

Suggested Reading

Clermont County Community Planning and
Development

[http://www.co.clermont.oh.us/planning/
planned%20unit%20developments.htm](http://www.co.clermont.oh.us/planning/planned%20unit%20developments.htm)

[http://www.co.clermont.oh.us/planning/
clustering.htm](http://www.co.clermont.oh.us/planning/clustering.htm)

Livable Landscapes Conservation Develop-
ment Program

<http://www.livablelandscapes.org/>

Growing Greener: Conservation Subdivi-
sion Design. Randall Arendt

[http://www.plannersweb.com/wfiles/
w155.html](http://www.plannersweb.com/wfiles/w155.html)

Greener Prospects. Randall Arendt

<http://www.greenerprospects.com/>

Changing Land Development in America

<http://www.landchoices.com/>

Pinnacle in Conservation Living

<http://www.sugarcreekpreserve.com/>



Organization

Stonelick Township Zoning Commission

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Stonelick Township Zoning Commission

ZONING PLANNED UNIT DEVELOPMENT (PUD-R)

This information is provided as a guide to assist you in the preparation of your application for a planned unit development (PUD-R). It is also intended to explain the application process. **Ref: Article 18 Stonelick Township Zoning Resolution** as amended 09 March 2007.

What is a Planned Unit Development (PUD-R)?

A planned unit development is a development which proposes the flexible application of underlying zoning requirements in exchange for innovation and design excellence including the provision of open space, additional amenities and desirability.

What is conservation development?

Conservation development is a development which seeks to balance economic growth with protection of the natural, historic and cultural features which make a community unique and contribute to its overall quality of life.

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Stonelick Township Planned Unit Development (PUD-Residential)

The four general steps for developing a PUD-R:

- 1. Pre-Application Conference.** Applicants are required to engage in an informal consultation with members of the Stonelick Zoning Commission prior to preparing preliminary and/or final plans. The purpose of this meeting would allow the PUD-R applicant and Commission members to discuss the procedures and standards required for preliminary development plan approval.
- 2. Application Submission.** An applicant may submit an application requesting the Zoning District Map be amended to rezone a site as a PUD-Residential District.
- 3. Preliminary Development Plan and Final Development Plan.** At the time of submitting a Preliminary Development Plan and/or Final Development Plan for review and approval the applicant shall pay a fee established by the Board of Township Trustees for purposes of defraying the cost of reviewing any such application. If such fee proves insufficient, in any given case, the Board of Township Trustees / Zoning Commission may require the applicant pay an additional fee to assist in defrayment of expenses resulting from consultation with engineers, architects, planners or attorneys as a condition of approval, as the case may be.
- 4. Zoning Permit.** No Zoning Permit shall be issued for any property for which a rezoning is requested and no construction shall begin until the Final Development Plan is approved.

CONSIDER THE FOLLOWING

RESIDENTIAL STREETS AND PARKING LOTS

- Designing residential streets for the minimum required pavement width needed to support travel lanes, on-street parking, and emergency, maintenance, and service vehicle access. These widths should be based on traffic volume.
- Reducing total length of residential streets by examining alternative street layouts to determine the best option for increasing the number of homes per unit length. Street layout should take advantage of natural drainage patterns.
- Designing residential streets which would discourage thru traffic patterns.
- Wherever possible, residential street right-of-way widths should reflect the minimum required to accommodate the travel-way, sidewalk, and vegetative open channels. Eliminating the use of curb and gutter systems wherever possible and locating utilities and storm drains within the pavement section of the ROW (Right of Way) wherever feasible.
- Minimizing the number of residential street cul-de-sacs and incorporating landscaped areas to reduce their impervious cover. The radius of cul-de-sacs should be the minimum required to accommodate emergency and maintenance vehicles. Alternative turn-arounds and cul-de-sacs.

LOT DEVELOPMENT

- The use of open space (cluster/conservation) developments are desired. They could incorporate smaller lot sizes to minimize total impervious areas, reduce total construction cost, conserve natural areas, provide community recreational space integrated into the development, and promote watershed protection.
- Reducing front setbacks, side yard setbacks and using narrower frontages to minimize driveway lengths, reduce road length in the community and reduce over-

all lot and site imperviousness. Where practical, consider locating sidewalks on only one side of the street and provide common walkways linking pedestrian areas.

- Overall lot imperviousness can be reduced by using alternative driveway surfaces and shared driveways that connect two or more homes.
- Design rooftop runoff and rear yards to grade to a planted buffer area. Concentrate runoff to meadows, woodlands, wetlands, ponds and bio-retention areas. By using a combination of these elements a series of treatment areas will be formed.

CONSERVATION OF NATURAL AREAS

- Create a variable width, naturally vegetated buffer system along all perennial streams which will encompass critical environmental features such as the 100-year floodplain, steep slopes and freshwater wetlands.
- The riparian stream buffer should be preserved with native vegetation which can be maintained throughout the plan review, delineation, construction, and occupancy stages of development.

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