

NARRATIVE ON OPAL FARMS

A RESIDENTIAL COMMUNITY

This site consists of 200. Acres MOL of land that lies on the West side of Kettering Road, South of State Road 50 and North of Powerline Road. It is rolling land that is currently utilized for cattle ranching. There is a slight cow pond depression in the land that is also somewhat in the flood plain. There are a few large oak trees on site and we will attempt to retain a few of these so that some natural features can remain. We will also seek to use the few cow ponds for a combination of stormwater ponds and natural ponds. This will rehydrate the area.

We are proposing a residential site plan. We have three parcels, and will more than likely create three phases here. The site is 200 acres, and it will consist of Single Family, Twin Villas, and Town Homes. It will have two driveways onto Kettering Road and one on Dashback Road. Our maximum lot allowability is 883 lots. However, we are restricting this development to a minimum single family lot width of 50'. Townhomes and Villas will be as per the staff report. But all together no more than 883.

We added in a parking element to allow for extra parking in the community. We consulted with Cliff Manual to arrive at an approximate amount of street parking and parking at a park. He recommended 10% of the number of dwelling units. So, by example if we have 700 units, it will be at minimum 70 extra on street car spaces. The parking will also be bulbed out from the street area so as not to interfere with driving. Our plan picture shows two spaces along a roadway grouped together and more than likely that will be the most efficient, but it can be in smaller or larger groupings too. At our chosen park location, street parking will be provided as well. If it is a large park, we will add in 90 degree parking to maximize the parking for the park area. This is good for gatherings and anything you might do in a park.

Our project will have the following Entitlements as shown in the attached table:

We have eliminated all 40' single family lots. We heard the Board loud and clear.

So here are our three types of residential development.

Townhomes or Twin Villas (sizes as per the County's Approval list)

Single Family 50' lots minimum

Maximum Total = 883 units (SF, TH, and TV)

The final lot count will be dependent upon final sound engineering principals. I have attached here a sample site plan. It is not final but a good representation.

Our variances and lot design parameters are as follows;

1. Front 25' setback for all uses
2. Rear 15' (variance from 20') all uses
3. Side 50' lots 5'
4. Lot Length Minimum 110', Except Townhomes and Villas 105'

Environmentally speaking, the land is all open pasture with the one low cattle pond area. That pond comes and goes with the rainfall. Our goal is to work that pond into our stormwater design and rehydrate it and capitalize on the natural grade slope to it. It is slightly in the flood plain too. There are no gophers out there and the cattle keep them at bay.

Architecturally speaking, We propose simple language here to make sure the homes are not a blank page.

Garage Doors: Must included two of the following item, windows, brackets, or decorative details.

Garages must be opposite sides of each other on along a street.

Garages must be off set from the home front face a minimum of 2 feet to create a two dimensional appearance.

Dormers over garages shall be of a different facia material than the garage face to create texture.

Front Doors: Must have banding, decorative lights or banding.

This is a start here. There are more things we can ask the builder for, but this will create a pretty streetscape. The remainder can be accomplished with landscaping and the other design features.

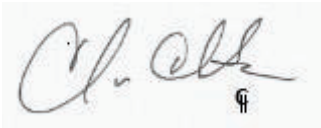
Transportation was worked out back in 2007 with the PDD conditions. As such the county is requiring the taking of an 80' wide Dashback Road section all the way across our Northern boundary. They assigned a value there of \$473,583.00 back then. We plan to work with the Transportation department as required by the code on the road issue and upon completion of our site plan and traffic analysis.

Our preliminary designs are showing a trail that runs the length of Dashback Road and also loops down into our project to create a nice walking and biking path. Trees and plants will adorn this trail.

Like they say, the third time is the charm! We respectfully ask for your approval.

We hope you see the beauty and well-placed uses in this area with our mixed residential project.

Thank you.

A handwritten signature in black ink, appearing to read "Claire Clements", with a small mark below the name.

Claire Clements