

*Application for  
Planned Residence District and Preliminary Development Plan*

# LONGHILL

Berlin Township, Delaware County, Ohio

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*Draft Submittal for Approval: Berlin Township Zoning Commission, December 6, 2018*

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### **Summary of Included Information**

This booklet contains materials specified in the Berlin Township Zoning Code to support a simultaneous submittal of a Planned Residence District and a Preliminary Development Plan for Longhill. The information provided within is in text, map and plan format.

Section I provides a narrative of the proposed development and describes the overall vision for Longhill and how it relates to the Comprehensive Land Use Plan.

Section II responds specifically to Article 11 of the Berlin Township Zoning Code. In this section, the code is used as an outline and applicant responses, commitments and divergences are stated. The code language will be in regular font, while response will be bold, italic font.

Section III includes all supporting exhibits. All exhibits are referenced within Sections I and II and are clearly labeled with a letter. A single 30"x42" sheet of the preliminary development plan, at 1"=200', is provided at the back of the booklet.

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SECTION I–  
Plan Overview

## A. Introduction

Longhill is a true planned residential community that presents the rural feel and character desired by the township. Integrating “cluster” site design techniques with high development commitments for open space, site design and architectural standards, Longhill will fulfill the community’s development vision and provide thoughtful development patterns that maintain the “essence” of Berlin Township.

Longhill embraces the “essence” of Berlin Township as it is described in the 2010 Comprehensive Land Use Plan. The following elements are used to guide this planned development:

1. Open spaces
2. Rural feel as characterized by:
  - Agriculture and preservation of agricultural buildings when agriculture is gone.
  - Green Space between developments.
  - Preserved ravines, jurisdictional wetlands, slopes greater than 20%, trees, and fence lines.
  - Mature trees on scenic roads; rough road edge, farm fences, split rail.
  - Large agricultural areas, retention of open space along roads to remind of the former agricultural land.
  - Wildlife corridors maintained.
  - Parks and green areas, established in neighborhoods to replace farms that disappear.
  - Greenbelts/bike paths which tie together neighborhoods, perhaps using drainage way or utility corridors.
3. Diverse housing types.
4. Ideally, to be less auto dependent, by designing connecting paths between developments.

At just over three hundred acres, the site provides a great opportunity to effectively plan for a diversity of high-quality housing options within a significant and meaningful open space system, just as recommended in the Comprehensive Land Use Plan.

Planning a large development like Longhill comes with multiple advantages.

- Planning 3 tracts of land together instead of separately yields an integrated, cohesive development plan over a larger area of the township.
- High-quality standards for architecture and parks are applied over a larger area.
- Planning at the recommended density over a larger area creates the opportunity for a diversity of housing products. The larger planning area yields different housing products that are salable and in demand in the current market and foreseeable future.
- The larger planning area significantly contributes to the immediate and future offsite infrastructure needs of the community.

## B. Location and Size

1. Longhill is located at 2807 and 2877 Berlin Station Road, within Berlin Township, Delaware County, Ohio. It is located at the intersection of Berlin Station Road and Gregory Roads, on the north side of Berlin Station Road, east and west of the railroad.
2. There is approximately 1,675’ of frontage along Berlin Station Road and approximately 4,700’ along the railroad.
3. The site is ±301.944 acres in area, with ±23.132 acres west of the railroad and ±278.812 acres east of the railroad.

4. The development site is comprised of 6 parcels owned by 3 separate entities. The parcels are as follows:
  - a. 418-230-01-001-000
  - b. 418-230-01-002-000
  - c. 418-240-01-056-000
  - d. 418-240-01-057-000
  - e. 418-240-01-058-000
  - f. 418-240-01-058-001
5. The site is located entirely within the Olentangy Local School District.

## C. Existing and Surrounding Land Uses

1. Current uses on the properties are single family and agricultural.
2. The properties are currently zoned in Berlin Township as Farm Residential District (FR-1).
3. Surrounding land uses include: single-family, vacant residential, agricultural, vacant agricultural and institutional. Olentangy Berlin High School is located directly opposite a southern portion of the site across Berlin Station Road.
4. Five residential properties immediately adjacent the site’s southern boundary range in market value from \$170,000 to \$338,000, the median being \$201,000. Four residential properties across Berlin Station Road on the site’s southern boundary range in market value from \$128,000 to \$275,000, the median being \$208,000. Nine residential properties immediately adjacent the site’s north-eastern boundary range in market value from \$359,000 to \$621,000, the median being \$446,000. These values are per the Delaware County Auditor, November 2018.

## D. Existing Conditions and Character

1. The site is extremely flat; sloping less than 1%. Highpoints are located on the eastern third of the site (elevations 956 and 958) creating a north-south drainage divide. A low point (elevation 954) is in the southeast corner of the site that will outlet the eastern flow and a low point (elevation 950) is located mid-point along the railroad that will outlet the western flow.
2. A Phase I Environmental Site Assessment was performed by Geotechnical Consultants, Inc. in September 2018.
3. There are no steep slopes (>20%), wetlands, ponds, jurisdictional streams, OHPO archaeological sites, OHPO historic sites, OHPO national register sites, ODNR Heritage sites or significant wildlife habitat areas. The site is located entirely out of the 500-year and 100-year floodplains.
4. Tree rows and understory vegetation exist along the property boundary. There are no significant stands of trees within the development boundary.
5. All but ±5.0 acres of the site are currently farmed.
6. Two single family homes exist on the site along Berlin Station Road. Several other smaller outbuildings and garages are associated with the single-family homes.

7. There are views into and across the site from Berlin Station Road.

#### E. Proposed Uses

1. The proposed zoning classification is R3-PRD – Planned Residence District.
2. Proposed uses are single family residential, neighborhood parks, open spaces and greenways. Permitted uses, accessory uses, conditional uses and prohibited uses as outlined in Article 11 Planned Residential District of the Berlin Township Zoning Code are included.
3. The site is in Planning Area 4 (Comprehensive Land Use Plan 2010). This subarea is a suburban transition zone and recommends development at 1.85 units per net developable acre.
4. The net developable area is ±286.73 acres.  
Calculation of Net Developable Area is as follows:
 

	301.94	(Gross Area)
Minus	14.53	(Electric Easements)
Minus	0.68	(Existing Berlin Station R/W)
	287.73	(Net Developable Area)
5. The proposal is to develop the tract with 531 single-family lots - a density of 1.85 dwelling units per net developable acre, as recommended in the Comprehensive Land Use Plan 2010.

#### F. Development Approach and Program

1. 531 single-family lots will be clustered into four (4) neighborhoods with integrated parks, open spaces and greenways, while preserving a vegetated perimeter and rural road corridor.
2. Longhill will employ a “clustering” approach to site development. This approach permits reductions in the yard areas of the lots while preserving the buildable width and area of the lots.
3. Type A lots will accommodate residential products that range from 58’ wide up to 68’ wide. These homes are accommodated on lots ranging in widths from 70’ minimum up to 80’ with 6’ side yards. Type A lots will be limited to a maximum of 105 lots.
4. Type B lots will accommodate residential products that range from 64’ wide up to 74’ wide. These homes are accommodated on lots ranging in widths from 80’ minimum up to 90’ with 8’ side yards.
5. Type C lots will accommodate residential products 70’ in width and up. These homes are accommodated on lots 90’ in width and up with 10’ side yards. There will be a minimum of 80 Type C lots.
6. The code minimum permitted lot is 10,890 SF, with 80’ of frontage and 12.5’ side yards. This standard lot can support a residential product with a width of 55’. The proposed Lot Type A with reduced side yards and lot area can support the same or larger residential product.

#### G. Organization and Layout of the Site Plan

1. A “rough road edge” rural setback and landscape treatment is located along the perimeter of the site development along Berlin Station Road and the future Piatt Road.
2. A significant perimeter setback and landscape treatment is positioned along the perimeter of the site to provide separation between new development and existing homes.
3. Single-family lots will be clustered into four (4) neighborhoods with integrated parks, open spaces and greenways, while preserving a vegetated perimeter and rural road corridor.
4. Longhill is organized into four quadrants, each quadrant supporting a neighborhood of similar lot sizes, home types and parks.
5. Main entrance drives from Berlin Station Road and Piatt Road meet in the middle of the site at a large community park.
6. Open spaces provide separation between neighborhoods while providing pedestrian connectivity.

#### H. Architecture

1. Longhill will provide homes with a high-quality architectural character and style. Home designs will be diverse and include one story, one and a half story and two-story residential structures finished with high quality materials and detailing on all facades.
2. Exterior cladding materials of these homes are limited to high quality/high performance materials including brick, thin brick, stone, manufactured stone, stucco, wood, engineered wood, fiber-cement, composite, polymer and cellular PVC. Trim and roofing materials are also limited to high quality/high performance materials.
3. Exterior colors are limited to muted tones, natural earth tones, neutrals and white while high chroma colors are prohibited.
4. The exterior of all homes will be designed so that the exterior materials and detailing are consistent on all facades. Limitations to the configuration of materials and architectural elements include the prohibition of blank facades, standards for cladding changes/transitions and limitations to the number of cladding materials and their amount on any façade.
5. Longhill will provide a standard for the diversity of elevations along any street. This standard prohibits the repetition of any elevation within 4 lots of the subject lot, except for areas that may contained themed or architecturally coordinated homes.
6. Garages will be provided to accommodate two cars at a minimum. Side-loaded garages or court loaded garages are encouraged throughout the development and will be included on at least 25% of the homes. The ability to provide side loaded garages is aided by the reduced side yards. Garage doors are required to be decorative in appearance, complementing the high standards for materials.

## I. Access, Circulation and Improvements

1. Berlin Station and Piatt Roads are classified as major collectors, both requiring an 80' right of way.
2. Berlin Station Road is currently a 55' wide right of way. A 40' half right of way, from the centerline, will be dedicated to the county.
3. The northern extension of Piatt Road will be accommodated in an 80' right of way. Right of way will be dedicated upon agreement of the final roadway design. The extension of Piatt Road to the north will occur after the first phase of development. The location and construction phasing of the road will be coordinated with the neighboring property owners and developers. Final alignment and geometry will be confirmed as part of a future Final Development Plan.
4. Primary vehicular access to the site will be from Berlin Station Road and a future northern extension of Piatt Road. There will be two (2) access points on Berlin Station Road and one (1) access point on a future northern extension of Piatt Road.
5. A full-service site access drive (Street A) from Berlin Station Road will provide primary vehicular access on the western portion of the development. This access drive is approximately 1,425 feet east of the intersection of Berlin Station Road and the railroad and approximately 785 feet east of the intersection of Berlin Station and Gregory Roads.
6. A right-in/right-out site access drive (Street E) from Berlin Station Road will provide secondary vehicular access on the eastern portion of the development. This access drive is approximately 700 feet west of the intersection of Berlin Station and Piatt Road, opposite the entrance to Olentangy Berlin High School. Upon construction of another access drive along the future Piatt Road extension, this connection to Berlin Station Road will be eliminated and a t-turn or cul-de-sac will be provided, maintaining emergency access to/from Berlin Station Road.
7. A full-service site access drive (Street B) from the future Piatt Road extension will provide primary vehicular access on the northern portion of the development. This access drive is approximately 2,400 feet north of the intersection of Berlin Station and Piatt Roads.
8. A public multi-use path will be provided in the rights of way of Berlin Station Road and Piatt Road. These paths will provide public connectivity and access to Olentangy Berlin High School and a potential future school to the north.
9. Street W extends to the northern boundary and Street R extends to the eastern boundary to provide access and future connectivity to the adjacent properties.
10. An existing crossing over the railroad tracks provides access for agricultural equipment. This crossing will remain and access to the crossing will remain for agricultural equipment.
11. Sidewalks will be provided on both sides of the internal streets, providing pedestrian circulation between neighborhoods and access to open spaces and parks. Sidewalks will connect to the public multi-use paths located at the perimeter of the site for connectivity to schools and other external amenities.
12. A system of private multi-use paths will provide circulation through and access to open space areas and parks within the development. This system will also connect to the public multi-use paths located at the perimeter of the site for connectivity to schools and other external amenities.

13. The Delaware County Engineer's Office reviewed the proposed layout in November 2018 and found that the vehicular access and circulation appeared in general to be feasible.

## J. Open Space – Parks and Greenways

1. A minimum of ±60.39 acres (±20%) of the development is required to be preserved for parks and open spaces.
2. The open space system consists of neighborhood parks and greenways that total ± 105.00 acres, nearly 35% of the site.
3. Neighborhood parks range in size from 1 to 3 acres in size. These parks are available for structured and unstructured recreation and civic purposes. The landscape of each may consist of paths, lawns and trees. Future programming may include elements such as playgrounds, play fields, open shelters, gathering spaces and community branding elements. These parks are located at the intersection of streets central to each neighborhood with home fronts facing the space.
4. Greenways range from 1 to 35 acres in size. These open space areas are available for unstructured recreation. The landscape of these areas may consist of paths and trails, meadows, ponds/wetlands and trees. The greenways are located along the perimeters of the development, within the development under the electrical easements and between the neighborhoods to the rear of the lots.
5. Approximately 23 acres of open space is located west of the railroad. It is anticipated that this area will remain an agricultural use and only develop as a park or greenway as adjacent properties develop.
6. Parks and greenway areas within the development will be owned and maintained by the Longhill homeowner's association.

## K. Landscaping

1. Entry Features
  - a. Primary entry features will be located at the full-service access points along Berlin Station Road and future Piatt Road. Elements may include integrated project signage, masonry walls, fencing, landscaping, and irrigation. The design character shall contribute to and maintain the rural character of the corridor. Final location, design, and standards for entry features and related landscaping and signage details will be presented and approved during the Final Development Plan phase.
  - b. Secondary entry features may be located within the development to identify neighborhoods. Elements may include integrated project signage, masonry walls, fencing, landscaping, and irrigation. Final location, design, and standards for entry features and related landscaping and signage details will be presented and approved during the Final Development Plan phase.
  - c. All entry features will be owned and maintained by the Longhill homeowner's association.

## 2. Perimeter Planting

- a. A landscape treatment will be provided along the perimeter of the property where adjacent residential uses exist. This treatment will consist of existing vegetation that is supplemented with deciduous and evergreen trees and shrubs. Trees and shrubs will be located at gaps in the existing vegetation.
- b. Earth mounding may be utilized in these areas when drainage is not affected.
- c. Final design and details of this landscape treatment will be provided for approval as part of the Final Development Plan.
- d. This landscape treatment will be owned and maintained by the Longhill homeowner's association.

## 3. Railroad Buffer

- a. A landscape treatment will be provided along the railroad. This treatment will consist of existing vegetation that is supplemented with deciduous and evergreen trees and shrubs. Trees and shrubs will be located at gaps in the existing vegetation.
- b. Final design and details of this landscape treatment will be provided for approval as part of the Final Development Plan.
- c. This landscape treatment will be owned and maintained by the Longhill homeowner's association.

## 4. Scenic Roadway Buffer – Berlin Station Road and Piatt Road

- a. A landscape treatment shall be installed in the setback along Berlin Station Road and Piatt Road extension to enhance the rural character of the corridors. Masonry piers, stone walls and/or fencing may be included as part of this landscape treatment. Plantings shall create a natural effect that is consistent with the established character of the corridor. The treatment may consist of deciduous or evergreen trees and shrubs, ornamental trees, perennials or any combination thereof. This effect shall be installed across the entire road frontages.
- b. Entry feature, pedestrian pathways, multi-use paths, water features, pond access and other landscape elements may be located within this treatment.
- c. Final design and details of the landscape treatment shall be provided for approval as part of the Final Development Plan.
- d. This landscape treatment will be owned and maintained by the Longhill homeowner's association.

## 5. Street Trees

- a. Street trees shall be installed in accordance with the Berlin Township Zoning Code. Tree type and location will be provided for approval as part of the Final Development Plan.

## 6. Mailboxes

- a. Mailboxes shall be consistent in design and style throughout the development. Mailboxes may be individual or clustered. USPS will determine the final mailbox configuration.
- b. A decorative mailbox design will be submitted for review and approval at the final development plan phase.

## L. Provision of Utilities

### 1. General

- a. All utilities, including sanitary sewer, water, electric, natural gas, communications and cable are available at this site.
- b. All utilities will be designed and constructed to meet the standards established by the Delaware County Engineer.

### 2. Sanitary Sewer

- a. A 12" sanitary sewer is available with adequate depth and capacity within the M/I Homes Pines subdivision to serve the proposed development. M/I Homes has extended the sewer to the end of Phase 1 of the development and will extend the sewer to their northern property line as part of future phases. An offsite extension from the Pines to Berlin Station Road will be part of the effort to bring sanitary sewer service to the Longhill development.

### 3. Water

- a. A 12" waterline exists on the Berlin High School property along Piatt Road. An offsite extension of a 16" waterline is required along Piatt Road to bring water service to the site. The developer will be required to extend a 16" waterline along the future Piatt Road extension.

### 4. Electric

- a. American Electric Power has facilities available at the site and will provide service to the proposed Longhill development.

### 5. Natural Gas

- a. Columbia Gas has facilities available at the single-family developments along Piatt Road between Cheshire Road and Berlin Station Road. Gas service will be available by extending facilities from these developments to the proposed Longhill development.

### 6. Telecommunications, Cable and High-Speed Internet

- a. Frontier North Inc, Charter Communications and Spectrum have facilities available at the site and will provide service to the proposed Longhill development.

**M. Storm Water Management**

1. Stormwater runoff release rates are required to meet county standards. Delaware County Engineering Standards require that the post-construction release rate from the 100-year storm be less than the pre-construction release rate from the 2-year storm.
2. The proposed development site sits at the top of the watershed divide between Alum Creek and the Olentangy River.
3. Most of the site drains to the west towards the existing railroad where two 42" culverts and one 36" culvert serve as adequate outlets for site runoff.
4. A 30" pipe in the Berlin Station Road right of way provides an outlet for site runoff to the southwest.
5. Two watersheds release to the north and stormwater will be controlled from these releases to continue to feed offsite ponds.
6. The remaining runoff drains east, and adequate outlets will be designed into the Piatt Road extension.
7. A comprehensive storm water management system will meet Ohio EPA and Delaware County design criteria.
8. Wet basins include fountains or re-circulators.
9. The Delaware County Engineers Office reviewed the proposed layout in November 2018 and found that the stormwater management plan appeared, in general, to be feasible.

**N. Traffic Impact Analysis**

1. A preliminary trip generation analysis was performed in November 2018. Trip generation for "Single Family Detached Housing" (ITE Code #210) was computed utilizing data from the *Trip Generation Manual 10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers. The proposed plan will generate 382 new trips during AM Peak hour of the adjacent street and 505 new trips in the PM peak hour of the adjacent street.
2. A traffic impact study is required to determine if any on-site or off-site roadway improvements are required. A memorandum of understanding has been submitted to the Delaware County Engineer's Office for this project and is currently being reviewed.

**O. Phasing**

1. Longhill will be a phased development with an anticipated build out of 7-10 years.
2. Phase 1 is the southernmost portion of the development and has frontage along Berlin Station Road. Phase 1 includes removal of existing homes and accessory buildings, extension of utilities, construction of the main site access drive, and development of streets, lots, parks and open spaces. Phase 1 is anticipated to last 2-3 years.
3. Future phases are planned to progress in a northerly manner, with phase 2 build out at 3-5 years, phase 3 build out at 5-7 years and final phases built out in 7-10 years.

**P. Divergences**

## 1. Divergence 1 – Side Yards

- a. Standard: Section 9.06(F) establishes a 12.5' minimum side yard.
- b. Request: A reduction from a 12.5' side yard to a 6' side yard for Lot Types A
- c. Request: A reduction from a 12.5' side yard to an 8' side yard for Lot Types B
- d. Request: A reduction from a 12.5' side yard to a 10' side yard for Lot Types C
- e. Justification:
  - i. The health, safety and welfare of the public is protected by structure separation and construction standards governed by the Ohio Building Code and Ohio Fire Code. And,
  - ii. Reduction of side yards is a best practice technique in "cluster" development. And,
  - iii. Reduction of side yards allows +/-9.5 acres to be transferred from private lots to public open space, roughly the area provided as centralized neighborhood parks. And,
  - iv. Reduction of side yards maximizes the amount and quality of open space as identified as a priority in the Comprehensive Land Use Plan. And,
  - v. Reduction of side yards contributes to sustainability by minimizing the amount of infrastructure investment/maintenance dollars while maximizing the property value per lot. And,
  - vi. In conjunction with high standards and limitations on architectural design and materials, reduced side yards will contribute to a cohesive, high-quality development as identified in the Comprehensive Lands Use Plan.
  - vii. Reduction of side yards contributes to +/-7.9 acres of additional buildable area over all lots.

## 2. Divergence 2 – Lot Area

- a. Standard: Section 9.06(A) establishes a 10,890 square foot minimum lot area.
- b. Request: A reduction from 10,890 square feet to 8,750 square feet for Lot Types A, limited to a maximum of 105 lots.
- c. Request: A reduction from 10,890 square feet to 10,800 square feet for Lot Types B,
- d. Justification:
  - i. Reduction of lot area allows +/-6.0 acres to be transferred from private lots to public open space, roughly the area provided as the central neighborhood park. And,
  - ii. Reduction of lot area is a best practice technique in "cluster" development. And,
  - iii. Reduction of lot area maximizes the amount and quality of open space, identified as a priority in the Comprehensive Land Use Plan. And,
  - iv. In conjunction with reduced lot area, commitments and limitations on architectural design and materials standards will contribute to a cohesive, high-quality development as identified in the Comprehensive Lands Use Plan.
  - v. The total area for 531 lots as proposed is equal to the lot area of 531 standard lots, +/-130.0 acres.

## 3. Divergence 3 – Minimum Lot Frontage (Lot Width)

- a. Standard: Section 9.06(B) establishes a minimum lot frontage of 80' measured along a street.
- b. Request: A reduction from 80 feet to 70 square feet for Lot Types A, limited to a maximum of 105 lots.
- c. Justification:
  - i. Reduction of lot frontage provides for a diversity of home types and products as identified as a priority in the Comprehensive Land Use Plan. And,

- ii. In conjunction with high standards and limitations on architectural design and materials, reduced lot frontage will contribute to a cohesive, high-quality development as identified in the Comprehensive Lands Use Plan.
- 4. Divergence 4 – Measurement of Lot Frontage
  - a. Standard: Section 9.06(B) establishes a minimum lot frontage of 80’ measured along a street.
  - b. Request: Lot frontage to be measured at the building setback line.
  - c. Justification:
    - i. Measurement of lot frontage at the setback line is a standard practice in most planned developments. And,
    - ii. Measurement of lot frontage at the setback line maximizes the amount and quality of open space, identified as a priority in the Comprehensive Land Use Plan. And,
    - iii. In conjunction with high standards and limitations on architectural design and materials, measurement of lot frontage at the setback line will contribute to a cohesive, high-quality development as identified in the Comprehensive Lands Use Plan.
- 5. Divergence 5 – Railroad Buffer
  - a. Standard: Section 26.03(A)(1)(a) establishes a prescribed treatment between railroad and residential.
  - b. Request: Preserved vegetation along the railroad will meet the buffer requirement.
  - c. Justification: Sufficient vegetation exists along the railroad to meet requirement.
- 6. Divergence 6 – Signs
  - a. Standard: Section 11.08(DD) limits 1 adverting sign for a period of 1 year.
  - b. Request: To permit two (2) signs for the development. The signs may remain in place until 90% of the homes are built or the permanent entryway features are installed.
  - c. Justification:
    - i. There will be multiple entryways into the site along multiple roadways. And,
    - ii. Build out for the entire development is expected to be 8-10 years.