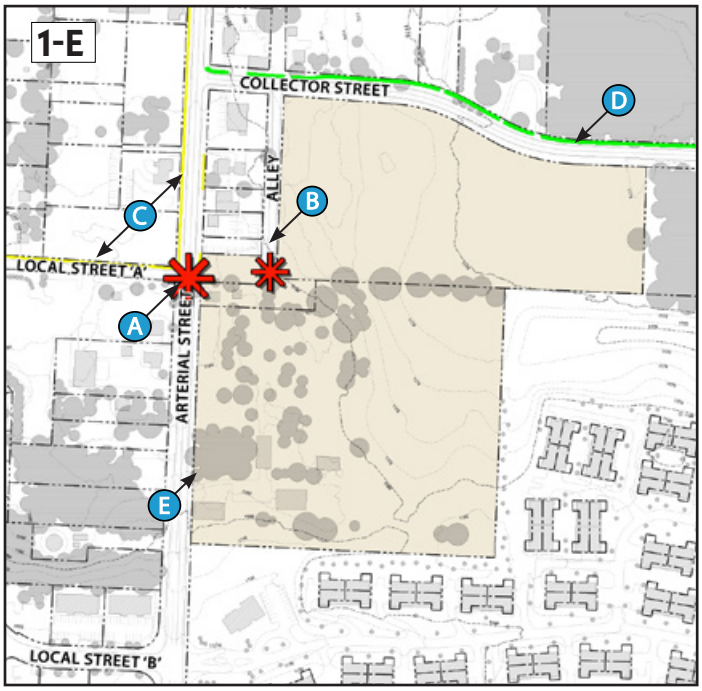
- A 0 - 2.5% Slopes (Typ.)
- B 2.5 - 5% Slopes (Typ.)
- C 5 -10% Slopes (Typ.)
- D > 10% Slopes (Typ.)
- E Ridge Line & Saddle
- F High Point of Site
- G Low Point of Site
- H Flow Lines (Typ.)



Topographic & Hydrologic Analysis. The site features a broad ridge in the southwest portion of the site which divides the site drainage into two watersheds, with the majority of the site draining to a low point at the northeast. Along this generally flat ridge is an existing farmstead on slopes between 0 and 2.5%. The northeast portion of the site is also predominantly comprised of slopes between 0 and 2.5% and was formerly used as athletic practice fields. This lower area is separated from the upper, existing farmstead portion of the site by an area of steeper slopes between 2.5 and 10%. The entire site is located in Flood Zone-X, outside of the 500-year flood and subject to minimal flood hazard.

1-E Transportation & Access Inventory

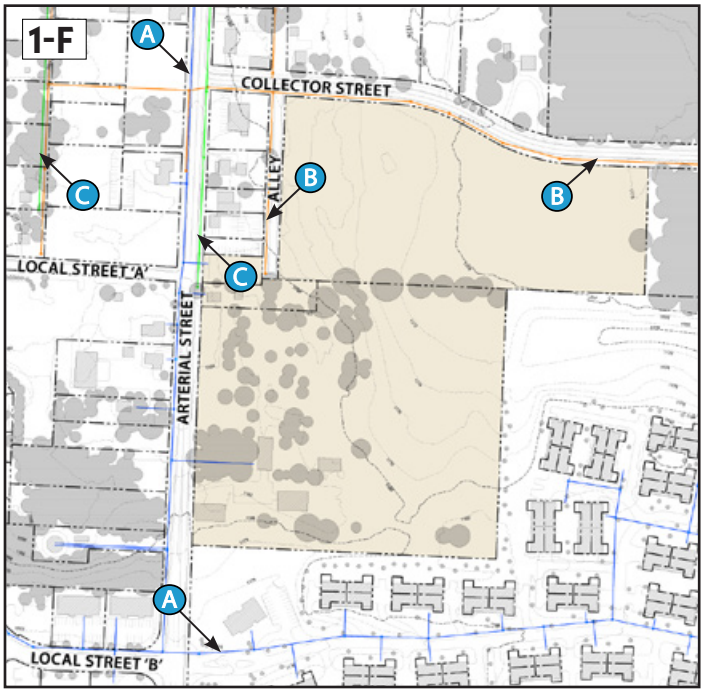
- A Primary Site Access
- B Existing Alley
- C Existing Sidewalk
- D Extg. Shared Use Path
- E Potential Right In/ Right Out Access



Transportation & Access Analysis. Primary vehicular access is from the intersection of Local Street 'A' and the Arterial Street, which provides the best visibility and access management. An existing Alley may be extended to provide rear access to the commercial uses fronting the Arterial Street, thereby improving traffic by eliminating numerous wide curb cuts along the Arterial Street. Sidewalks are present on the north side of Local Street 'A' and along the west side of the Arterial Street north of Local 'A'. A shared use path is present on the north side of the Collector Street leading to a Regional Bog and Nature Preserve to the east. Traffic impact and access management studies will be conducted to determine if roadway improvements are necessary.

1-F Existing Public Utility Service Inventory

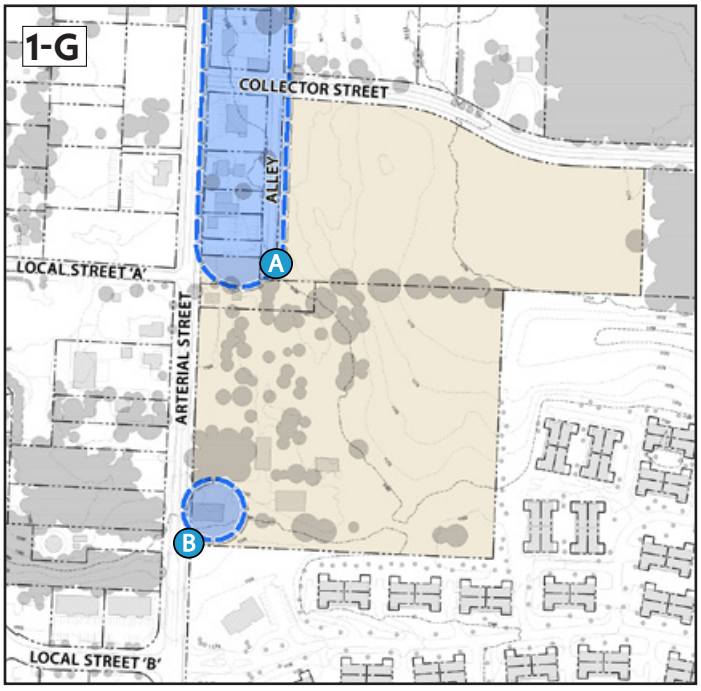
- A Existing Water Service (Typical)
- B Existing Sanitary Sewer (Typical)
- C Existing Storm Sewer (Typical)



Existing Public Utility Service Analysis. Public water service is available on the west side of the Arterial Street. A public sanitary sewer trunk runs along the south side of the Collector Street, with a lateral extending down the west side of the alley and terminating at the project property boundary. On-site stormwater management will be a key factor influencing the overall site design. Open space preservation, preservation of existing natural drainage systems and on-site stormwater management facilities will be necessary to the maximum extent practicable to avoid negative downstream impacts to the nearby Regional Bog and Nature Preserve.

1-G Historic & Cultural Assets Inventory

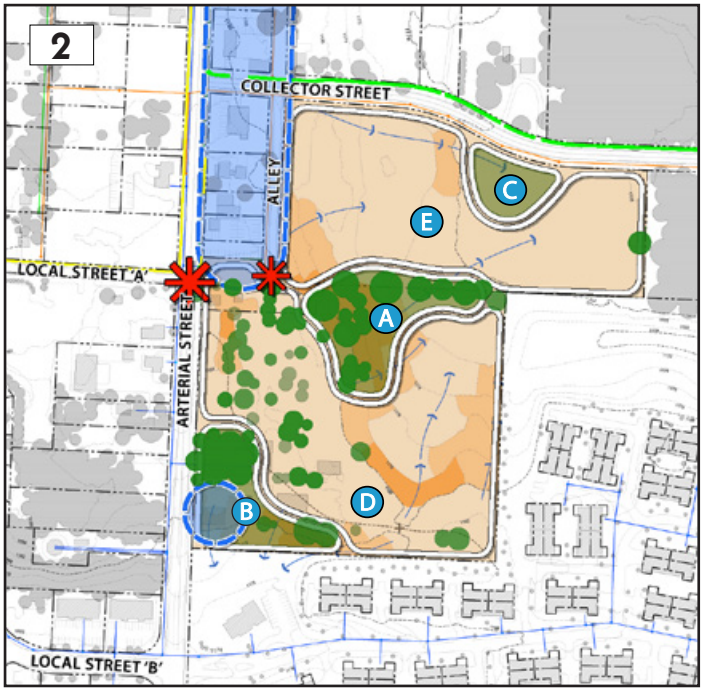
- (A) Area of Historic Village Plat & Development Pattern
- (B) Historic Bank Barn (circa mid-1800s)



Historic & Cultural Assets Analysis. The site lies at the edge of the first village platted and recorded within the township, circa 1829. Remnants of this village plat and traditional development pattern of lots with rear service alleys are present on the east side of the Arterial Street. Potential continuation of this historic development pattern along the site frontage is consistent with the underlying commercial zoning. To the southeast of the remaining village core is a former farmstead with a bank barn that serves as an iconic architectural gateway to the village from the south and a symbol of the area's agrarian history. The barn is in good condition and could potentially be improved/ expanded for adaptive reuse once restored.

2 Preservation/Open & Developable Areas

- (A) Preservation Area 1
- (B) Preservation Area 2
- (C) Planned Open Area --Stormwater Mgmt.
- (D) Development Area 1
- (E) Development Area 2



Analysis of Preservation Areas, Open Spaces & Developable Areas. Based on the combination of existing site conditions, a ±1.5-acre preservation area in the center of the site and at the terminal vista of the main access to the site becomes the major organizing element of the site. This preservation area separates the site into two large development sites--±7.0-acres on the north and ±9.0-acres on the south side of the property. The existing bank barn and adjacent mature tree stand define a ±0.75-acre preservation area in the southwest corner of the site. Topographic and hydrologic analysis indicate that a ±0.75-acre open area will be needed generally in the northeast portion of the site to meet stormwater management requirements.

3 Conceptual Street Network & Path System

- A Primary Local Street
  - --Sidewalk on N Side
  - --SUP on S Side
- B Secondary Local Street
  - --Sidewalks Both Sides
- C Extg. Alley Extension
- D Shared-Use Path

4 Concept Plan with Lot Lines and Narrative

- A Cottage Comm. Lots
- B Townhome Lots
- C 2-Family Attached Lots
- D 60-70' Single Family Lots
- E Repurposed Barn
- F North Stormwater Pond
- G Central Open Space
- H Formal Green
- I Pocket Park

Analysis of Conceptual Street Network & Path System. The street network serving the neighborhood has its primary entrance aligned with existing Local Street 'A' at the intersection with the Arterial Street. This Primary Local Street runs along the north side of the existing tree row and links the neighborhood to the Collector Street in the northeast portion of the site. A Secondary Local Street runs north/south and provides access to the development areas in these locations. The existing Alley serves commercial uses fronting the Arterial Street and townhomes facing the interior of the site. The shared use path parallels the Primary Local Street along the preserved open space and provides a loop around the perimeter of the central nature preserve, and connects to the existing path on the north side of the Collector Street where the path leads to a Regional Bog and Nature Preserve to the east of the site.

Conceptual Site Plan Narrative. The central theme of the proposed neighborhood Concept Plan is to 'knit together' the patchwork of land uses surrounding the infill site through a mix of uses and residential building types that provide a transition across the site and are organized around a central nature preserve. The history of the area is acknowledged through the preservation of the existing barn and the extension of the historic cottage commercial development pattern across the Arterial Street frontage.

D. Design Objectives for Preservation of Significant or Sensitive Natural Site Features

Preservation of existing significant or sensitive natural features--including cultural and historic resources--should be given the highest priority as dedicated open space in the layout of new residential neighborhoods. To further address the intent of the PUD provisions for protection of natural features of §153.052(B)(3)(e):

- The extent to which a proposed preservation area contributes to the character of the neighborhood will vary based on the location, quality and utility of the features or area to be preserved within the layout of the neighborhood.
- Preservation areas should be embraced as public focal points of the neighborhood as opposed to being isolated at the rear of lots, to the maximum extent possible.
- Overall disturbance of the existing site topography should be minimized, with new grades kept as close to pre-existing grades as possible.
- Steep slopes and existing drainage patterns should be maintained to the maximum extent possible.
- Mature hedgerows and tree stands should be preserved as naturalized areas or incorporated into the design of new open spaces.
- Preservation areas may be used as the inspiration for the establishment of a unique neighborhood identity or theme that evolves from the character of the preserved natural features or historic resources.
- The history of the site should be reflected in the design of the neighborhood where appropriate. Buildings, walls, and landscape elements associated with the history of the site may be considered for preservation to create focal points, entry features, or provide the thematic inspiration of the neighborhood.

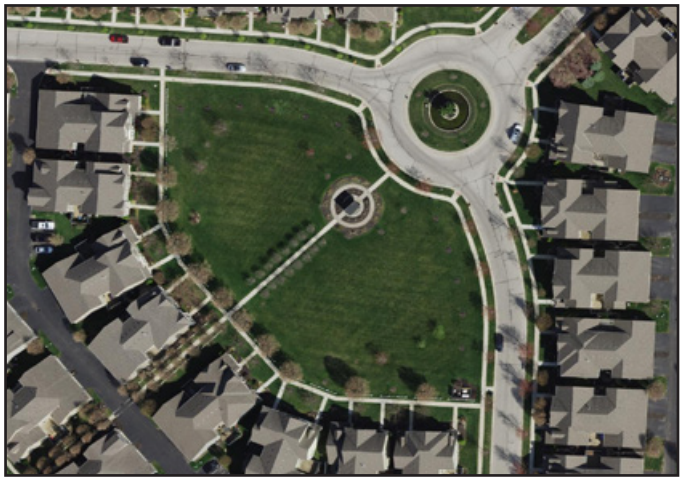
Mature Hedgerow Preserved in Central Park with Thematic Stone Walls and Tot Lot--Tartan Ridge

E. Design Objectives for New Public Open Spaces

Newly created open spaces should respond to the location of preservation areas to provide a series of open spaces that are strategically and equitably distributed throughout the neighborhood and connected to the greater open space network of the City. To further address the intent of the PUD provisions for protection of natural features of §153.052(B)(3)(d):

- In all cases the open space should be sited with homes fronting the space or with frontage along a public right-of-way.
- New open spaces should be sited within the neighborhood in response and in concert with proposed preservation areas such that all dwelling units in the neighborhood are within a convenient walking distance of a public open space.
- The design and programming of individual open spaces should respond to the recreational needs of the neighborhood residents and potentially the community at large.
- New open spaces may be formal or informal and provided at a variety of sizes. To support a range of activities in the neighborhood, small intimate open space nooks are needed in additional to larger open spaces that support neighborhood gatherings

Informal Pocket Park--Muirfield Village 7



Formal Central Green with Gazebo--Greystone Mews

F. Design Objectives for Stormwater Facilities

Stormwater retention basins (aka 'ponds') shall blend into the natural environment and be aesthetically integrated into the design character of the neighborhood. To further address the intent of the PUD provisions for the arrangement of use areas of §153.052(B)(3)(a), and Chapter 53: Stormwater Management and Stream Protection:

- Stormwater retention or detention facilities may only be counted as open space if they achieve a superior and interactive design.
- Amenities shall be included in the design of these spaces as appropriate for the anticipated needs of the residents. At a minimum, naturalistic perimeter landscaping, shared-use paths and seating areas shall be provided.
- Ponds should be prominently sited as shared neighborhood amenities, with homes fronting the basin to the maximum extent possible.
- Ponds located behind homes are generally discouraged unless the site conditions and drainage patterns dictate otherwise. In all instances, there should be sufficient visual and physical access to allow for routine maintenance of the facility as well as the potential enjoyment of the ponds as a neighborhood amenity, when appropriately designed as such.
- Ponds may be sited along a frontage road providing access to the neighborhood as an entry feature with homes facing the pond.
- Grass swales and other flat-bottomed dry stormwater detention facilities can contribute as useable open space when they are not intermittently put into use as stormwater management areas following rain events.

Amphitheater integrated adjacent to Regional Stormwater Basin. Norton Commons--Louisville, KY

Retention Basin with Clubhouse, Landscaping, Gazebo, Boardwalk & Shared-Use Paths--The Village at Coffman Park

Retention Basin with Clubhouse, Waterfall, Landscaping & Shared-Use Paths--Tartan West

G. Design Objectives for Perimeter Setbacks as Open Space

Areas of the site that are unable to be developed, such as areas designated as required buffers or occupied as utility easements, may not be eligible for contribution toward meeting the required open space dedication. Perimeter setbacks may be counted as open space only under the following circumstances or conditions:

- Where collector or arterial roads run along the perimeter of a neighborhood, homes shall be oriented to front onto the roadway setback where possible, with landscaping and shared-use paths provided to create a linear, park-like environment along the neighborhood frontage.
- Where homes are oriented to back up to external collector or arterial roads, views from the roadway to the rear yards of homes shall be screened with earthen berms--potentially using sitework spoil produced during neighborhood construction--and planted with a combination of evergreen and deciduous trees. Shared-use paths along the adjacent thoroughfare shall meander through the roadway setback area.

Homes directly fronting Collector Road setback opposite Elementary School. Westhaven--Franklin, TN

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III. Public Realm–Micro Level

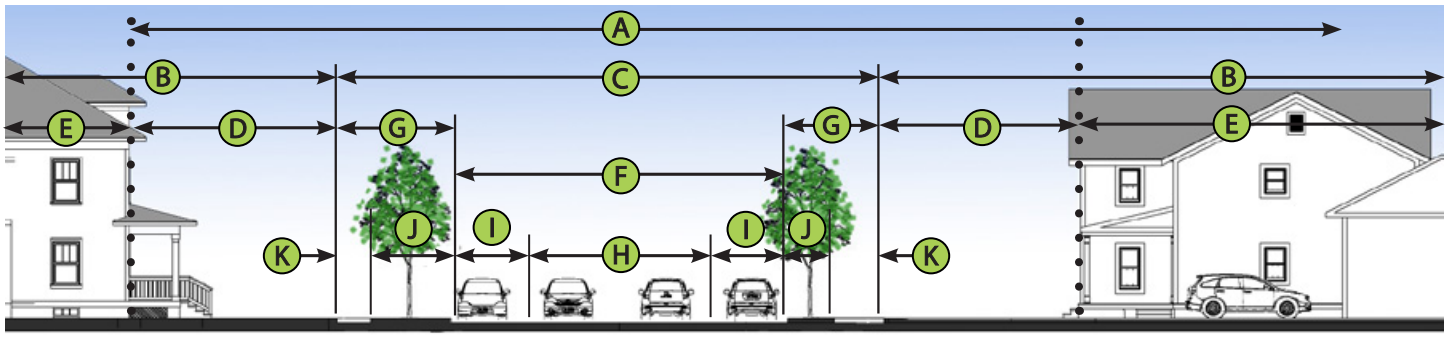
A. Objectives

The Micro Level Public Realm is generally comprised of the network of streetscapes in the neighborhood, an area that is shared between the public and private realm. They are analogous to an outdoor room with the building façades on either side of the street acting as the walls of the room that enclose the space.

The objective of the Neighborhood Design Guidelines is to encourage the creation of unique, high-quality streetscapes within new neighborhoods that enhance the experience of both pedestrians and motorists traveling through the streetscape network, as well as the experience of the approach from the public sidewalk to the individual private residences for visitors.

The primary focus of the Guidelines is on the portion of the streetscape between the curbline and the front building façade. This includes the landscaping within the public right-of-way, and the front yards of private residences and the architectural composition of the front façades-- specifically architectural materials, transitional entry spaces, and the location and orientation of garage doors as perceived from the public right-of-way.

B. Streetscape Elements



(A) **Streetscape.** All of the natural and built elements that define the character of the street, located between--and including--the primary building façades along both sides of the street.

(C) **Public Realm (Right-of-Way).** The area of the streetscape controlled by the City and over which the public is granted the right to travel across.

(F) **Vehicular Realm.** The area of the streetscape occupied by travel lanes (H) and on-street parking (I).

(G) **Pedestrian Realm.** The area of the streetscape dedicated to pedestrian traffic, and sometimes including bicycle facilities such as shared-use paths.

(J) **Planting/Amenity Zone.** The area of the streetscape occupied by street trees and site furnishings such as street lights, benches and waste receptacles.

(K) **Sidewalk/Shared-Use Path Zone.**

(B) **Private Lot.** Properties abutting and accessing the public right-of-way that are owned by private interests.

(D) **Semi-Private Realm.** The area of the streetscape located between the back of public sidewalk and primary building façade, or front elevation of the building.

(E) **Private Realm.** The area of the private lot that is beyond and generally out of view of the streetscape.

C. Design Objectives for the Pedestrian Realm

Within the pedestrian realm of the street, the character of the streetscape is greatly influenced by the width of tree lawns along standard streets and by the presence and width of medians in boulevard streets. To further address the intent of the PUD provisions for pedestrian and vehicular circulation and street design of §§153.052(B)(3)(f-h), and the street tree and landscape materials requirements of §§153.134 through 153.135, enhancements including, but not limited to, the following should be considered in the development of the conceptual street network as part of the Concept Plan application:

- Establish a wayfinding hierarchy in the neighborhood street network through variations in the width of tree lawns and/or street tree planting schemes.
- Incorporate boulevard street sections with landscaped medians in higher order streets within the neighborhood wayfinding hierarchy.
- Existing natural features such as mature tree stands, hedgerows and drainageways can be preserved in a median or tree lawn as an open space preserve.
- The streetscape can capture space beyond the standard tree lawn within the right-of-way to to create a linear open space that varies in width to further reinforce the streetscape as an open space link between new open spaces and preservation areas within the neighborhood.
- The character and density of the canopy provided by street trees can vary within a neighborhood. In some contexts, a formal, regularly spaced planting scheme of street trees with similar growth habit may be appropriate, while in other contexts a more naturalistic planting scheme of clustered street trees possessing diverse characteristics could be desired.
- In coordination with the City Forester, a denser streetscape tree canopy may be created by reducing the spacing between street trees, or staggering street trees on both sides of the sidewalk, while ensuring the long-term viability of all street trees.
- In general, monocultures of street trees and other plant materials within the streetscape is to be avoided. Tree and plant diversity in the landscape is important toward creating a sustainable wildlife habitat, increasing resilience to environmental stresses, such as pollutants, pests, and drought and providing different textures, colors, and bloom times to create a more beautiful and interesting streetscape year-round.

Linear Open Space along Boulevard Frontage of Dwelling Units at Corazon Drive--Tartan West

D. Design Objectives for the Semi-Private Realm

The portion of the streetscape between the sidewalk and the front façades of the homes is one of the most prominent, character defining elements of the neighborhood. The landscape design, architectural design and materials, and pedestrian and vehicular arrival experience should be addressed in a cohesive manner with each dwelling unit.

1. Front Yard Landscaping

- Front yards shall be designed to be experienced both as a transitional space between the sidewalk and the front façade of the home as well as a component of the larger, linear open space network within the streetscape.
- Front yard landscaping should create a high-quality arrival experience for visitors that is unique and complementary to the design of each individual associated dwelling, while incorporating consistent thematic landscape elements within the neighborhood to create a unified streetscape character.
- Where homes are set back a relatively short distance from the public sidewalk, landscaping should be designed as a dooryard framing the entryway to the home and providing a buffer from the sidewalk. Low hedges at the edge of the public sidewalk provide a subtle physical and psychological threshold between the public and semi-private realms.
- On larger lots possessing greater setbacks to the front façade, sidewalks between the front entrance and the street are rarely provided. The home is typically approached by visitors from the driveway along a sidewalk parallel to the front of the house. Particular care should be given with the landscape design and arrival experience along the front façade of the home to the entrance.
- On these larger lots, the front yard landscaping should transition between adjacent lots seamlessly. Demarcating the lot limits across the front yard forward of the house through hedges or other formal landscaping is discouraged.

Dooryard landscape occupying front yards ±10 -15' in depth. Westhaven--Franklin, TN

Staggered Setbacks and Roundabout Landscape Integrated into Front Yards as a Linear Open Space. Tartan Ridge

2. Transitional Arrival & Entry Spaces

Transitional spaces are typically architectural extensions of the dwelling unit, like porches or stoops. Terraces, courtyards and patios can also serve this function adjacent to the front entry of the dwelling unit. These transitional spaces shall be appropriately sized to be functional as useable outdoor space and to facilitate interaction between residents across the Semi-Private Realm between the front door and the public sidewalk.

- The majority of homes within a neighborhood should incorporate arrival spaces prominently featured in the design of the front façade to highlight the entry to the home from the street.
- Transitional arrival spaces should be appropriately sited proximate to the front property line to maintain a comfortable conversational distance between residents enjoying these spaces and neighbors at the public sidewalk.
- Porches should be covered and open on at least two sides with a minimum clear depth of six feet. The ideal depth for optimal comfort of use and circulation is approximately eight feet. Porch width should respond to the width of the front façade as architecturally appropriate.
- Stoops should be covered, open on three sides and limited to use with Townhomes and similar attached single-family residential housing types. A minimum clear width and depth of five feet is recommended.

Elevated porches, railings, and low hedge at back of sidewalk create a transitional 'threshold' between public and semi-private realms. Norton Commons--Louisville, KY.

3. Architectural Composition, Diversity, and Materials

Building façades are typically the greatest and most visible year-round vertical element of the streetscape. The composition of the building, including the massing, materials, and degree of enclosure they provide as edges of the streetscape gives buildings heightened importance as the greatest character defining element of the streetscape.

- The design of all residential buildings should respect the human scale and pedestrian-oriented objectives that create a high-quality, single-family residential streetscape. The massing and detailing of an individual residential building should focus on how well it contributes to the overall composition of the streetscape.
- The architectural design of residential buildings should have a timeless quality.
- Where a mix of dwelling types are proposed, the creative arrangement of a combination of dwelling types within the same block or along the same street is encouraged as a means to provide variety and visual interest along the streetscape as depicted in Chapter IV, Section E, herein.
- Architectural diversity within a neighborhood may be provided through a variety of means, including but not limited to the massing and articulation of the front façade, entry design, exterior cladding materials and arrangement, front door types and entrance locations, window types and rhythm of window placement, and roof forms and roofing materials.
- Sustainable, low-maintenance exterior cladding materials that can be repaired over time are preferred over no- maintenance materials that require wholesale replacement at the end of their lifespan.

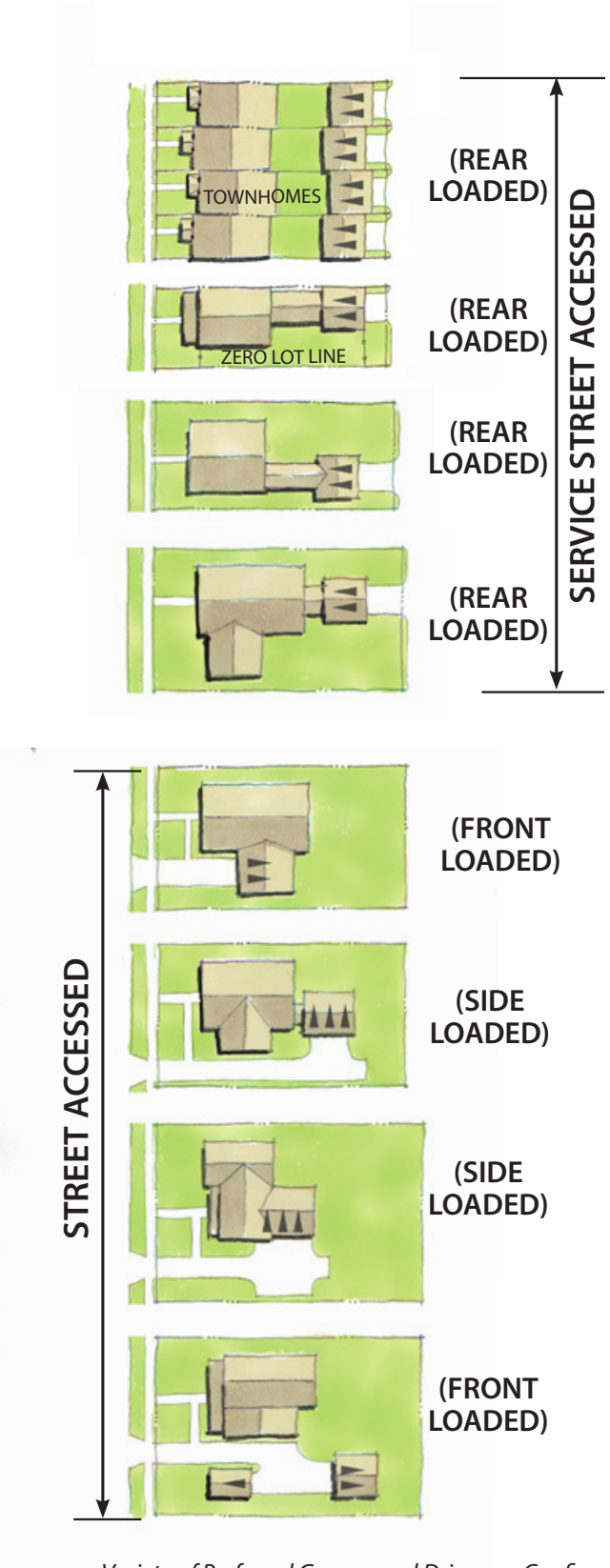
E. Design Objectives for Garages

Where front-loaded garages are a consistent and dominant element in the composition of the front façade of homes, the quality and pedestrian-oriented nature of the streetscape is severely diminished. To further address the intent of the PUD provisions for arrangement of uses, buildings and yards of §153.052(B)(3)(a-b) and the Residential Appearance Standards for garages of §153.190(E)(1)(f), the following guidelines shall apply:

1. Garage Orientation & Location

To minimize the appearance of all garages from the streetscape, the following garage configurations are recommended:

- Attached, front-loaded garages should be located a minimum of 20 feet behind the primary façade of the dwelling, which is the façade containing the front door.
- Side-loaded garages located forward of the primary façade of the dwelling and auto courtyards are discouraged for lots less than 85 feet in width as measured at the front building setback. Where this condition is proposed, the street-facing façade of the side-loaded garage should be designed to the same level of detail as the façades of the primary, occupied portion of the dwelling.
- Where side-loaded garages are proposed on lots narrower than 85 feet, garage door openings are recommended to be located at least 10 feet back from the front façade of the dwelling to allow for landscape screening.
- Rear-loaded garages should appropriately accommodate the need for vehicle parking adjacent to the garage along the service street right-of-way, while avoiding overly wide streetscapes. In all cases, space for parking should be provided without encroaching the right-of-way or impeding vehicular and pedestrian circulation in the service street.



Variety of Preferred Garage and Driveway Configurations

2. Garage Doors & Façades

The negative visual impact of front-loaded garages along the streetscape can be lessened by reducing the size of the doors, adjusting the number of doors permitted on the same plane of the dwelling, and increasing the horizontal distance required between garages on adjacent front-facing planes of the front façade. The design of the garage door and surrounding façade can also diminish the visual impact of garages along the streetscape. Specifically, the Design Guidelines recommend:

- No combination of front-loaded garage door openings shall be wider than 28 feet, with no single garage door opening wider than 18 feet.
- Front-loaded 2-car-width garage doors (typically 16 to 18 feet wide) are discouraged in favor of side-by-side, single-car-width carriage-style doors (typically 8 to 10 feet wide) to break down the mass of garage doors.
- Not more than two garage doors may be located on the same plane. Three garage doors must be located on two different planes with a minimum separation of 16 inches, unless an architectural or landscape separation is provided between the doors.
- All garages are encouraged to incorporate greater detail in the design of garage doors. Carriage-style doors with transom windows and decorative door hardware, shed roof overhangs, or arbors over the garage doors can reduce the doors to a pedestrian scale.

3. Garages with Integrated Accessory Dwelling Units

Rear located garages that are accessed via the frontage street or service street present an opportunity for integration of accessory dwelling units (ADUs) into the design of the garage. The incorporation of windows and dormers in the design necessary for the structure to function as an ADU enhance the overall appearance of the garage.

- ADUs located at the rear of the lot may be incorporated into fully detached garages or garages connected to the main body of the house through an architectural 'hyphen'.

Rear Located, Front Accessed Garage w/ Carriage Doors & Transom Windows, Shed Roof Overhang & Decorative Brackets

F. Design Objectives for Rear Service Streets

Service streets are included as an optional means of access to individual lots where this development pattern is determined to be an appropriate strategy to achieve the objectives of Design Guidelines.

Where narrow lot widths are proposed and in urban, walkable contexts service streets located at the rear of the lot can provide a secondary means of access to abutting properties. By enabling garages to be accessed from the rear of the lot, the quality of the streetscape environment for pedestrians is enhanced dramatically. As the name suggests, service streets are the location for most of the service-related functions of the house, including trash pick-up.

- Service streets must meet public roadway design specifications as approved by the City Engineer to be eligible for acceptance as public right-of-way and maintenance by the City of Dublin. Privately-owned/Homeowner Association maintained service streets will not be supported in new single-family residential Planned Unit Development neighborhoods.
- Where a service street intersects a frontage street, the adjacent lots should incorporate shorter setbacks to garages and fences from the service street right-of-way to narrow the view into the service street space and assist in spatially defining the area.
- Lots adjacent to service streets should incorporate hedges, small to medium deciduous trees, fences, exterior lighting and high-quality hardscape materials at driveways to enhance the quality of the space for both pedestrians and motorists.
- Service streets may be designed as small service courts, with pockets of visitor parking and intimately scaled open space serving the immediately adjacent dwelling units.

Service Court with Loop Circulation, Visitor Parking Island
(View to West--See Aerial Above)
Tartan Ridge--Dublin, OH.

Service Street. Westhaven--Franklin, TN.

IV. Private Realm

A. Objectives

The objective of the Neighborhood Design Guidelines for the Private Realm is to encourage unique housing types and neighborhood layouts.

This includes recommendations on development standards for the individual lot elements based on the size of the lot and the housing type proposed. These elements include front setbacks, side yards, rear yards, buildable area of the lot, and private open space area of the lot.

The Guidelines seek to provide a method for applicants to clearly define the physical limits of where the principal structure, as well as private patios, pools, and other landscape structures, may be constructed on future residential PUD proposals.

B. Design Objectives for Lot Elements

1. Front Building Setback

Per Code, the front building setback is established from the center line of the right-of-way a distance equal to the width of the existing right-of-way, or the width of the right-of-way proposed in the most recent adoption of the Thoroughfare Plan. Typically, homes are sited such that the front façade is set at or just behind this setback line to maximize the area of the lot available for the dwelling and outdoor living space.

- On narrow lots less than 45 feet in width, in urban contexts, and where attached single-family dwelling units are proposed, the dwelling units tend to be narrow and deep. Reduced front setback requirements may be considered where these lots or dwelling types include garages located and accessed from the rear of the lot. Pulling the home forward allows for more useable private outdoor space behind the home.
- Lots 60 feet wide and greater should generally implement the standard front building setback.
- For all lot types, front building setbacks should be staggered along the block face periodically to create more variety along the streetscape.

2. Side Yards

The appropriate minimum side yard width may vary on lots of the same width depending on the proportion of the front façade of the proposed dwelling relative to the width of the lot, and the prominence of the garage within the design of the front façade. These factors are compounded as the lots become narrower.

- Side yard minimums for lots less than 80 feet in width should be evaluated on a case-by-case basis with the following minimums as the starting point, in combination with other pertinent recommendations of the Guidelines.
- Side yards should be wide enough to allow for positive drainage between lots and it is recommended that in no case should there be less than 6 feet on either side of a lot containing a detached residential dwelling type, and a total combined width of both side yards not less than 14 feet. Detached residential dwellings developed as zero lot line, or 'side yard' dwelling types are excluded from this 6-foot minimum.
- Where a minimum 6-foot side yard is used, AC units and other mechanicals should be located in the rear yard to allow for adequate screening of the units and space for maintenance of the landscaping in the side yards.

- On lots with narrow side yards, care must be taken in the design of the dwelling units to ensure that window placement on the side elevations avoid looking into the windows of the adjacent dwelling unit

3. Maximum Buildable Depth/ Buildable Area

The maximum buildable depth is measured as a distance from the front building setback along the side property lines and defines the extent of the lot from front to back which may be occupied by the dwelling, exclusive of applicable lot coverage limitations. The maximum buildable depth also ensures that each lot is provided a sufficient, well-defined area behind or next to the dwelling that is reserved exclusively for private outdoor space.

- The buildable depth needed will vary based on the proposed dwelling type and lot width. Similarly, the appropriate area of private outdoor space needed will vary relative to the size and type of dwelling and the anticipated target residents.
- Where service streets are present at the rear of lots, the maximum buildable depth may be increased to permit service street accessed garages up to 20 feet from the service street right-of-way.
- Real world precedents of the proposed dwelling type and lot size should be provided as part of the Lot Type Exhibits to be submitted with the Concept Plan.
- The maximum buildable area of each lot type within the entire neighborhood should be provided as an exhibit as part of the Preliminary Development Plan application submittal.

4. Rear Yard

Minimum rear yards are typically established to ensure that all lots reserve an area behind the dwelling for use as private outdoor space. The rear yard area may also be occupied by underground utilities, overland drainage easements, landscape buffers between adjoining lots, no build zones and no disturb zones depending on the specific site conditions.

The limits of the area can be difficult to determine in the field, and homeowners commonly misinterpret the distance that patios, decks, pools, and other outdoor improvements are permitted to extend from the dwelling toward the rear property line.

- Private open space areas should be provided on each lot, defined as the space between the maximum buildable depth and the rear yard. These areas are for exclusive use as outdoor living space, and seek to resolve the issues of new homes being 'overbuilt' on the lot to the detriment of available outdoor living space for the future homeowners.
- Overall lot depth and the maximum buildable lot depth should be planned accordingly to ensure both the desired dwelling unit type and private open space areas have been accommodated in the Preliminary Development Plan.

5. Private Open Space Area

The private open space area defines the physical envelope of the lot where decks, patios, hardscape, seat walls, pools, play equipment, and other outdoor improvements regulated by Code may be constructed. It is defined by the rear yard, side yards and the buildable area and buildable depth of the lot.

- Portions of the buildable area not occupied by the building are also included in the private open space area.
- Within the development text of each PUD, maximum lot coverage restrictions will apply and limit the actual extent of the lot available for use as impervious private open space site improvements.
- The private open space area does not define the limits of permitted landscaping on the lot.
- For some lot/dwelling types, such as two-family attached and zero lot line types, the private open space area may also extend parallel to the side lot line within a sideyard.
- To ensure that a minimum amount of private open space area is provided with each unit type proposed, the maximum buildable depth of the primary structure on the lot must be indicated on the Lot Type Examples submitted by the applicant.
- Typically, the minimum area provided on any lot should not be less than 150 square-feet of contiguous private open space, with a minimum dimension of not less than 10 feet. The actual minimum area of private open space required for each lot or dwelling type will vary based on the square footage of the dwelling unit, number of bedrooms, etc. and will be determined by Planning Staff and the Planning & Zoning Commission. Potential areas for expansion of private open spaces shall be provided by the applicant on the proposed Lot Type Exhibits.

6. Lot Coverage

Typically, the maximum lot coverage for residential Planned Unit Developments is not permitted to exceed 45%. Where alternate unique residential development patterns are proposed that meet these design objectives for new neighborhoods, lot coverage may exceed 45% as appropriate to the proposed lot sizes and housing types, as determined by Planning Staff and the Planning & Zoning Commission.

- Narrow lots, zero side yard lots, and various attached single-family building types such as duplexes, triplexes and townhomes are potential examples of lots or housing types that may be appropriate for higher lot coverage percentages.
- Higher lot coverages should be reserved for dwelling types not presently available and which meet or exceed the high architectural quality of the existing housing stock in the City, and advance the broader objectives of these Guidelines.
- In all cases, the overall lot coverage proposed must accomodate areas for private open space associated with each unit type and appropriately sized to the size of the home and the needs of the anticipated target resident.
- Where a proposed increase in lot coverage on individual lots results in private open spaces which cannot accommodate the full range of active and passive outdoor activities commonly enjoyed by residents on the average private lot in the City, public open spaces must be provided to meet these needs in accordance with the recommendations of Section 2.E--Design Objectives for New Public Open Spaces on page 20.

C. Lot Type Examples

The range of lot and dwelling types appropriate within any PUD will vary in response to both the surrounding development context of the site as well as the conditions of the site.

The PUD purposes and procedures outlined in §153.050(A) are intended to pursue the housing and economic goals of the City, by encouraging unified development projects that exhibit creative planning and design. This includes imaginative architectural design, flexibility in building styles and types and proper relationships between buildings, developments and the land.

Regardless of the specific housing type and lot sizes proposed by the applicant, the following information shall be provided as part of the Concept Plan to fully convey the design intent:

- The applicant should provide diagrammatic examples of each lot and housing type proposed which depict each of the lot elements.
- The applicant is encouraged to develop their own, specific lot types that uniquely respond to the site and fill a specific need within Dublin.
- Proposed lot types and dwelling types should not be depicted in isolation, but as a cluster of dwellings to better convey the larger development pattern that each type of dwelling unit and lot combination will create.
- Real world photographic built examples of the proposed dwelling type should be included, along with the project location.

The following exhibits reflect the type of information needed, and provide an example of how the proposed development standards associated with each dwelling type and lot size might be communicated.

Lot Type Examples, Continued

45' to 55' Wide Zero Lot Line Lots (Service Street Access)

Lot Description

Zero Lot Line lots describe dwelling units that are sited on or near the a side lot line of the parcel. This lot type can be found in association with both attached and detached single-family dwelling units.

- When used with attached dwellings, the zero lot line coincides with a common wall between two or more units and extends vertically for the entire height of the unit, from the foundation to the roof deck.
- When used with detached dwelling units, the building is offset to one side of the lot, at or close to a side lot line and results in a single side yard that is larger and more useable for each dwelling unit.
- Hedges and/or fences are placed along the side lot line where there are 'gaps' in the building wall to provide a continuous edge to define private open spaces and allow for maximum use of each dwelling unit's private open space.

Typical Lot Element Dimensions

Ⓐ 15' - 20' Front Building Setback (Staggered)

Ⓑ 10' Corner Side Building Setback

Ⓒ 6' to 20' Setback from Service Street ROW to Garages on Lots at Interior of Block

Ⓓ 6' Max. Setback from Service Street ROW to Garage at Corner Lots

Ⓔ 12' Min. Side Yard, One Side; Zero Side Yard at Opposite Side

Ⓕ Buildable Area Principal Structure, 60' Max. Depth

Ⓖ 25' Max. Width Garage/Secondary Structure

Ⓗ 6' Min. Setback to Fence/Hedge from Front Facade

Ⓘ Private Open Space Area, 12' Min. Width.

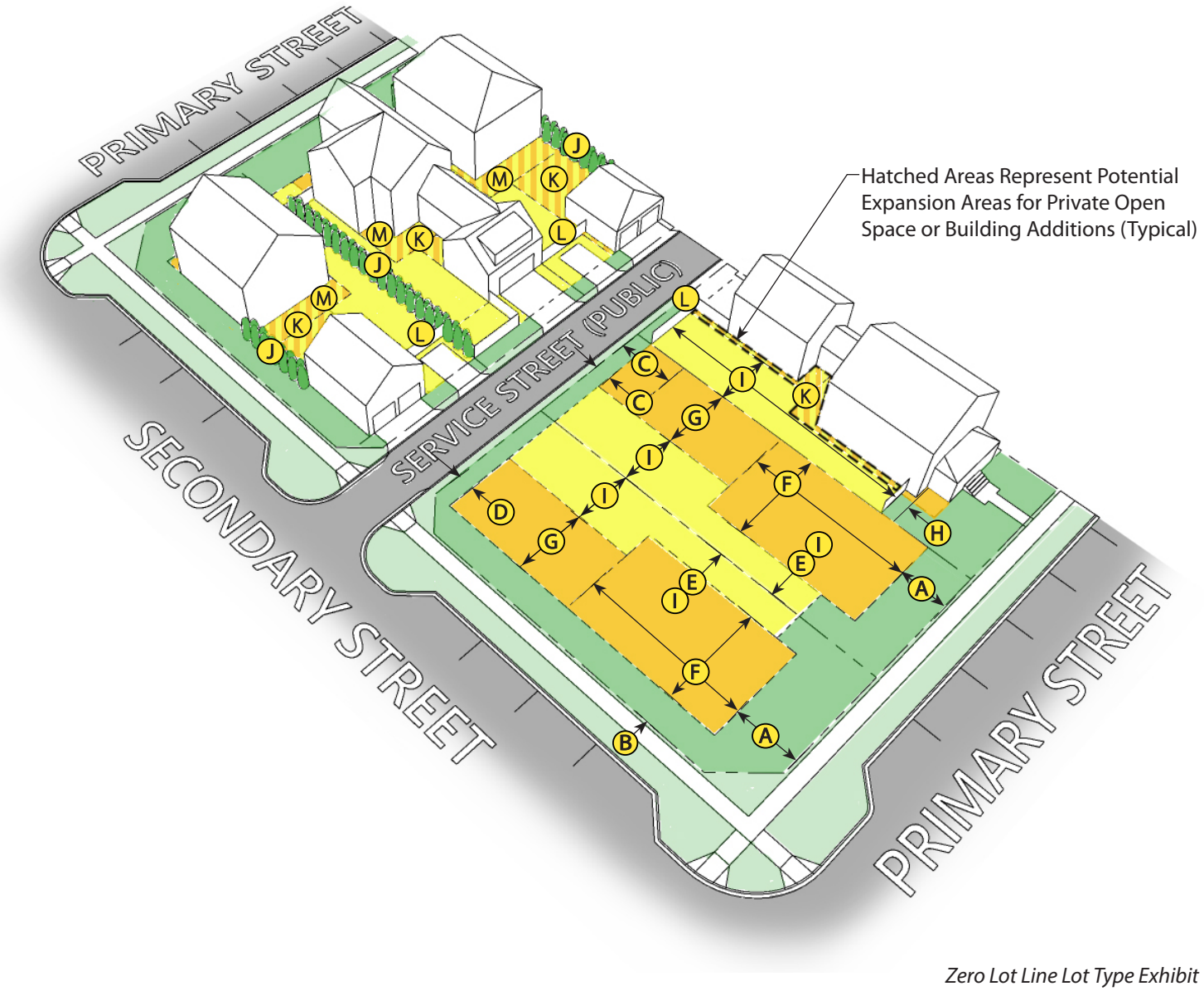
Typical Built Conditions

Ⓙ Hedges and/or Fences Occupy Portions of Side Lot Lines Not Occupied by Buildings

Ⓚ Additional Private Open Space Available in 'Unbuilt' Portions of the Buildable Area

Ⓛ Where Garage is at Max. 20' Setback from Service Street ROW, Fence must be at Min. 6' Setback along Remaining Frontage of Lot.

Ⓜ HVAC Equipment Required Behind Principal Structure



Zero Lot Line Lot Type Exhibit

45' to 55' Wide Zero Side Yard Lot Example
Westhaven--Franklin, TN.

45' to 55' Wide Zero Lot Line Lot Example.
Norton Commons-- Louisville, KY

Lot Type Examples, Continued

55' to 65' Wide Court Lots

Lot Description

Court Lots are a street-loaded single-family detached dwelling type on relatively narrow lots, between 55 and 65 feet in width. At this width, garages may be front-loaded and set behind the front façade of the residence, or side-loaded by placing the garage forward of the main body of the house creating an 'auto-court' in front of the house.

- The front façade of the home must be placed within a 15' to 20' Build-to-Zone along the right-of-way. This enhances the pedestrian experience of the streetscape and provides more room at the rear of the lot for private open space.
- Given the prominence of the driveway in front of the house, the hardscape material must possess a more refined, pedestrian character, such as pavers or stamped concrete.
- The design of the dwelling unit should create as much separation as possible between the main entrance to the house and the garage doors where side-loaded auto-courts are proposed.

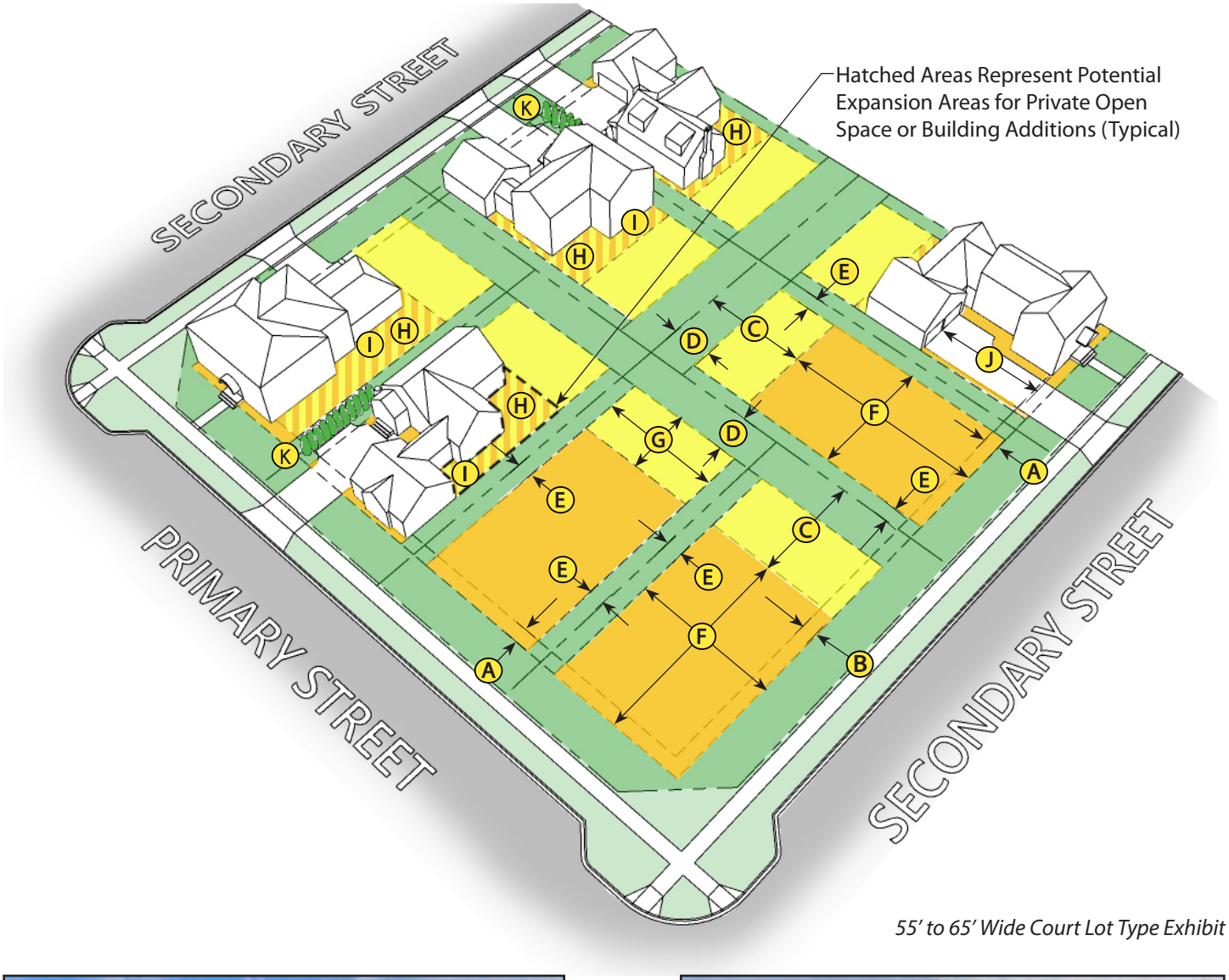
Typical Lot Element Dimensions

- (A) 15' to 20' Front Build-to-Zone (Principle Structure Must be Sited Within Build-to-Zone)
- (B) 15' to 20' Corner Side Build-to-Zone (See Above)
- (C) 40' Mininum Rear Setback to Principal Structure
- (D) 15' Mininum Rear Setback/No Build Zone to Private Open Space Area
- (E) 6' Minimum Side Yard/12' Minimum Total Side Yard, Both Sides
- (F) Buildable Area--Principal Structure, 75' Maximum Depth
- (G) Private Open Space Area, 25' Minimum Depth

Typical Built Conditions

- (H) Additional Private Open Space Available in 'Unbuilt' Portions of the Buildable Area
- (I) HVAC Equipment Required Behind Principal Structure
- (J) Front-loaded Garage Must be Setback a Minimum of 20' From Front Façade of Home
- (K) Evergreen Hedge to Screen Views of Garage.

55' to 65' Wide Court Lot Examples--Tartan Ridge



55' to 65' Wide Court Lot Type Exhibit

55' to 65' Wide Court Lot Examples--Tartan Ridge

Lot Type Examples, Continued

80' to 100' Wide Manor Lots

Lot Description

Manor Lots facilitate larger, detached single-family residences with a suburban feel. The lot width enables a wide range of garage configurations, including front-loaded and side-loaded garages integrated behind the primary structure.

Typical Lot Element Dimensions

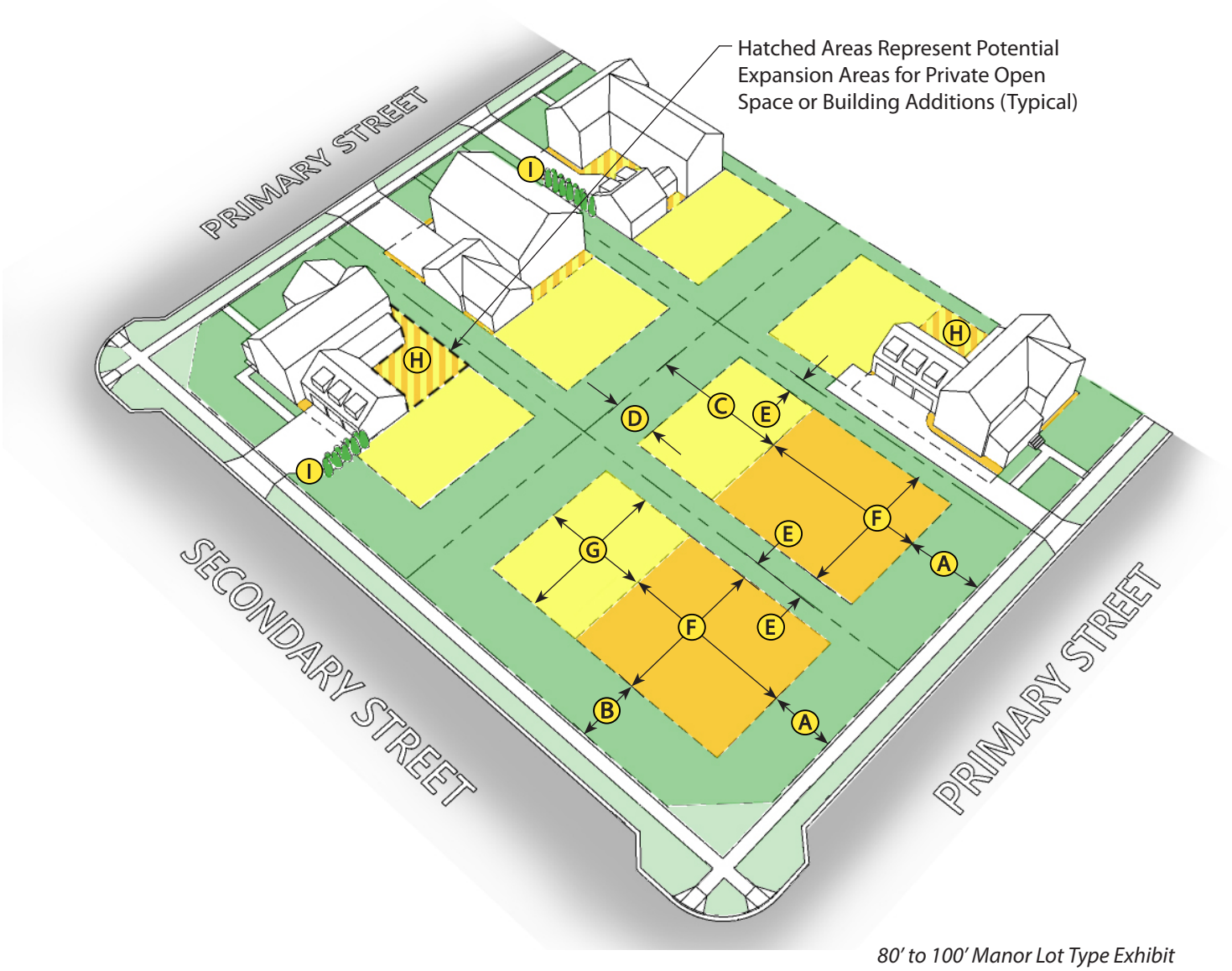
- (A) 25' to 30' Staggered Front Building Setback
- (B) 25' Corner Side Building Setback
- (C) 60' Mininum Rear Setback to Principal Structure
- (D) 20' Mininum Rear Setback to Private Open Space Structures (including Decks, Patios, Seatwalls)
- (E) 8' Minimum Side Yard on 1 Side/18' Minimum Total Side Yard, Both Sides
- (F) Buildable Area--Principal Structure, 70' Maximum Depth
- (G) Private Open Space Area, 40' Minimum Depth

Typical Built Conditions

- (H) Additional Private Open Space Available in 'Unbuilt' Portions of the Buildable Area
- (I) Evergreen Hedge to Screen Views of Garage.

80' to 100' Wide Manor Lot Example--Tartan West

80' to 100' Wide Manor Lot Example--Tartan Ridge



80' to 100' Manor Lot Type Exhibit

80' to 100' Wide Manor Lot Example. Chambers Glen--Powell, OH.

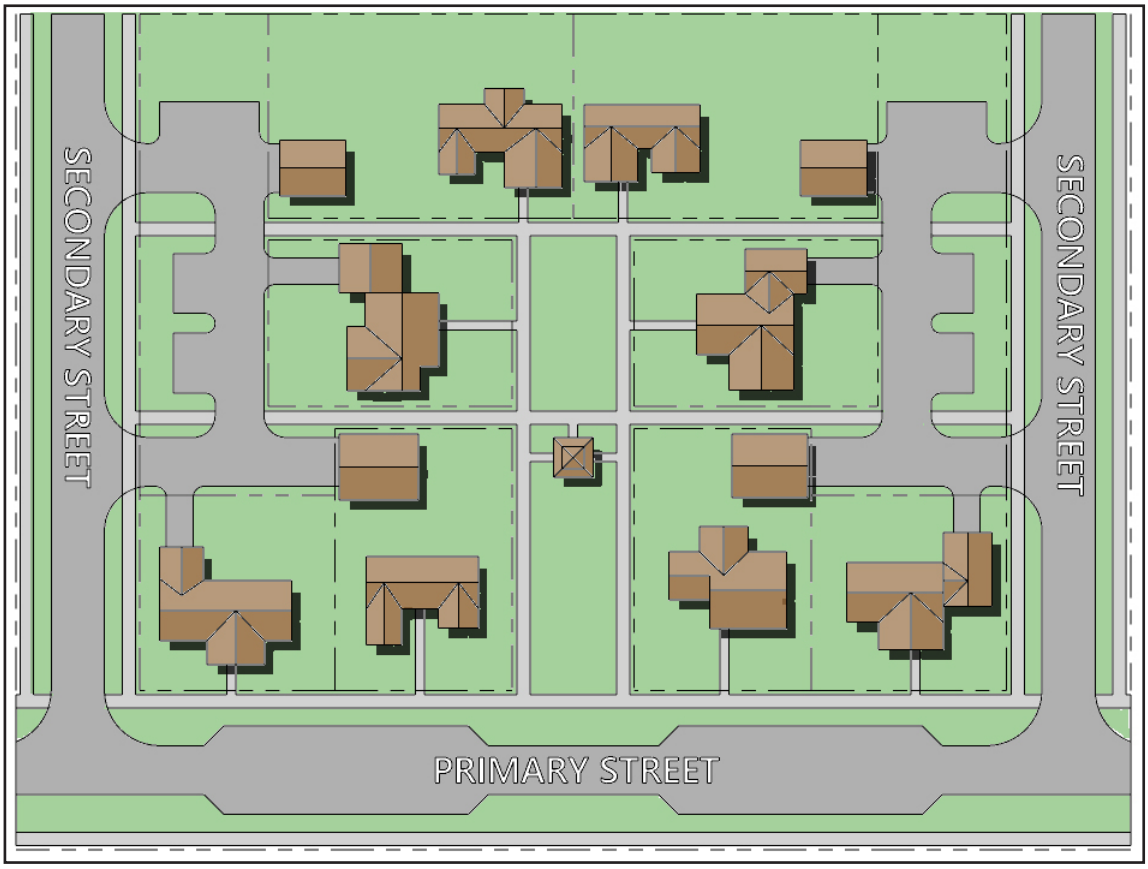
80' to 100' Wide Manor Lot Example. Westhaven--Franklin, TN

D. Alternate Block Arrangements

Unique and innovative housing types and neighborhood plans are encouraged to add diversity to the range of housing types available in the City of Dublin. The following concepts provide examples of how this objective can be met at both the scale of a master-planned community, as well as a small infill parcel surrounded by existing development.

- Alternate block arrangements which include a diverse range of complementary lot and dwelling types within the same block is encouraged as a means to provide variety and architectural diversity to the streetscape.
- On small infill sites where efficient site planning is critical, consider cluster developments of cottages oriented around a shared central green, with parking and vehicular circulation at the periphery behind the units. These pocket neighborhoods can be geared toward the 55+ community looking to 'step down' to smaller dwelling types with less maintenance while remaining residents of the City of Dublin.
- Where blocks of dwelling units are arranged to front onto a public open space with the garages located at the rear of the lot, the distance from the front door to the public street must be carefully considered to maintain a sense of connectedness to the public realm and the surrounding community of neighbors.
- Lot or block arrangements that effectively result in the primary entrance to the dwelling unit for both residents, visitors and deliveries being located at the rear of the lot from the service street should be avoided as detrimental to an active public realm and the creation of community.

Residential Block with Mixed Lot Types.
The Kentlands--Gaithersburg, MD



Detached Single-Family Homes on Individual Lots Arranged Around a Commons with Gazebo.
(Image Based on: Site Planning and Community Design for Great Neighborhoods, by Frederick D. Jarvis, Home Builder Press, 2011, p. 90)

Cottages and Commons Building Clustered Around Central Green and Community Garden.
Third Street Cottages--Shoreline, WA
(Source: Pocket Neighborhoods, by Ross Chapin, The Taunton Press, 2011, p.61)

Acknowledgements

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