



AGENDA

**PLANNING COMMISSION
THURSDAY, DECEMBER 6, 2018 6:00 PM**

**PLACE: COUNCIL CHAMBERS
7232 E. MAIN ST, REYNOLDSBURG, OH 43068**

A. CALL TO ORDER

1. ROLL CALL
2. APPROVAL OF MINUTES
 1. Planning Commission – Regular Meeting – November 1, 2018
3. APPROVAL OF AGENDA
4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. NEW BUSINESS

1. 7107 E Main St; Application #2018-31; Applicant Yam Mishra (Sangam Grocery); Certificate of Appropriateness - Wall Sign
2. 2923-2973 and 2891-2913 Taylor Rd; Application #2018-3; Applicant Taylor Square Owner LLC (Starbucks); Major Site Plan
3. 2923-2973 and 2891-2913 Taylor Rd; Application #2018-32; Applicant Taylor Square Owner LLC (Starbucks); Certificate of Appropriateness - Comprehensive Sign Plan
4. 1220-1222 Waggoner Rd; Application #2018-4; Applicant Metro Development LLC; Planned Development

D. OTHER BUSINESS

1. 2019 Meeting Dates
2. Ordinance to Adopt the City of Reynoldsburg Comprehensive Plan

E. ADJOURNMENT

CITY OF REYNOLDSBURG

MINUTES

**PLANNING COMMISSION
THURSDAY, NOVEMBER 1, 2018 6:00 PM**

**PLACE: COUNCIL CHAMBERS
7232 E. MAIN ST, REYNOLDSBURG, OH 43068**

A. CALL TO ORDER

PRESENT: Cullinan, Zollars, Hicks, Bizjak, Furst
ABSENT:

2. APPROVAL OF MINUTES

Minutes stand approved

1. Planning Commission – Regular Meeting – October 4, 2018
2. Planning Commission – Special Meeting – October 11, 2018

3. APPROVAL OF AGENDA

Mr. Furst: Please add a conversation regarding the Comprehensive Plan to other business.

4. SWEARING IN OF SPEAKERS

No Speakers

B. PUBLIC COMMENT

No comments

C. UNFINISHED BUSINESS

D. NEW BUSINESS

1. 6446 E Main St.; Application #2018-30; Applicant Sign Vision Co, Inc - Jami Gray; Certificate of Appropriateness - Signage

Ms. Wheeler: Thank you Mr. Chairman. First cases for property at 6446 East Main Street. Applicants wishing to put up a 61.8 Square foot wall sign on the front facade of the building. Set back quite a ways from Main Street. I believe it's over three hundred feet so just requesting the certificate of appropriateness since it is over the 32 square feet. Happy to answer any questions.

Mr. Zollars: What is this across the street from Auto Zone?

Mr. Hicks: This is behind Dave's tires isn't it?

Mr. Cullinan: This is over by Napa, I think.

Mr. Zollars: Yeah OK. All right. Thank you. Sorry to interrupt.

Minutes Acceptance: Minutes of Nov 1, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Cullinan: Yes because it's an even address.

Mr. Furst: Chairman, I have a comment. The Existing sign right now looks to be molded polycarbonate and they are proposing to replace it with flat polycarbonate with vinyl applique on the top. That strikes me as moving from a durable material to a much less durable material.

Mr. Zollars: Any comments on that? Thoughts?

Ms. Wheeler: You're referencing the ground sign or the wall sign?

Mr. Furst: Yeah the monument sign on Main St.

Ms. Wheeler: For the monument sign I believe they're just doing a simple reface. The wall sign doesn't have anything on it currently.

Mr. Furst: Sign two it says new poly carbonate pan phases with red vinyl applied to first surface. It's I guess it's unclear to me whether it would just be like the existing sign or whether it would just be a flat sheet of plastic with vinyl on top of it.

Mr. Bowsher: I think why they were going to was a less durable material. I think they needed the availability of the illumination behind there to have it lit up at night so people could see it because I think they run a 24/7 operation there for you to get in your storage units. So with the denser material you want to be able to see through the light when it works. So I think that's why they were taking it off and I think cost effectively they were putting it back on like that.

Mr. Hicks: So have one other question. Message board sign this is Mr. Hicks. Message board signs. Do we prohibit message board signs now? In our code and I mean if this is a refacing, I mean they have a message board sign their maintaining that it appears, but I'm just curious as to at what point would a new application need to be phasing that I don't mind em, but I know that it's in the code we don't.

Ms. Wheeler: The code doesn't really address the only thing we have about we have the electronic message boards for gas stations. That's the only place it's addressed in the code.

Mr. Zollars: Any other questions or comments?

Mr. Bizjak: I move to make a motion that we approve this application.

Mr. Zollars: Can I get a second?

Mr. Cullinan: I'll second

RESULT:	APPROVED [UNANIMOUS]
AYES:	Cullinan, Zollars, Hicks, Bizjak, Furst

E. OTHER BUSINESS

1. HB 478 - Small Cell Wireless Design Guidelines

Mr. Zollars: Would someone want to start a discussion on a small cell wireless design guidelines?

Ms. Wheeler: I'll start us off. Yeah. So I don't know how familiar this board is with the changes to small cell wireless and public right away legislation. House bill 478 went into effect on August 1st. So it does require local municipalities to put in place regulations in the zoning codes that kind of address that application process. As far as what we have control over at the local level there's not a whole lot. Most of it relates to design guidelines. So we wanted to bring this before this body to kind of get your input on what you might like to see Included in those in whatever legislation we draft. This document that I included in the packet I think is a good kind of breakdown of the different things we can regulate. It's pretty limited to the height of the polls and things like the appearance, the color, spacing, screening landscaping. That's about it as far as the design guidelines would cover. We did meet with AT&T this week so Andrew can kind of talk about that a little bit but they kind of gave us their perspective of what you know the carriers, what they want to see what they kind of thought about legislation that other cities passed.

Mr. Zollars: Where is this is there a proposed site yet?

Mr. Bowsher: There are six post sites currently right now primarily on Brice and 256. They see that's where the highest traffic is right now currently. Not traffic as far as cars but traffic for the network. So that's where they're going to have to you know basically boost up. They have said that you know if we if we'd like to move forward on some sort of partnership to where we can be you know not necessarily the sole provider but have some of the fastest speeds because we're the most aggressive in allowing a lot of this to kind of happen. He said that there's kind of two schools of thought sort of on how we're going to take a look at this. Obviously aesthetically is what we're here to sort of discuss ultimately the code allows them or you know the Ohio Revised Code allows them to be able to do that. And so it's taking a look at the poll in front of you and saying do we want to allow them to attach to that poll to then you know take it off. He was saying that pretty much every year they are getting smaller and smaller in size because the technology is getting so much better that fast or potentially they have done in the past of taking out the complete poll and then putting in a new beefier poll that has a built in mechanism. But it's much harder it looks better aesthetically but it's much harder because they've got to take that out anytime that they would like to redo that so the technology is getting better. Then for us as far as a city, I think we need to set a tone where we want probably as many as we can as long as we're going to look athletic because we want the best service that we possibly can in the area. It's going to help businesses and I think that partnership going forward economically helps us as well as you know setting a precedent for the other carriers like Verizon and T-Mobile to say this is what we're taking a look at is where we want it to look like because I'm sure there's different varieties amongst

the different carriers and we want to set a clean tone across the board. And I think if we get into the idea of changing out some of the polls every single time that we're taking a look at it now we've got to get with a different carrier. And this is what we're taking a look at. Oh and this is a newer model than there. It's a hodgepodge of different polls so I think we need to stay away from that as much as possible. What I do want to do is the packet that they gave us. I'd like to make copies and send it off to you post this conversation as well as Westerville's. They said that is one of the better looking ones. He does have another word doc that calls out some of the things that they have in there that are technically illegal that go against HB 478. So I want to shoot that off to you guys. You guys we take a look at it and then this is just to start the conversation for us to eventually draft some legislation and then pass it probably in January. I would assume.

Mr. Bizjak: So I just want to make sure I'm following you and understanding you correctly. They can replace you're saying that the light posts there with their own poll and there's got to be a separate poll for every carrier? Or I just make sure I'm following you correctly.

Mr. Bowsher: Yeah and they're not. Yeah are some municipality's claim that they have to have so much distance between the two carriers. So say AT&T goes in there and they put it in on one poll then some places like Dublin require them. Fifteen hundred feet before the next one can go in there. So then it's like another poll and then you've got two polls that look completely different in seven sections. So the last thing we want to do is put ourselves in a corner so much that we actually cause bad design because we're not making it pleasing. The other thing is because this this allows them to if we say no when we say we're not going to allow you to do this they can come back and just put another poll on our right away and that we've got 15 polls and a quarter mile distance all on wood polls it looks absolutely atrocious. And that's another thing we don't want to get into. So it's better to use the infrastructure that we've got in place. And they have said that they would replace our polls for us. Obviously there would still be functional and illuminating. But from what we've seen I guess in some of the research that I've done, it's better to allow them to have something that goes on there and that's also removable so they can change it out as the technology gets better.

Mr. Bizjak: I just want to say with that description mine I wholeheartedly agree that we use current infrastructure especially if we can avoid just a whole bunch of random polls sticking out of the ground is for every different provider. I think its common sense to make sense at the end of the day that you know we use current infrastructure and current light polls we have.

Mr. Zollars: I agree with you.

Mr. Hicks: Yeah just a comment. What do the coverage area generally of what these small cell things put out? And That's kind of related to I mean one of my aims would be there's plenty of right away like just off Main Street right areas that are less visually impactful. There's a lot of side streets or a lot of streets where we have older light poles that are wood poles or whatever and try to steer them away from the newer decorative poles that we have and put the visually unappealing stuff on another visually unappealing pole might make it kind of disappear a little bit better a block or a half block off main street and a half block off

the new Brice and Livingston investments that we've made I think would be appropriate as well.

Mr. Bizjak: Well as far as coverage area goes from what research I did. Don't they make different knows that had nodes that have bigger coverage areas if you will.

Mr. Bowsher: There is. They have different strengths the ones that they would put on just the normal polls here and like I said I'll make sure you guys get this information. Its three to six hundred feet is the effective range of the high speed five G that they're trying to push out.

Mr. Zollars: So back to Mr. Hicks his statement would be how far would it be a block off would be probably could be three hundred feet anyway so that's probably not going to fly I wouldn't think. That's a good thought, I like that.

Mr. Hicks: I mean even if it's a couple of hundred feet off the road down each side street or something. I mean we, the city put a major investment into Main Street to clear up poles and overhead lines and everything else. So mean it's just like you know I mean Disneyworld for example all of the functioning things happen in Disney World. They just find very creative ways to make it less noticeable. And I think we just can be mindful about that.

Mr. Furst: Andrew, did they provide. I'm just trying to kind of visualize this on my mind. Did they provide like a ballpark of what the size of these devices are.

Mr. Bowsher: Yeah absolutely. Also in the paperwork or shoot out its six cubic feet right now currently and they're about ready to go half that size here in 19. So I think from my standpoint there's always you know if you talk about him you know 1920 or something like that. Probably telephone polls on every single street wasn't prevalent. Then it was probably new technology and probably this eye sore and now it's a commonplace. I think eventually that's what's going to look like for us this is gonna be commonplace and to be put on these polls and so I think this the better the standard on it with all of them kind of can get in line and say well you're going to use this technology at this size you're gonna put it on this pole and you're gonna rotate it this way then as you're driving past all the poles look the exact same because you're alternating the carriers. And then you'll won't even know the difference.

Mr. Furst: It is something like you know even color keying them to the existing pole color out of the question?

Mr. Bowsher: It is not. No, we can definitely set that standard to where they match the pole color.

Mr. Zollars: If Mr. Hicks's idea wouldn't fly for some reason. I'd be fine with Mr. Furst and we'd just use these polls but they have to match and only these polls if something happened they would have to replace that poll.

Mr. Furst: Yeah right.

Mr. Hicks: I think it's important to that we would boil it down and keep it as simple as possible as well. I mean I read through Dublin's what 50 page set of design guidelines and what Westerville or Worthington? Worthington was better. I mean it's only like 17 pages or something like that, but I mean if we could really boil it down you know try to get what we really want out of this but I think you know if we are more friendly for these companies to invest and I think it's gonna benefit our residents. Absolutely. You know focus on the important things keeping you safe. Trying to lessen the visual impact as best we can. And then also we have the ability to collect fees off these I mean they have to do an application fee for the locations and then it's like a cell tower lease basically where they'd be paying the city.

Mr. Bowsher: You got it.

Mr. Hicks: That's all reading this sounds like that's all dictated by Ohio new law. Would just set fees based on what they what in Ohio law said and have it increase per what you're allowed to do and no need to offset the visual at least we'll get some revenue from it.

Mr. Zollars: Then a good conversation so you'll send some information out to us you're looking for feedback on that. You have enough from this?

Mr. Bowsher: You guys want there's additional information after taking a look at what I send out please do send it to me email me or Emily. I just want to get this out to you so we can start the conversation. It will be back probably once we get some feedback from you guys. And this was a great discussion and I'm taking a look at some of this other stuff and then we'll probably draft something and then I'll shoot it out to you prior to applying it and then the Planning Commission that we try to send it out to get some other feedback and finalize it and then put it on the agenda.

Mr. Zollars: OK. Very good. Thank you. On that one.

2. Comprehensive Plan Discussion

Mr. Zollars: The last item on other business is a comprehensive plan update which I think everyone here received an e-mail with a link to a hundred and five page document. Well we're not going to go through all that but. Emily or Andrew one of you two want to get us up to speed and give it a little bit of what's coming up next please?

Mr. Bowsher: Yeah absolutely. So for the plan we're winding down it's about ninety five percent complete. There is some various things that they're going to correct. There's some stuff from staff that we're kind of sending them and working it out too. We just had our final steering committee meeting where everyone got a hard copy that was in the meeting as well. So it's about taking time to take a look at it make some changes some not so minor some minor and some grammatical errors as well. And so going forward we're taking a look at it. It's obviously going to come to the Planning Commission first but what we have decided I think out of our steering committee meeting is on the twenty sixth of November we are going to have a joint meeting at council. So my ask would be and I will also send this out in an email for reminder as well the joint meeting at council would be to introduce this and we'll

simultaneously push the legislation for the conference plan. It allows people for public comment as well as for OHM to come to one meeting to introduce it and talk about it. City Council can digest it. They'll get updated copies, it allows planning commission right now, Obviously you guys all have it right now so I just ask that you take the next couple of weeks take a look at it skim through it see if there's anything that jumps out at you or read it in depth and then you shoot us some information back. I'm gonna send all the comments to OHM for some for some changes before that meeting. Then once that happens it will be on the agenda for our meeting here on the 6th of December. That will be its first. Our goal is hopefully there's had enough time for it to fully pass. Hopefully we get the majority of the meat and potatoes corrected before that night or until after that night. So you pass it with a recommendation of approval as long as they make some of these glaring changes. Things like that. It goes to council for its second and third reading on the 10th and 17th so it passes before the holidays. Then it's set in implemented one of the other individuals that came there that night. His name is Sean Suter from Calfee zoning I know I've mentioned him before. He will be doing the zoning code rewrite. So he was there at the planning. He he's doing the sort of the overview. Take a look at what we're doing. The sort of the feasibility and everything that's going on. And then he's going to take the future land use map that we have decided on and what we will pass for the comp plan and then we will write the teeth to it. Basically throwing out our entire zoning code and creating for each district basically a one page that's very graphic and chart like where it's easy to read for the residents as well as us here. And then that should take about 12 months so about this time next year we'll be back at it looking at the zoning code making sure it matches up and feeds well within the comp plan. So that's kind of the idea. So barring any sort of objections to the timeline and what we're trying to do that's how we'd kind of like to set it up.

Mr. Zollars: Thank you. On the other thing on that front is it's not so much a wordsmith or changing. It's more of an understanding. Separate sections so that we can talk too proficiently in front of public and then also keep the word here. Keep all the words and all the actions that we collectively the city are doing towards this plan in front of mind. So we're like a uniform front united front with the City Council. Please take a look at it and be prepared if you can make it on the 26th. I would ask you to do that. Those are 730 meetings right?

Mr. Bowsher: Correct 7:30. I just need three if people can't make it. Shoot me an email and I'll try to make sure at least three of you guys are there.

Mr. Zollars: Yeah it's a good plan it's really cool.

Mr. Bizjak: I'm just glad we're moving around to the 21st century finally.

Mr. Zollars: Gentlemen, Anything else?

F. ADJOURNMENT

Chairman

Planning and Zoning Administrator

Minutes Acceptance: Minutes of Nov 1, 2018 6:00 PM (APPROVAL OF MINUTES)



CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: 2018-31
Date Submitted: 11/13/2018
Fee Amount: \$7500

Section 1103.01

CERTIFICATE OF APPROPRIATENESS APPLICATION

☒ Paid: CASH

I. PROPERTY INFORMATION	
Property Address: <u>7107 East main St - Reynoldsburg</u>	Parcel ID#(s):
II. PROPERTY OWNER OF RECORD	
Property Owner Name(s):	
Contact Email:	Contact Phone Number:
III. BUSINESS INFORMATION (IF APPLICABLE)	
Business Name: <u>SANGAM GROCERY & WAREHOUSE LLC Yam Mishra</u>	Contact Name:
Contact Phone Number:	Contact Email: <u>yammishra2012@gmail.com</u>
IV. APPLICANT INFORMATION	
Applicant Name: <u>Yam Mishra</u>	Applicant Address: <u>7107 East Main St. Reynoldsburg</u>
Applicant Phone Number: <u>614-531-2689</u>	Applicant Email:
☐ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer	
PROJECT INFORMATION	
☐ New Main Building (\$400) ☐ Exterior Modifications/ New Accessory Building (\$200) ☐ Comprehensive Sign Plan (\$150) ☒ Signage (\$75) ☐ Historic District (\$50)	
Description of Project: <u>For Grocery Store.</u>	

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature:

Date:

11/13/18

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

OFFICE USE ONLY

Additional Notes:

Zoning Information

Zoning District: _____

- ☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd

- ☐ BZBA

Meeting Date: 12/6/2018

Meeting Results

- ☐ Approved as Submitted ☐ Tabled
☐ Approved w/ Conditions ☐ Denied

P&Z Admin.: _____ Date: _____

Attachment: COA App#2018-31 (App# 2018-31, 7107 E Main St, Mishra)



Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Permit#: 2018-85
Date Submitted: 11-13-2018
Fee Amount: \$75.00

Section 1181.02

ZONING SIGN PERMIT APPLICATION

☒ Paid: CASH

I. PROPERTY INFORMATION	
Property Address: <u>7107 East Main St, Reynoldsburg</u>	Parcel ID#(s):
II. PROPERTY OWNER OF RECORD	
Property Owner Name(s):	
Contact Email:	Contact Phone Number:
III. BUSINESS/TENANT INFORMATION (IF APPLICABLE)	
Business Name: <u>SANJAM GROCERY & HOUSEWARE LLC</u>	Contact Name: <u>YAM MISHRA</u>
Contact Phone Number: <u>614-531-2689</u>	Contact Email: <u>Yammishra2012@gmail.com</u>
Description of Use: <u>for Grocery Store.</u>	
IV. APPLICANT INFORMATION	
Applicant Name: <u>Yam Mishra</u>	Applicant Address: <u>7107 East Main St 6861-01 Reynoldsburg OH - 43068</u>
Applicant Phone Number: <u>614-531-2689</u>	Applicant Email: <u>Yammishra2012@gmail.com</u>
☐ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer	

SIGNAGE			FEES		OFFICE USE ONLY		
	SIGN TYPE	DIMENSIONS Width(ft) X Height(ft)	Check if Applicable:		CoA Required	CoA Received	Building Permit Required
			Sign Reface (\$35)	New Sign (\$75)			
Sign #1	<u>WALL SIGN</u>	<u>16' X 4'</u>	☐	☒	☐	☐	☐
Sign #2		____ X ____	☐	☐	☐	☐	☐
Sign #3		____ X ____	☐	☐	☐	☐	☐
Sign #4		____ X ____	☐	☐	☐	☐	☐
Sign #5		____ X ____	☐	☐	☐	☐	☐

Applicant Signature: [Signature] Date: 11-13-18
 By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

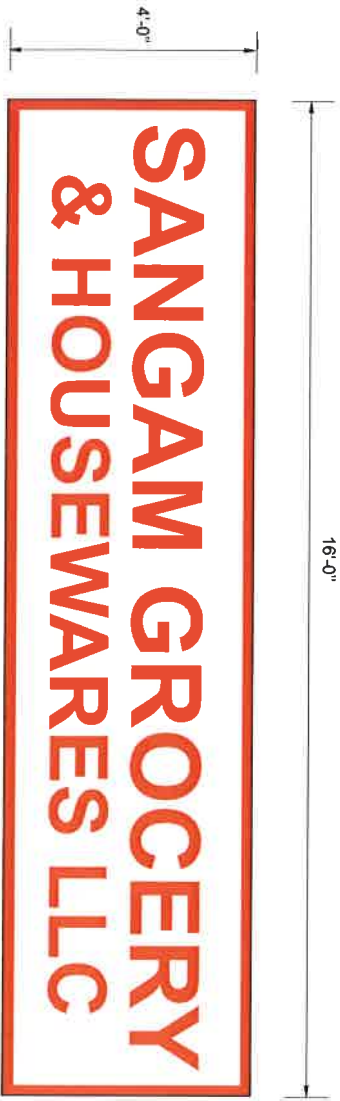
OFFICE USE ONLY

Additional Notes:	<u>Zoning Information</u>	Total Number of Signs: <u>1</u>	
	Zoning District: _____		
	☐ Historic District		
	☐ CC Overlay		
	<u>Add'l Approvals Req'd</u>		
☐ BZBA	P&Z Admin.: _____	Date: _____	
☐ PC	Floodplain Admin.: _____	Date: _____	

Attachment: COA App#2018-31 (App# 2018-31, 7107 E Main St, Mishra)

This project is an original design concept created for your personal use in connection with a project planned for you by Sign Vision Co. This design is not to be used, copied, reproduced or exhibited outside of your organization unless written permission has been given by a member of Sign Vision Co.

Attachment: COA App#2018-31 (App# 2018-31, 7107 E Main St, Mishra)



CUSTOM FABRICATED SINGLE FACED NON ILLUMINATED WALL SIGN
WHITE ACM COMPOSITE SIGN PANEL
HP ORACAL 661-031 RED VINYL GRAPHICS APPLIED TO FIRST SURFACE
SCALE 1/2" = 1'-0"



YOUR SIGNATURE REPRESENTS FINAL APPROVAL. PLEASE LOOK OVER CAREFULLY. CHECK ALL SPELLING AND GRAMMAR. SIGN VISION CAN NOT BE RESPONSIBLE FOR ANY ERRORS AFTER FINAL APPROVAL.

☐ APPROVED ☐ NOT APPROVED WITH CORRECTIONS ☐ NOT APPROVED RESUBMIT SIGNATURE: _____	FILE: SG18253 REVISION: REVISION: REVISION:	DATE: NOVEMBER 8, 2018 SALESMAN: BRI BAILEY DESIGNER: SANDI DANIEL DRAWING #2018-253	JOB TIME: SANGAM GROCERY 7107 E MAIN STREET REYNOLDSBURG, OHIO
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CORPORATE OFFICES:
987 CLAVCRAFT ROAD
COLUMBUS, OHIO 43230
PHONE: (614) 475-5161



CITY OF REYNOLDSBURG Mayor Brad McCloud

November 29, 2018

Planning Commission
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: 7107 E. Main Street - COA #2018-31: Sangam Grocery
Staff Report

Planning Commission:

Enclosed is the staff review of the above referenced application.

1. Project Summary

- a. The property is located at 7107 E. Main Street and is zoned CC Community Commerce District.
- b. The applicant is requesting Planning Commission approval to erect a 64 sf wall sign on the front façade of the building. The lineal building frontage is approximately 83 feet. The building setback is just under 80 feet from E. Main Street.

2. Zoning Review (Section 1181.00 – Signs and Graphics)

- a. The proposed sign conforms to current zoning standards in terms of allowable sign area and colors. Because the sign exceeds 32 sf, a certificate of appropriateness is required. (Section 1181.02(b))

Based on the above review of the application, staff recommends APPROVAL of the application.

If you have any questions or comments, please feel free to contact us.

Attachment: 7107 E Main St - Staff Report (App# 2018-31, 7107 E Main St, Mishra)



CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: 2018-3
Date Submitted: 11/27/2018
Fee Amount: \$500

☒ Paid: \$500

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION			
Property Address: 2923-2973 Taylor Rd and 2891-2913 Taylor Rd		FOR DISTRICT CHANGE ONLY	
Description of Location: Parking field at the southern boundary of the existing shopping center along Taylor Rd		Proposed Zoning:	
Parcel ID#(s): 0440379540 and 0440379560 (Fairfield County Auditor)		Size of Area to be Rezoned:	
Number of Lots: <u>2</u>	Present Zoning: <u>CS</u>	Present Use: <u>Parking field</u>	Existing Structures:
Complete Where Applicable:			
Engineer/Surveyor: <u>Bird+Bull</u>			
Builder/Developer: <u>Casto</u>			
II. PROPERTY OWNER OF RECORD			
Property Owner Name(s): TAYLOR SQUARE OWNER LLC		Property Owner Address(s): 250 Civic Center Dr, Suite 500, Columbus, OH 43215	
III. APPLICANT INFORMATION			
Applicant Name: TAYLOR SQUARE OWNER LLC		Applicant Address: 250 Civic Center Dr, Suite 500, Columbus, OH 43215	
Applicant Phone Number: 614-228-5331		Applicant Email: bmyers@castoinfo.com, cfraas@castoinfo.com	
☒ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer			
PROJECT INFORMATION			
☐ District Change (Rezoning) (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)		☐ Amendment of Development Plan or Text (\$500)	
		☒ Major Site Plan (\$500)	
Description of Project: <u>New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.</u>			
New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.			
Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.			
Applicant Signature: <u>[Signature]</u> Authorized Representative		Date: <u>11/20/18</u>	
*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *			

OFFICE USE ONLY

Additional Notes:	Zoning Information ☐ Historic District ☐ CC Overlay	Planning Com. Meeting Date: <u>12/6/2018</u> ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied	City Council Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied
	Add'l Approvals Req'd		
	☒ BZBA		
	P&Z Admin.: _____ Date: _____ Clerk of Council: _____ Date: _____		

Attachment: Starbucks Major Site Plan App #2018-3 (App# 2018-3, 2923-2973 and 2891-2913 Taylor Rd, Taylor Square Owner LLC (Starbucks))



Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Cert.#: 2018-291

Date Submitted: 11/27/2018

Fee Amount: \$800

Section 1143.02

ZONING CERTIFICATE APPLICATION

☒ Paid: 800

I. PROPERTY INFORMATION			
Property Address: 2923-2973 Taylor Rd and 2891-2913 Taylor Rd		Parcel ID#(s): 0440379540 and 0440379560 (Fairfield County Auditor)	
II. PROPERTY OWNER OF RECORD			
Property Owner Name(s): TAYLOR SQUARE OWNER LLC			
Contact Email: bmyers@castoinfo.com, cfraas@castoinfo.com		Contact Phone Number: 614-228-5331	
III. BUSINESS/TENANT INFORMATION (IF APPLICABLE)			
Business Name:		Contact Name:	
Contact Phone Number:		Contact Email:	
IV. APPLICANT INFORMATION			
Applicant Name: TAYLOR SQUARE OWNER LLC		Applicant Address: 250 Civic Center Dr, Suite 500, Columbus, OH 43215	
Applicant Phone Number: 614-228-5331		Applicant Email: bmyers@castoinfo.com, cfraas@castoinfo.com	
☒ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer			
RESIDENTIAL (\$50)		NON-RESIDENTIAL (\$80)	
CHECK IF APPLICABLE:		CHECK IF APPLICABLE:	
☐ New Building (+\$50) ☐ Swimming Pool ☐ Building Modification ☐ Patio ☐ Home Occupation (\$75) ☐ Deck ☐ Accessory Structure ☐ Driveway Modification ☐ Shed ☐ FENCE (\$35) (All Dists.)		☐ New Business/Use ☐ Accessory Structure ☒ New Building ☐ Building/Site Modification ☐ MIN. SITE PLAN (+\$250)	
Project Information (If Applicable) Total Square Footage: <u>TBD</u> Est. Cost of Construction: <u>TBD</u> Est. Additional Employees: <u>TBD</u>			
Description of Use/Project: <u>New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.</u>			

Applicant Signature: Buffy Authorized Representative Date: 11/20/18

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

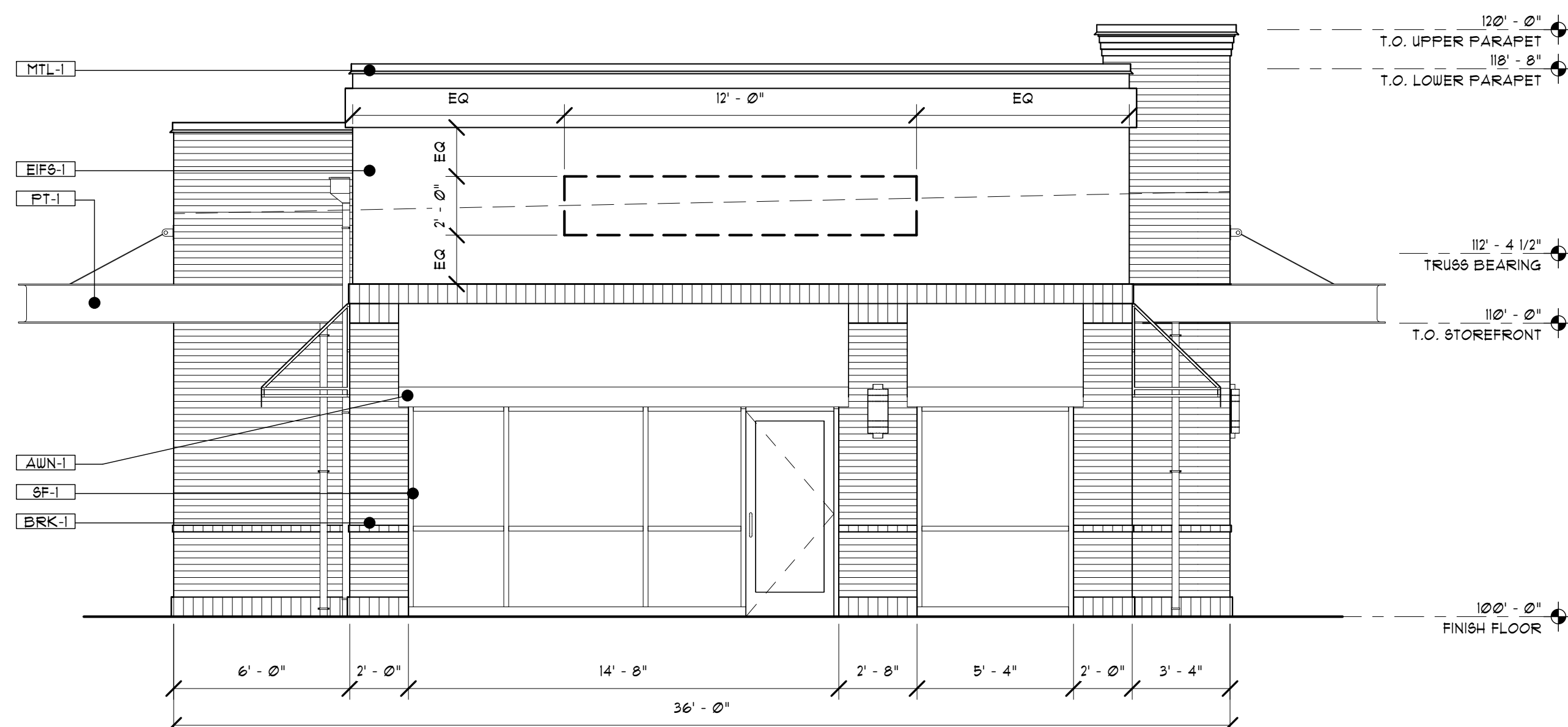
OFFICE USE ONLY

Additional Notes:	Zoning Information	Additional Requirements	
	Zoning District: <u>CS</u>	☐ CoA	☐ Variance
	☐ Historic District	☒ Special Exception Use Permit	
	☐ CC Overlay	☒ PGU	☒ Building Permit
	Add'l Approvals Req'd	P&Z Admin.: _____	Date: _____
	☒ PC	Floodplain Admin.: _____	Date: _____
	☒ BZBA		

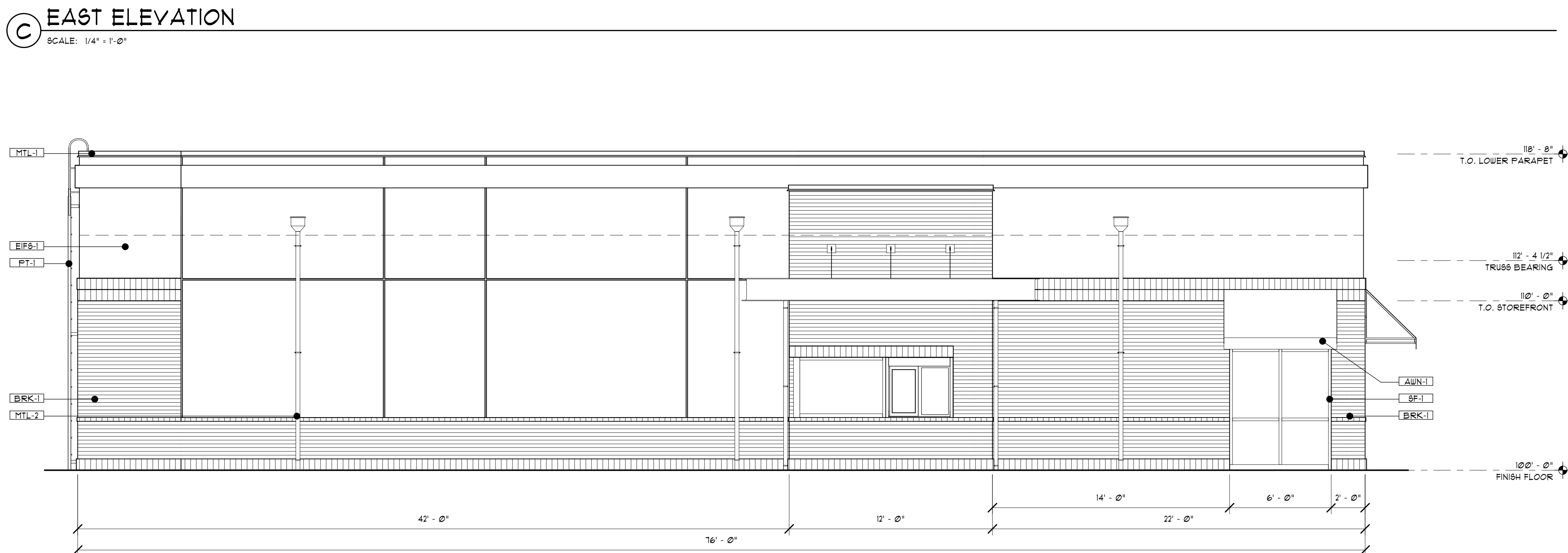
FLOOR PLAN
SCALE: 1/4" = 1'-0"

250 Civic Center Drive Suite 500 Columbus OH 43215-2568

Pac



B SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION

1500 West First Avenue
Columbus, Ohio 43212
P: 614.488.6252
F: 614.488.9963

ARCHITECTS

Starbucks - Taylor Square

Taylor Square Drive
Reynoldsburg, OH 43068

For
CASTO

250 Civic Center Drive, Suite 500, Columbus, OH 43215-2568

Attachment: Starbucks - Taylor Square Architectural 11-19-18 (App# 2018-3, 2923-2973 and 2891-2913 Taylor Rd, Taylor Square Owner LLC (Starbucks))



SCALE: 1/4" = 1'-0"



SCALE: 1/4" = 1'-0"



SCALE: 1/4" = 1'-0"

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STATE OF OHIO
MARK
P.
FORD
9337
REGISTERED ARCHITECT

Mark P. Ford, License #9337

Expiration Date 12/31/2018

[illegible]

DUMPSTER ENCLOSURE ELEVATIONS

FAA #18123.00

SD-1.1
Starbucks - Taylor
Square

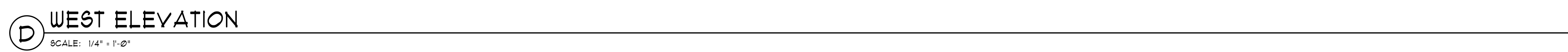
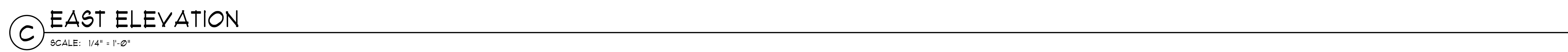
FORD & ASSOCIATES

1500 West First Avenue
Columbus, Ohio 43212
P: 614.488.6252
F: 614.488.9963

ARCHITECTS



(B) SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

[illegible]

1500 West First Avenue
Columbus, Ohio 43212
P: 614.488.6252
F: 614.488.9963

ARCHITECTS

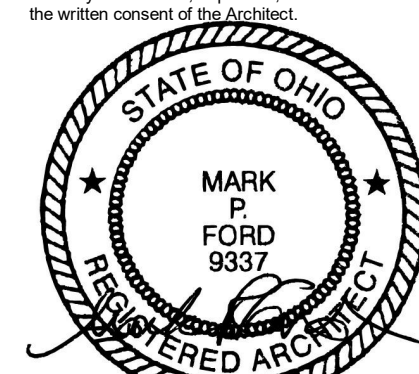
Starbucks - Taylor Square

Taylor Square Drive
Reynoldsburg, OH 43068

For
CASTO

250 Civic Center Drive, Suite 500, Columbus, OH 43215-2568

Attachment: Starbucks - Taylor Square Rendered Elevations 11-19-18 (App# 2018-3, 2023-2973 and 2891-2913 Taylor Rd, Taylor Square Owner LLC (Starbucks))



Mark P. Ford, License #9337

Expiration Date 12/31/2018

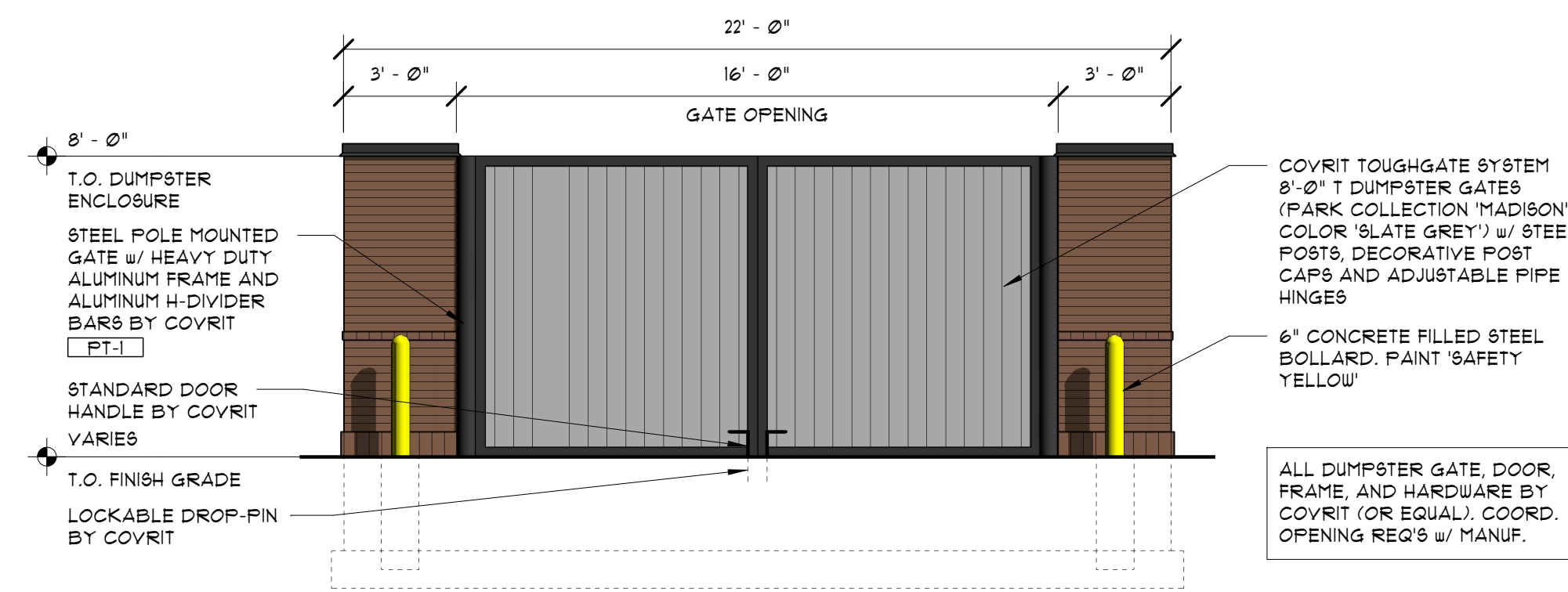
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DUMPSTER ENCLOSURE ELEVATIONS

FAA #18123.00

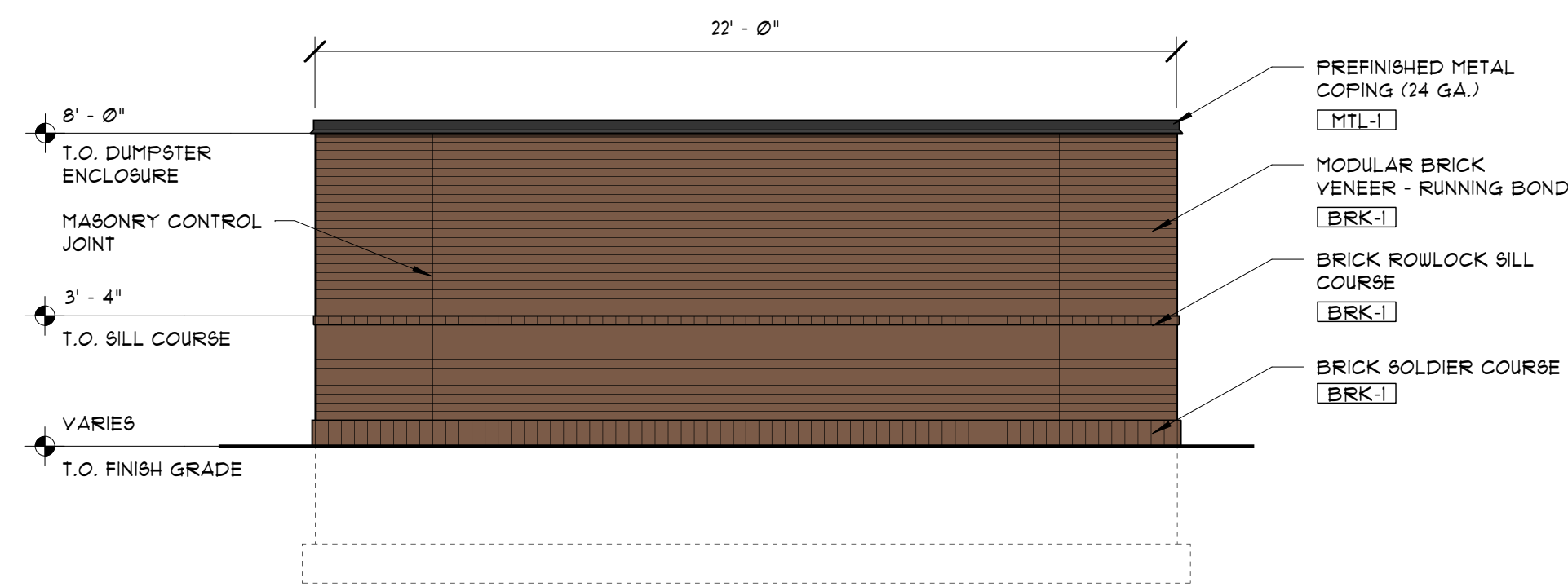
SD-1.1

Starbucks - Taylor
Square



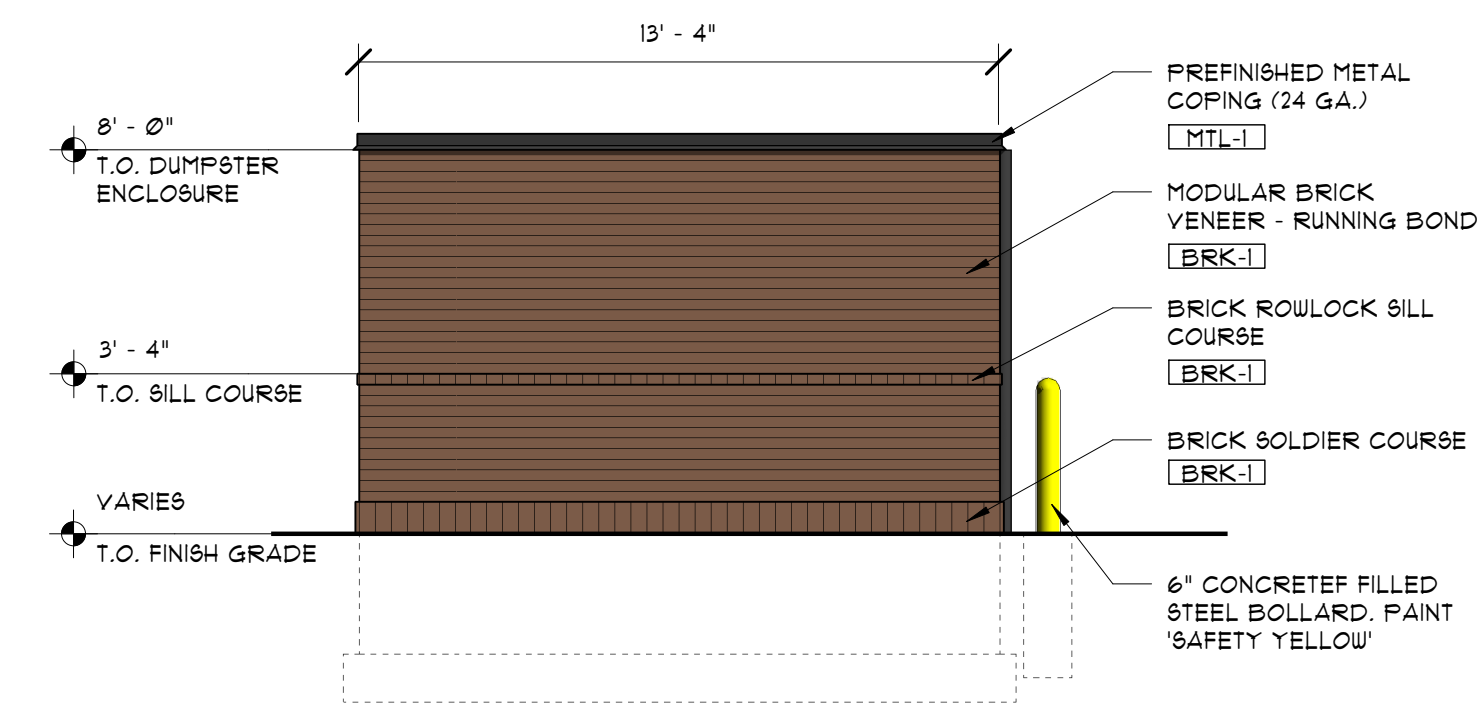
A DUMPSTER ENCLOSURE ELEVATION

SCALE: 1/4" = 1'-0"



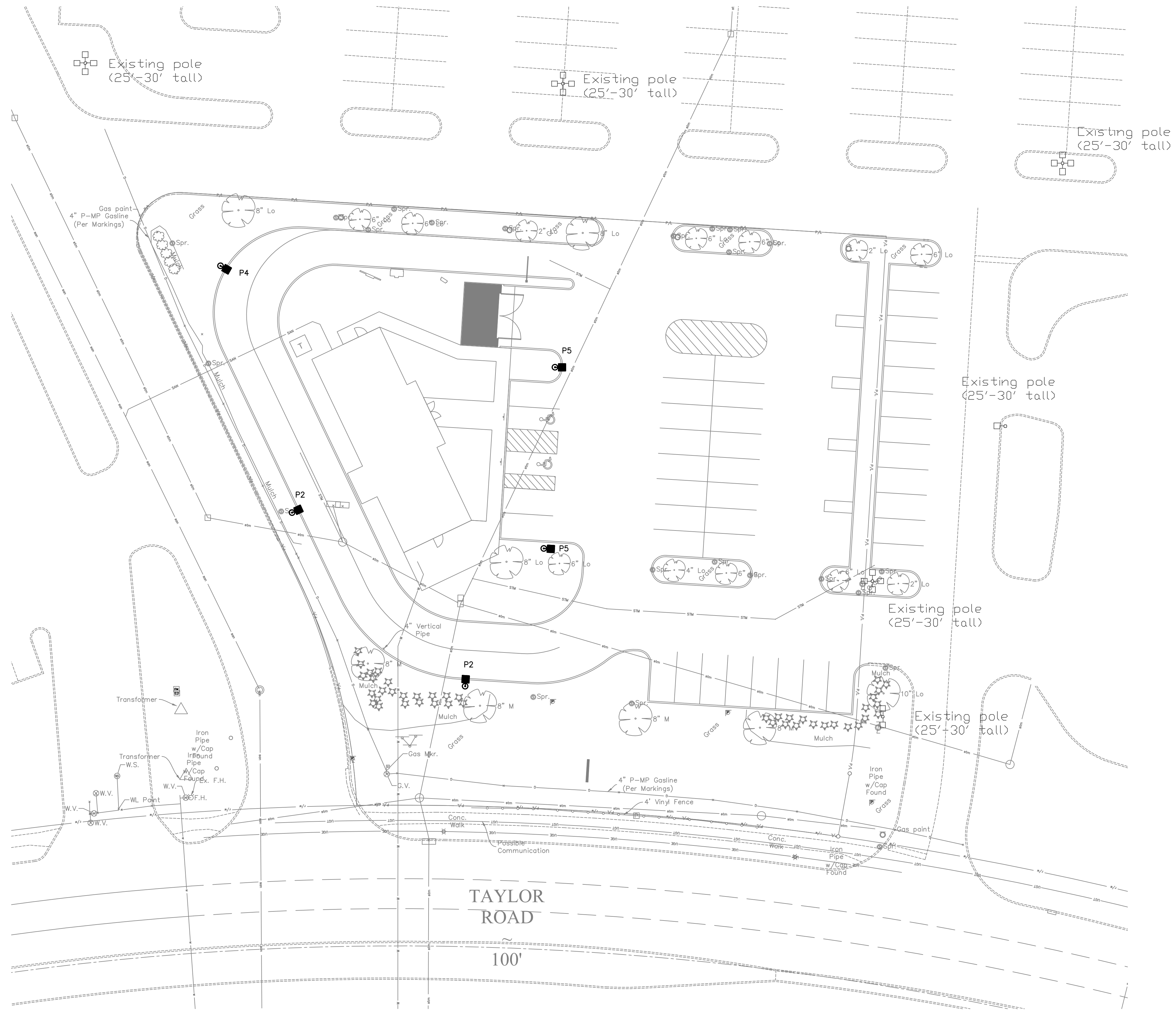
(B) DUMPSTER ENCLOSURE ELEVATION

SCALE: 1/4" = 1'-0"



DUMPSTER ENCLOSURE ELEVATION

SCALE: 1/4" = 1'-0"



SITE UTILITY PLAN - ELECTRICAL

SCALE: 1" = 20'-0"

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[illegible]

SITE UTILITY
PLAN
ELECTRICAL

FAA #18123.00

SU-1.1

Starbucks - Taylor Square



LIGHTING FIXTURE SCHEDULE

P2	POLE MOUNTED LED AREA LUMINAIRE, FULL CUTOFF, TYPE 2 DISTRIBUTION, DIE CAST ALUMINUM HOUSING, INTEGRAL HEAT SINK FINS, IP66 RATED, STRUCTURED LED ARRAYS, 8,000 LUMENS, 4,000/7K, 700 CRI, 525 MA ELECTRONIC DRIVERS), POWER FACT >90%, THICK <20CM, MOUNT TO POLE WITH 10" ARM FOR SQUARE, 10"-6" TALL 4" SQUARE STRAIGHT STEEL POLE, 0.173"X3 THICK WALL 7 GAUGE W/ HAND HOLE. FINISH POLE AND LUMINAIRE IN DARK BRONZE. 209V, 115 WATT QLE CURRENT CLASS C 0 C2 D F 5 4 1 A D8KZ QLE: JAS551.55041108 OR APPROVED EQUIV.
P3	POLE MOUNTED LED AREA LUMINAIRE, FULL CUTOFF, TYPE 2 DISTRIBUTION, DIE CAST ALUMINUM HOUSING, INTEGRAL HEAT SINK FINS, IP66 RATED, STRUCTURED LED ARRAYS, 8,500 LUMENS, 4,000/7K, 700 CRI, 525 MA ELECTRONIC DRIVERS), POWER FACT >90%, THICK <20CM, MOUNT TO POLE WITH 10" ARM FOR SQUARE, 10"-6" TALL 4" SQUARE STRAIGHT STEEL POLE, 0.173"X3 THICK WALL 7 GAUGE W/ HAND HOLE. FINISH POLE AND LUMINAIRE IN DARK BRONZE. 209V, 115 WATT QLE CURRENT CLASS C 0 D F 5 4 1 A D8KZ QLE: JAS551.55041108 OR APPROVED EQUIV.
P5	POLE MOUNTED LED AREA LUMINAIRE, FULL CUTOFF, TYPE 2 DISTRIBUTION, DIE CAST ALUMINUM HOUSING, INTEGRAL HEAT SINK FINS, IP66 RATED, STRUCTURED LED ARRAYS, 12,700 LUMENS, 4,000/7K, 700 CRI, 525 MA ELECTRONIC DRIVERS), POWER FACT >90%, THICK <20CM, MOUNT TO POLE WITH 10" ARM FOR SQUARE, 10"-6" TALL 4" SQUARE STRAIGHT STEEL POLE, 0.173"X3 THICK WALL 7 GAUGE W/ HAND HOLE. FINISH POLE AND LUMINAIRE IN DARK BRONZE. 209V, 115 WATT QLE CURRENT CLASS C 0 E 5 4 1 A D8KZ QLE: JAS551.55041108 OR APPROVED EQUIV.



CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address:
2923-2973 Taylor Rd and 2891-2913 Taylor Rd

Description of Location:
Parking field at the southern boundary of the existing shopping center along Taylor Rd

Parcel ID#(s):
0440379540 and 0440379560 (Fairfield County Auditor)

Number of Lots: 2	Present Zoning: CS	Present Use: Parking field
----------------------	-----------------------	-------------------------------

Complete Where Applicable:

Engineer/Surveyor: Bird+BullBuilder/Developer: Casto

FOR DISTRICT CHANGE ONLY

Proposed Zoning: _____

Size of Area to be Rezoned: _____

Existing Structures: _____

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):
TAYLOR SQUARE OWNER LLC

Property Owner Address(s):
250 Civic Center Dr, Suite 500, Columbus, OH 43215

III. APPLICANT INFORMATION

Applicant Name:
TAYLOR SQUARE OWNER LLC

Applicant Address:
250 Civic Center Dr, Suite 500, Columbus, OH 43215

Applicant Phone Number:
614-228-5331

Applicant Email:
bmyers@castoinfo.com, cfraas@castoinfo.com

☒ Property Owner☐ Business Owner/Tenant☐ Contractor☐ Architect/Engineer

PROJECT INFORMATION

☐ District Change (Rezoning)
(\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)

☐ Amendment of
Development Plan or Text
(\$500)

☒ Major Site Plan
(\$500)

Description of Project: New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.
New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: [Signature]

Authorized Representative

Date: 11/20/18

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

OFFICE USE ONLY

Additional Notes:

Zoning Information

☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd

☐ BZBA

Planning Com. Meeting

Date: _____
☐ Approved as Submitted
☐ Approved w/ Conditions
☐ Tabled
☐ Denied

City Council Meeting

Date: _____
☐ Approved as Submitted
☐ Approved w/ Conditions
☐ Tabled
☐ Denied

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Section 1143.03 MAJOR SITE PLAN

Overview

The following checklist of requirements is to be used to assist in site plan preparation. An application for major site plan review shall be submitted to the Planning & Zoning Administrator and shall include the following information:

- ☐ (1) General Requirements.
 - ☐ Completed application form.
 - ☐ All plans shall be signed and sealed by a professional engineer, architect, or landscape architect registered with the State of Ohio.
 - ☐ Each sheet shall contain a title block.
 - ☐ A vicinity map showing the location of the proposed development in relationship to the surrounding area including major thoroughfares.
- ☐ (2) Site Plan. A site plan indicating the following:
 - ☐ The dimensions of property lines, parcel dimensions and adjoining rights-of-way.
 - ☐ The names and addresses of all adjoining property within one hundred fifty feet (150FT) of the proposed development.
 - ☐ The current zoning of the parcel and all adjacent parcels.
 - ☐ The location of proposed buildings and structures.
 - ☐ The location of existing water bodies, streams, drainage ditches, stands of trees and other pertinent features within one hundred fifty feet (150FT) of the proposed development.
 - ☐ Setbacks and building separations shall be noted in accordance with zoning requirements.
- ☐ (3) Environmental/Landscape Plan. An environmental plan that indicates the following.
 - ☐ Topography with a maximum contour interval of two feet (2FT).
- ☐ The location of all proposed and existing structures with one hundred fifty feet (150FT) of parcel.
- ☐ The location of existing water bodies, streams, drainage ditches, stands of trees and other pertinent features within one hundred fifty feet (150FT) of the proposed development.
- ☐ The limits of all wetlands and of the one hundred (100) year flood plain.
- ☐ The approximate location, dimensions, and area of all property proposed to be set aside for parks, open space, and other public or private reservation, with designation of the purpose and proposed ownership thereof.
- ☐ The location of all new landscape material and plantings. Utilities shall be shown on all landscape plans.
- ☐ (4) Utility Plan. A basic utility plan that indicates the following:
 - ☐ All existing conditions, including but not limited to: ditches, culverts, waterways, utilities, sidewalks, power poles, easements, building footprint and finish grade, finish grade of adjacent buildings, wetlands and woodlands, etc.
 - ☐ Preliminary proposals for connection to existing water supply and sanitary sewer systems and for the collection and discharge of surface water drainage including the location and size of existing and proposed water mains, sanitary sewers and drainage facilities.
- ☐ (5) Parking/Transportation Plan. A transportation/parking plan that indicates the following:
 - ☐ The location, width, names, and classification of existing and proposed streets, rights-of-way, and easements, and where pertinent, their designated use within one hundred fifty feet (150') of the proposed development.
 - ☐ Complete facility demand worksheets.
 - ☐ The location, typical dimensions, and number of all parking and loading spaces and the number of spaces required by Chapter 1179.

- ☐ The location of all proposed walkways and pedestrian accesses within or to the site.

(6) Lighting Plan. A lighting plan that indicates the following:

- ☐ All exterior lighting shall be shown, including parking lot, pedestrian, and building accent lighting. Lighting intensity and installation height shall be indicated.

- ☐ The styles and method of illumination of all heads and colors of all poles shall be indicated.

(7) Architectural Plan. An architectural plan that indicates the following:

- ☐ Exterior building design and surface treatments shall be indicated, including building material and color. Color and material samples shall be made available for inspection.

- ☐ The location of all service areas or structures and all fences.

- ☐ (8) A completed zoning certificate application and fees as required by Chapter 1155.

- ☐ (9) Such other information as the Planning & Zoning Administrator or Planning Commission may require so as to carry out the full intent of the Zoning Code.

Major Site Plan – Final Submittal Checklist

- ☐ Fourteen (14) complete sets of plans satisfying the requirements items 1-9.

- ☐ All plans to be folded into 8.5" x 11" size.

- ☐ PDF or similar scan of completed application and submittal packet, to be submitted by CD or other electronic means in coordination with the Planning & Zoning Administrator.

- ☐ Payment for the amount calculated on the attached form: "Plan Review Fee Schedule – Major Site Plans."

- ☐ Traffic evaluation, as stated on the attached "Facilities Demand Worksheet".

Section 1147 VARIANCES

Background

The Board of Zoning and Building Appeals (BZBA) may vary the strict application of the provisions of the Zoning Code where, owing to special characteristics of a property, a literal enforcement of the provisions would result in unnecessary hardship or practical difficulty, and where such variance will be in harmony with the general purpose and intent of the Code and in accordance with the specific rules contained in the chapter.

Why might you request a Variance?

To allow development of property prohibited by current zoning if such development will not adversely affect the surrounding property or neighborhood and if the BZBA is satisfied that it will alleviate some hardship or difficulty.

Where do you initiate a Variance request?

A variance application shall be submitted to the Planning & Zoning Administrator at least thirty (30) days prior to the regularly scheduled meeting of the Board of Zoning and Building Appeals. The Board meets the third Thursday of each month except December.

What information must be provided for a Variance?

A property owner seeking a Variance shall submit a written request for Variance on forms provided by the Planning & Zoning Administrator. Such request shall include the following:

1. Name, address, and telephone number of the property owner(s) and owner's agent(s);
2. Legal description, address, tax district and parcel number of the property;
3. Description of the nature of the variance requested and a statement demonstrating the extent to which the requested Variance conforms to the standards for variance in the Code (see section 1147.05);
4. Statement of the hardship;
5. Such other information and exhibits as may be appropriate to establish the facts of the appeal and the grounds for relief.

****Note:** The application must be signed by the property

owner for the property which pertains to the variance.

Along with a completed application form, please submit ten (10) hardcopy packets of all required items. When any items in the packet exceed 11x17, please also submit a PDF or similar scan of the completed application and packet.

Who is involved in a Variance request?

- Board of Zoning and Building Appeals
- Planning & Zoning Administrator
- Service Department
- City Engineer

What is the time frame for a variance request?

In general the application process takes 30-45 days. Once a variance application is submitted, it will be placed on the next BZBA agenda. The BZBA meets the third Thursday of each month except December. The application will be approved or denied at the first hearing by BZBA unless the application is withdrawn by the applicant to address the comments raised by the BZBA. The BZBA can hold the application but a decision must be reached by the Board within sixty (60) days.

How much will a Variance cost?

The fee for a variance is one hundred dollars (\$100) for a residential variance, and four hundred and fifty dollars (\$450) for all other variance requests.

What are the next steps after a Variance approval?

The approved variance will need to be officially documented through the issuance of a zoning certificate or a zoning sign permit depending on the type of variance.

Who may I call if I have questions?

Contact the Planning & Zoning Administrator at 614-322-6829.

Section 1147.05 STANDARDS FOR VARIANCE

No variance in the strict application of the provisions of this Code shall be granted unless the Board makes specific findings of fact, based on the evidence presented to it, which supports conclusions that the variance conforms to the following standards. Such findings shall be stated for the record and reported in the Board's minutes.

- (a) The variance is in accord with the general purpose and intent of the regulations imposed by this Code in the district in which it is located, and shall not be injurious to the area or otherwise detrimental to the public welfare.
- (b) The variance will not permit the establishment of any use which is not otherwise listed as a permitted use or a special exception in the district, or which is expressly or by implication prohibited by this Code. (Note: See Chapter 1195 and Chapter 1145 for provisions regarding the replacement of non-conforming uses with other non-conforming uses.)
- (c) There exist special circumstances or conditions, fully described in the findings, applicable to the land or structures for which the variance is sought, which are peculiar to such land or structures and which do not apply generally to land or structures in the area, and which are such that the strict application of the provisions of this Code would deprive the property owner of the reasonable use of such land or structures. There must be deprivation of beneficial use of land, as opposed to mere loss in value as justification for the variance.
- (d) There is proof of hardship or practical difficulty created by the strict application of this Code, beyond simply a showing that greater profit will result if the variance is granted. Economic hardship is not grounds for the variance. Furthermore, the hardship complained of is not self-created nor is it established on this basis by one who purchased with or without knowledge of the restrictions. The hardship results from the application of this Code and is suffered directly by the property in question.
- (e) The variance is necessary for the reasonable use of the land or building, and the variance as granted is the minimum variance that will accomplish this purpose.
- (f) The variance will not impair an adequate supply of light and air to adjacent property, substantially increase the congestion in the public streets, increase the danger of fire, endanger the public safety, or substantially diminish or impair property values of the adjacent area.
- (g) The variance will not confer on the property owner any special privilege that is unduly denied by this Code to other land, structures, or buildings in the same district.
- (h) No nonconforming use of neighboring land or structures in the same district and no permitted or nonconforming use of land or structures in other districts are considered as grounds for approval of the variance.
- (i) The variance is not a matter of convenience when other remedies are available within the provisions of this Code.

3. Facilities Demand Worksheet

(To be completed for Major Site Plan, Zoning District Change, and Plot, Grade, & Utility Plan Applications.)

1. Water:

- a. What will the total demand for water be in gallons per day (gpd) for this proposed site improvement? 1960 gpd
- b. How much pressure is required? 64.7 psi

Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required (614.322.6810).

2. Sanitary Sewer:

- a. What will the total anticipated flow in gallons per day for this proposed site improvement?

1960 gpd

Coordinate with the City Engineer to determine if a Utility Study is required (614.322.6810).

3. Traffic:

a. Definitions:

- i. Traffic Access Study: This type of study is to be used for small scale projects generating 50- 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. These studies are applicable to projects that do not have a significant impact on the overall transportation system, but will have impacts on site access points. Analysis is typically limited to review of access point location, type, and size. Analysis of turn lane requirements on the public road at the proposed access point may also be reviewed.
- ii. Traffic Impact Study: An impact study is to be completed for uses that generate more than 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. This type of evaluation usually includes all access points and nearby intersections. The scope of the Traffic Impact Study is to be determined by affected agencies and the Applicant.
- iii. Regional Traffic Analysis: This type of analysis is suited for large scale or groups of smaller projects that impact a large geographical area significant enough in the judgment of City to require an evaluation of impacts on a Comprehensive or Thoroughfare Plan Scale. Road segments, intersections, and perhaps alternative road networks shall be analyzed and long term needs identified. The scope is to be determined by affected agencies and the Applicant.

- b. What are the anticipated Average Daily Traffic (ADT), Generator Peak Traffic, Adjacent Street Peak Traffic volumes, generated by the site improvement and what are the Peak Hours of operation (using ITE Trip Generation Manual).

2,046 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
<u>251</u> AM	<u>54</u> AM	<u>128</u> AM
<u>107</u> PM	<u>54</u> PM	<u>123</u> PM

- c. USE FOR ZONING DISTRICT CHANGES: Is a zoning district being requested for uses that can generate 200 or more peak hour trip ends that the current zoning does not anticipate?

 Yes, Traffic Impact Study or Regional Traffic analysis is required.

 No, Traffic Access Study Required.

- d. USE FOR MAJOR SITE PLANS: Check the following as applicable to the site development:

 There are 200 or more Peak Hour trips anticipated.
(Traffic Impact Study or Regional Traffic Study is required.)

 X There are between 50-200 Peak Hour trips anticipated.
(Traffic Access Study is required.)

 There are less than 50 Peak Hour trips anticipated. (No additional requirements.)

- e. The information presented in this section is to assist the applicant with the requirements for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, the applicant and the City Engineer must schedule a scope verification meeting with the City and any other local, state, or federal agencies affected by the proposed site improvements.

I certify that the information provided with this application is correct and accurate to the best of my knowledge, in filing this application with the City of Reynoldsburg.

 Authorized Representative
Applicant's Signature

11/20/18
Date

MAJOR SITE PLAN FOR STARBUCKS TAYLOR SQUARE REYNOLDSBURG, OHIO 43068 2018

REFERENCE BENCHMARK

BENCHMARKS WERE DERIVED FROM A VRS OBSERVATION OF MONUMENTS, PID DESIGNATION OF AJ7184, CORRS. ID COLB AND ALL OTHER ELEVATION ARE BASED UPON THIS OBSERVATION.

ELEV.: 722.324'
(NAVD 88 REFERENCE DATUM)

BENCHMARK #1

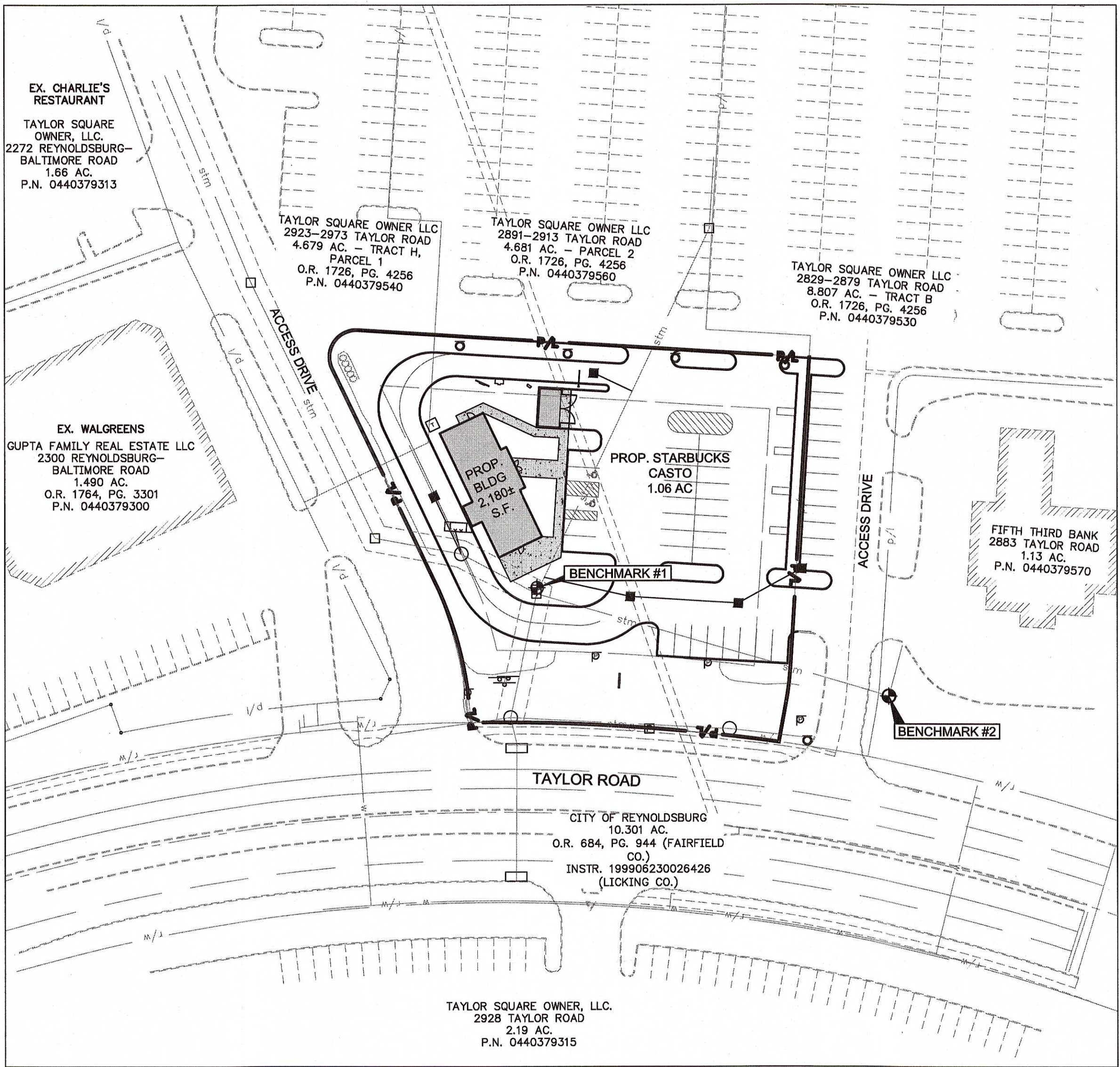
"X" CUT IN WEST SIDE OF CATCH BASIN IN THE CURRENT DRIVE AISLE AT THE SOUTHERN PORTION OF THE SUBJECT PROPERTY AS SHOWN.

ELEV.: 875.61'

BENCHMARK #2

NORTH SIDE OF THE RIM OF A STORM MANHOLE AT THE SOUTHWESTERLY CORNER OF 2883 TAYLOR ROAD AS SHOWN.

ELEV.: 883.40'



INDEX MAP

SCALE: 1" = 50'

SITE DATA TABLE

PROPOSED SITE AREA	1.06 AC.
TOTAL DISTURBED AREA	0.90 AC.
PRE-DEVELOPED IMPERVIOUS	0.77 AC.
POST-DEVELOPED IMPERVIOUS	0.64 AC.



LOCATION MAP

NO SCALE

CITY OF REYNOLDSBURG,
FAIRFIELD COUNTY, OHIO

SHEET INDEX

- | | |
|-----|-----------------------------|
| 1 | MAJOR SITE PLAN COVER SHEET |
| 2 | MAJOR SITE PLAN |
| 3 | EXISTING CONDITIONS |
| 4 | PRELIMINARY UTILITY PLAN |
| L-1 | OVERALL LANDSCAPE PLAN |
| L-2 | LANDSCAPE ENLARGEMENT PLAN |
| L-3 | TREE PRESERVATION PLAN |

OWNER

CASTO
250 CIVIC CENTER DRIVE, SUITE 500
COLUMBUS, OHIO 43215
PHONE: 614-228-5331
CONTACT: CHARLIE FRAAS
E-MAIL: CFRAAS@CASTOINFO.COM

ENGINEER/SURVEYOR

C.F. BIRD & R.J. BULL, INC.
3500 SNOUFFER ROAD, STE. 225
COLUMBUS, OHIO 43235
PHONE: 614-761-1661
CONTACT: ANDREW GARDNER, P.E.
E-MAIL: AGARDNER@BIRDBULL.COM

ARCHITECT

FORD AND ASSOCIATES ARCHITECTS, INC.
1500 WEST 1ST AVENUE
COLUMBUS, OHIO 43212
PHONE: 614-488-6252
CONTACT: MARK FORD
E-MAIL: MFORD@FORDARCHITECTS.COM



ANDREW A. GARDNER - OHIO ENGINEER NO. 68659

DATE



STARBUCKS
CITY OF REYNOLDSBURG, OHIO

MAJOR SITE PLAN COVER SHEET

SCALE: 1" = 50'

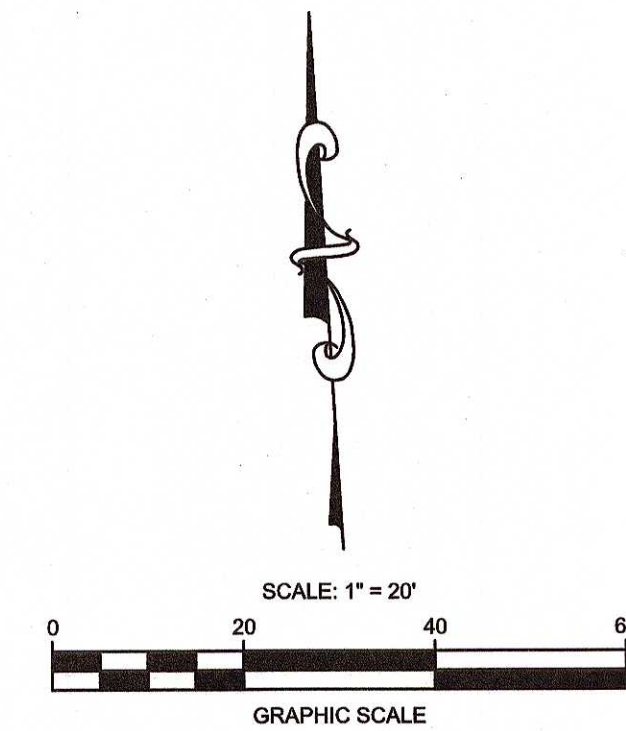
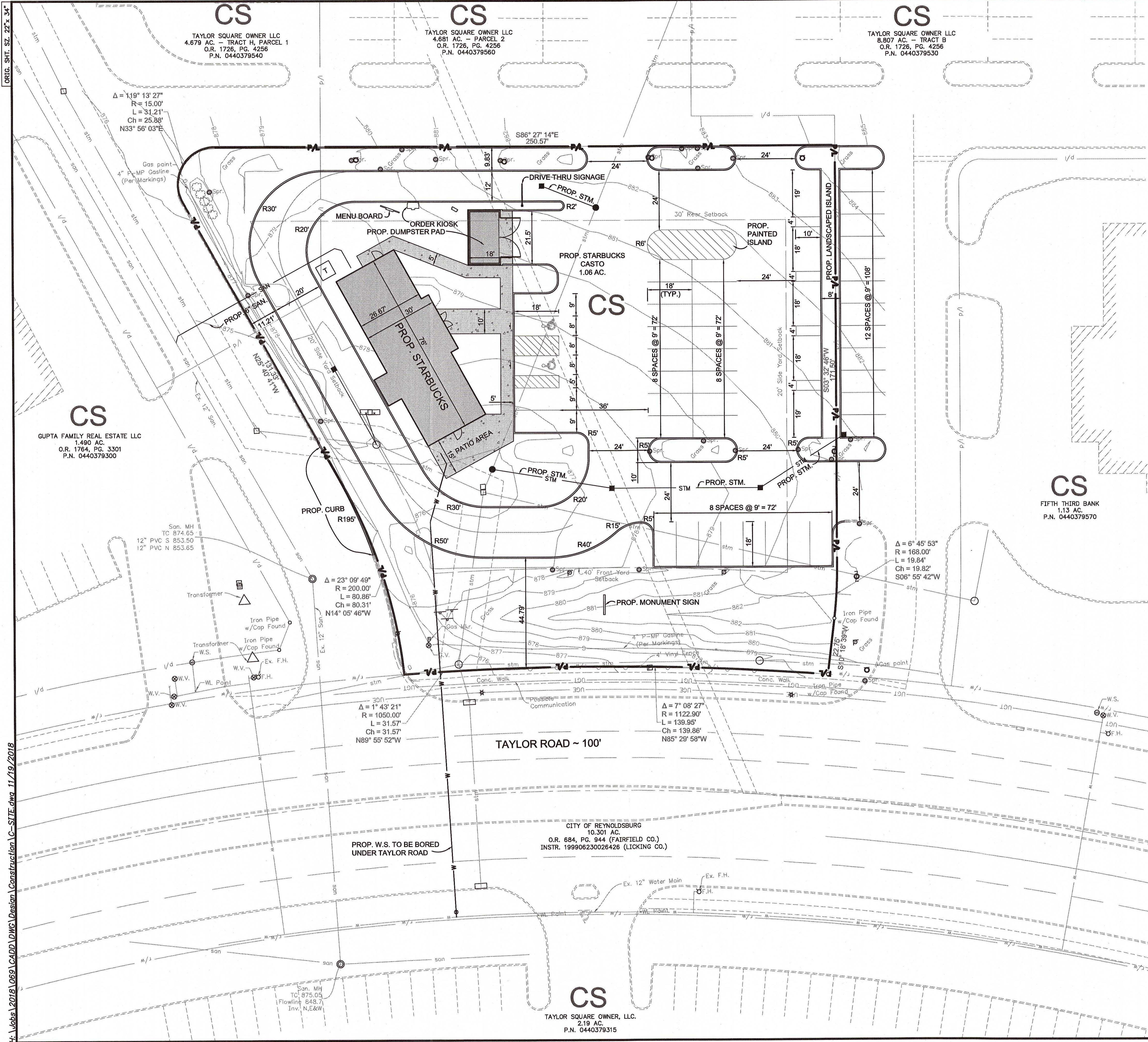
DWN:SG CKD:AAG DATE: 11/20/2018

JOB NO.
18-069

1

ORIG. SHT. SZ. 22" x 34"

H:\Jobs\2018\069\CAD\DWG\Design\Construction\10-SITE.dwg 11/19/2018



LOCATION MAP
NO SCALE
CITY OF REYNOLDSBURG,
FAIRFIELD COUNTY, OHIO

SITE DEVELOPMENT INFORMATION

ZONING:

PROPERTY OWNER: STARBUCKS
PROPERTY USE: COFFEE SHOP
PROPOSED SITE ACREAGE: 1.06 AC.
EXISTING ZONING: CS, COMMUNITY SERVICES
EXISTING OWNER: TAYLOR SQUARE OWNER LLC
EXISTING USE: PARKING LOT
EXISTING PARCELS: 0440379540 (4.68 AC.)
0440379560 (4.68 AC.)

ADJACENT ZONING NORTH:
ADJACENT ZONING SOUTH:
ADJACENT ZONING EAST:
ADJACENT ZONING WEST:

CS, COMMUNITY SERVICES
CS, COMMUNITY SERVICES
CS, COMMUNITY SERVICES
CS, COMMUNITY SERVICES

BUILDING DATA

PROPOSED BUILDING AREA: 2,180± S.F.
BUILDING HEIGHT: 20' - TOP OF PARAPET

SITE DATA TABLE

PROPOSED SITE AREA	1.06 AC.
TOTAL DISTURBED AREA	0.90 AC.
PRE-DEVELOPED IMPERVIOUS	0.77 AC.
POST-DEVELOPED IMPERVIOUS	0.64 AC.

LEGEND

	EXISTING BUILDING
	PROPOSED BUILDING

PARKING CALCULATIONS

BUILDING FOOTPRINT	REQ. PARKING*	PARKING PROVIDED	RATIO
2,180 S.F.	22	46	21 PER 1000 S.F. 1/48 S.F.

* PER CITY OF REYNOLDSBURG ZONING CODE 1179, 1 SPACE IS REQUIRED FOR EACH 100 S.F. OF AND EATING OR DRINKING ESTABLISHMENT.

FLOOD ZONE:
PROPERTY IS WITHIN AN AREA OF MINIMAL FLOOD HAZARD AREA (ZONE X) PER FLOOD INSURANCE RATE MAPS, PANEL 358 OF 465, FRANKLIN COUNTY, OHIO AND INCORPORATED AREAS, MAP NO. 39049C0358 K (MAP REVISED DATE: JUNE 17, 2008) AND PANEL 20 OF 425, FAIRFIELD COUNTY, OHIO AND INCORPORATED AREAS, MAP NO. 39045C0020 G (MAP REVISED DATE: JANUARY 6, 2012).

Andrew A. Gardner - OHIO ENGINEER NO. 68659
11/19/18
DATE

Bird+Bull
Engineers & Surveyors
3500 Snouffer Road, Suite 225
Columbus, Ohio 43235
Ph: (614) 761-1661
Fax: (614) 761-1328
WWW.BIRDBULL.COM

STARBUCKS
CITY OF REYNOLDSBURG, OHIO

MAJOR SITE PLAN

SCALE: 1" = 20'	JOB NO.	2
DWN:SG	18-069	
CKD:AAG	DATE: 11/20/2018	

Attachment: Taylor Square Starbucks PC Submission (Appr 2018-3, 2925-2973 and 2891-2913 Taylor Rd, Taylor Square Owner LLC (Starbucks))

ORIG. SHT. SZ. 22" x 34"

H:\Jobs\2018\069 CAD\DWG Design\Construction\EXISTING CONDITIONS.dwg 11/19/2018

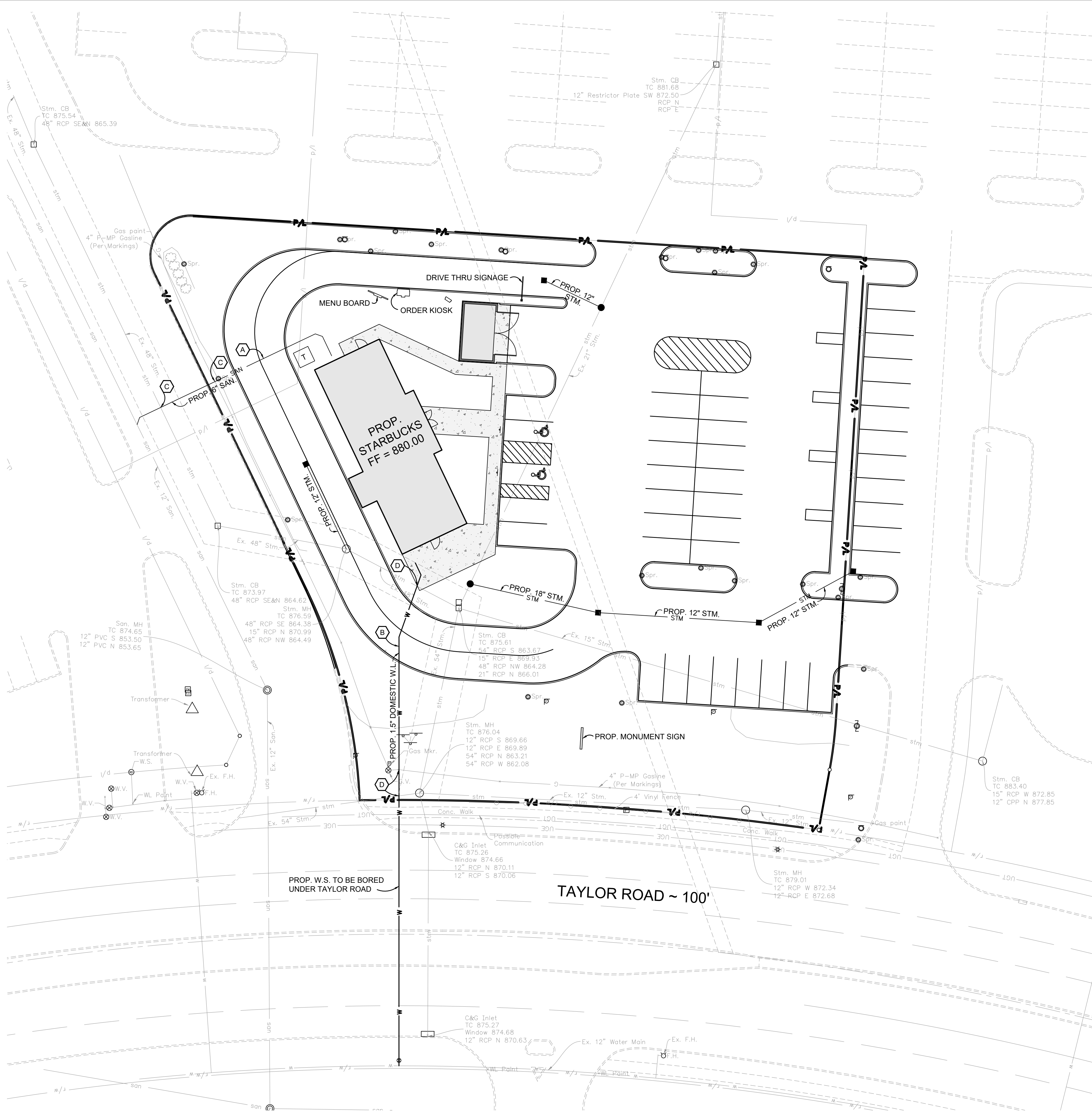


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STARBUCKS
CITY OF REYNOLDSBURG, OHIO

EXISTING CONDITIONS

SCALE: 1" = 20'	JOB NO.	3
DWN-SG	18-069	
CKD:AAG	DATE: 11/20/2018	

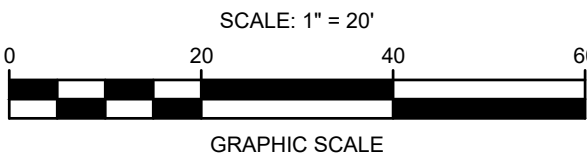


LEGEND

- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING SANITARY MANHOLE
- PROPOSED SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING VALVE
- PROPOSED VALVE
- CLEANOUT
- EXISTING LIGHTING

CODED NOTES

- (A) PROPOSED 6" SANITARY SERVICE TO CONNECT TO EXISTING 12" SANITARY MAIN. FIELD VERIFY LOCATION AND DEPTH OF EXISTING MAIN PRIOR TO CONSTRUCTION. MAINTAIN A MINIMUM SLOPE OF 2.08%.
- (B) PROPOSED 1.5" DOMESTIC WATER SERVICE. METER AND BACKFLOW PREVENTER SHALL BE LOCATED INSIDE BUILDING.
- (C) MAINTAIN 18" VERTICAL CLEARANCE (OUTSIDE OF PIPE TO OUTSIDE OF PIPE) BETWEEN UTILITIES.
- (D) MAINTAIN 18" VERTICAL CLEARANCE (OUTSIDE OF PIPE TO OUTSIDE OF PIPE) BETWEEN WATERLINE AND UTILITY. WATERLINE TO BE DEFLECTED AS NECESSARY TO MAINTAIN MINIMUM CLEARANCE.



3500 Snouffer Road, Suite 225
Columbus, Ohio 43235
Ph: (614) 761-1661
Fax: (614) 761-1328
WWW.BIRDBULL.COM

STARBUCKS
CITY OF REYNOLDSBURG, OHIO

PRELIMINARY UTILITY PLAN

SCALE: 1" = 20'
DWN:SG CKD:AAG DATE: 11/20/2018

JOB NO.
18-069

4

GENERAL PLANTING NOTES:

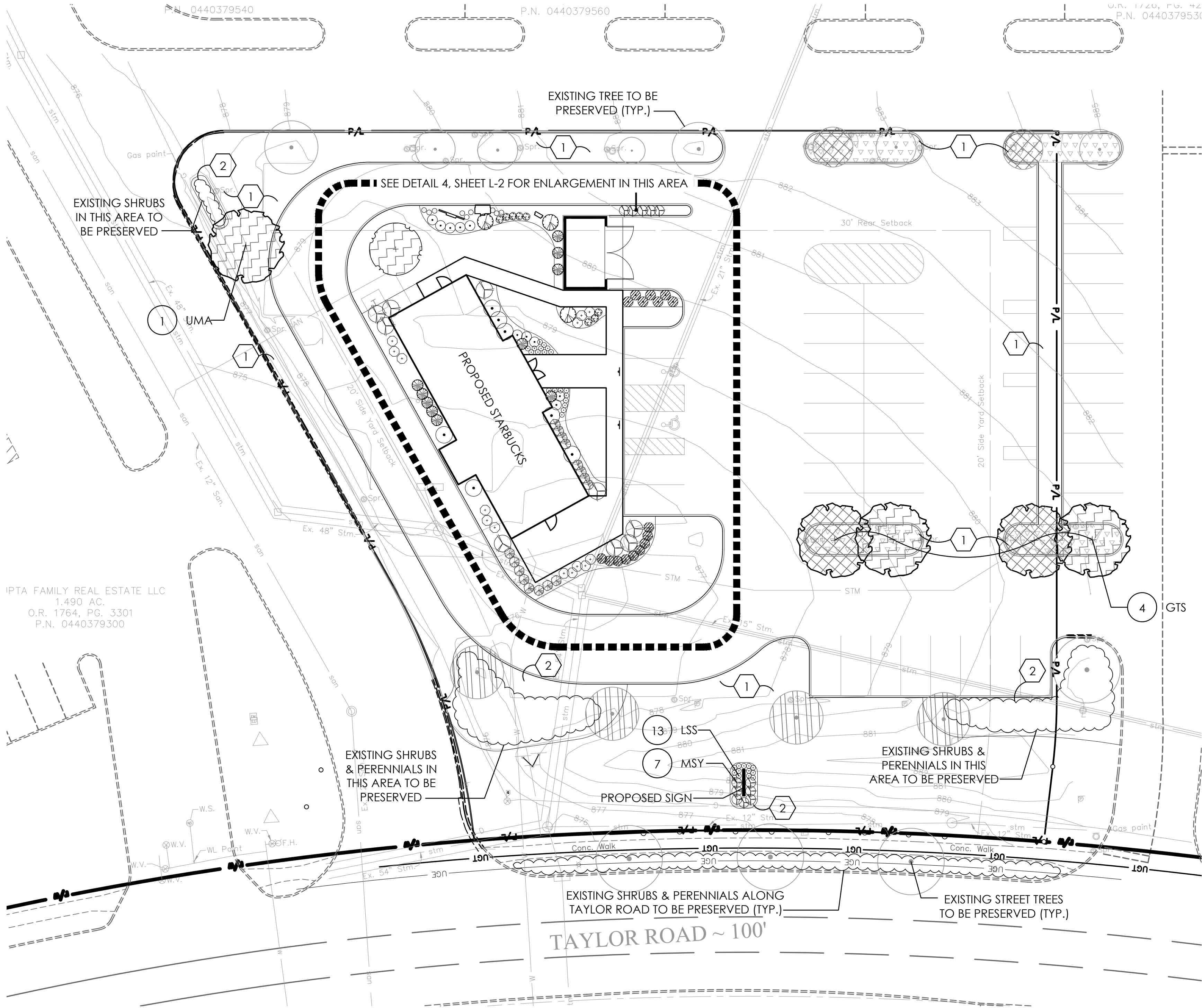
1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE USA STANDARD FOR NURSERY STOCK.
2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. PLANTING BEDS SHALL HAVE A MINIMUM 3" DEEP SHREDDED HARDWOOD BARK MULCH. MULCH HEDGES IN A CONTINUOUS BED.
5. ALL PLANTING BEDS TO BE TILLED TO A MINIMUM DEPTH OF 12".
6. ALL PLANTING BEDS TO BE FERTILIZED WITH 10-10-10 OR APPROVED EQUAL.
7. SODDING / SEEDING BY LANDSCAPE CONTRACTOR.
8. THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
9. ALL AREAS DISTURBED BY CONSTRUCTION ARE TO BE RESTORED, FINE GRADED AND SEEDED/ SODDED.
10. ALL EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS TO BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE. SEE SHEET L-3 FOR TREE PRESERVATION PLAN

CONSTRUCTION NOTES:

- 1

LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 2

LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. PROVIDE MIN. 3" DEPTH HARDWOOD BARK MULCH.



PLANT LIST

(CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN)

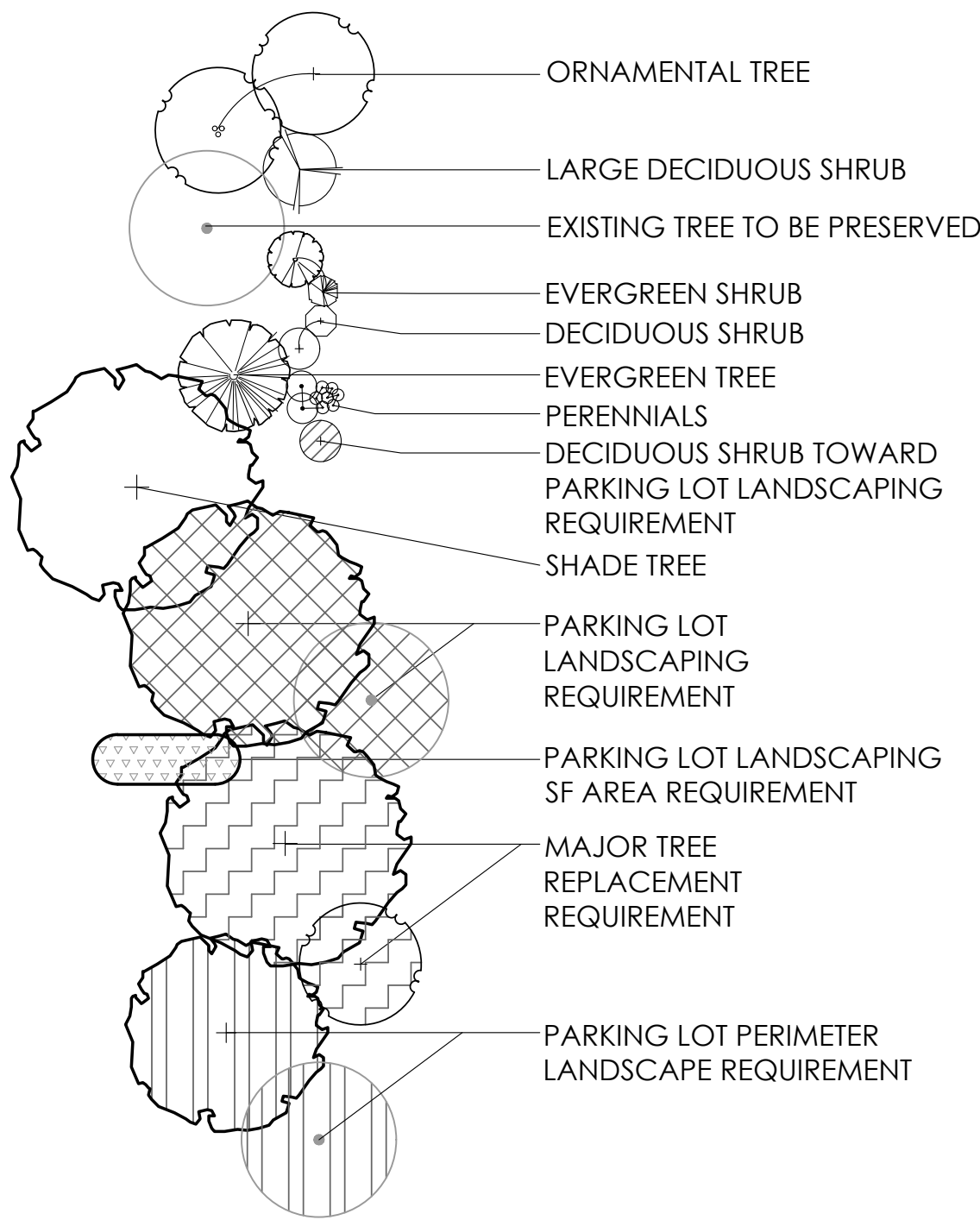
QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	REMARKS
TREES						
4	GTS	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	2" CAL.	B&B	
1	UMA	ULMUS 'MORTON' ACCOLADE	ACCOLADE ELM	2" CAL.	B&B	
PERENNIALS/ORNAMENTAL GRASSES						
7	MSY	MISCANTHUS SINENSIS 'YAKUSHIMA'	DWARF MAIDEN GRASS	1 GAL.	CONT.	
13	LSS	LIRIOPE MUSCARI 'SILVERY SUNPROOF'	SILVERY SUNPROOF LILYTURF	1 GAL.	CONT.	

LANDSCAPE REQUIREMENTS

	REQUIRED	PROVIDED
1180.06 TREE REPLACEMENT EACH EXISTING MAJOR TREE REMOVED (6" CALIPER OR GREATER) SHALL BE REPLACED ON SITE WITH ONE TREE HAVING A MIN. CALIPER OF 1 3/4"	4 MAJOR TREES REMOVED = 4 TREE REPLACEMENTS REQUIRED @ MIN. 1 3/4" CALIPER	4 TREE REPLACEMENTS @ MIN. 1 3/4" CALIPER (SEE SHEET L-3 FOR TREE REMOVAL & PRESERVATION PLAN)
1180.08 STREET TREE REQUIREMENTS DEVELOPERS TO PLANT TREES ALONG PUBLIC STREETS OF THEIR DEVELOPMENT	35' - 45' SPACING, WITH MIN. DISTANCE OF 2.5' BETWEEN TREE AND EDGE OF STREET OR 2' BETWEEN TREE AND EDGE OF SIDEWALK (FOR LARGE TREE SELECTED FROM REYNOLDSBURG APPROVED STREET TREES).	EXISTING STREET TREES ON TAYLOR ROAD @ ±40' O.C. TO BE PRESERVED.
1180.09 INTERIOR LOT LANDSCAPING FOR COMMERCIAL BETWEEN 20,001 SF TO 50,000 SF GROUND COVERAGE, A TOTAL TRUNK DIAMETER OF 10", PLUS 1/2" OF TRUNK DIAMETER FOR EVERY 2,000 S.F. OVER 20,000 S.F. OR FRACTION THEREOF.	±27,786 S.F. TOTAL GROUND COVERAGE = 12" REQUIRED TREE PLANTING. EXISTING TREES WHICH ARE PRESERVED MAY BE CREDITED TOWARD THE TREE PLANTING REQUIREMENTS.	12" CREDIT TAKEN FROM EXISTING TREES TO BE PRESERVED. SEE TREE PRESERVATION PLAN, SHEET L-3
1180.11 PARKING LOT LANDSCAPING STANDARDS 200 S.F. OF LANDSCAPED AREAS FOR EVERY 10 PARKING SPACES	46 SPACES = 1,000 S.F. OF LANDSCAPE AREA REQUIRED	±1,170 S.F. INTERIOR LANDSCAPE AREA
1 TREE @ MIN. 2" CALIPER AND 4 SHRUBS FOR EACH INTERIOR LANDSCAPED PARKING LOT AREA (6" MIN. 200SF & MAX 500SF)	4 INTERIOR LANDSCAPED PARKING LOT AREAS (PENINSULA OR ISLAND TYPE) = 4 MIN. 2" CAL. TREES & 16 SHRUBS	4 MIN. 2" CAL. TREES PROVIDED WITHIN 4 INTERIOR LANDSCAPED PARKING LOT AREAS 16 SHRUBS PROVIDED ADJACENT PARKING AT BUILDING. SEE PLAN. LAWN PROVIDED IN ISLANDS TO MATCH CHARACTER OF SURROUNDING TAYLOR SQUARE DEVELOPMENT.
PERIMETER LANDSCAPING	CONTINUOUS EVERGREEN HEDGE, EVERGREEN TREES, EARTHEN MOUND OR A COMBINATION TO PROVIDE AN OPAQUE SCREEN @ MIN. 36" HEIGHT WITHIN ONE YEAR OF INSTALLATION. PERIMETER LANDSCAPE SHALL ALSO CONTAIN A MIN. OF 1 DECIDUOUS TREE PER 40 LF ALONG RIGHT OF WAY (REQUIRED BY REYNOLDSBURG MAJOR COMMERCIAL CORRIDORS STREETScape AND DEVELOPMENT DESIGN GUIDELINES) OR 1 DECIDUOUS TREE PER 50 LF ALONG REMAINDER. MAY BE SATISFIED BY BUFFER REQUIREMENTS OF SECTION 1180.10 IF MORE INTENSIVE	NORTH: ADJACENT PARKING EAST: ADJACENT PARKING SOUTH: COMBINATION EXISTING 3' HGT. MOUND + EVERGREEN HEDGE ADJACENT TAYLOR RD. R.O.W. EXISTING MAPLES @ ±40' - 50' O.C. TO COUNT TOWARD TREE PERIMETER REQUIREMENT. WEST: NO PARKING ABUTS PERIMETER.

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



REVISIONS	

OVERALL LANDSCAPE PLAN

STARBUCKS
TAYLOR SQUARE, REYNOLDSBURG, OHIO
PREPARED FOR
BIRD AND BULL
3500 Snouffer Road, Suite 225
Columbus, Ohio 43235

Paris Planning & Design
LAND PLANNING
2425 N. 5th Street
P. (614) 487-1964
LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.parisplanninganddesign.com

DATE	11/19/18
PROJECT	18172
SHEET	

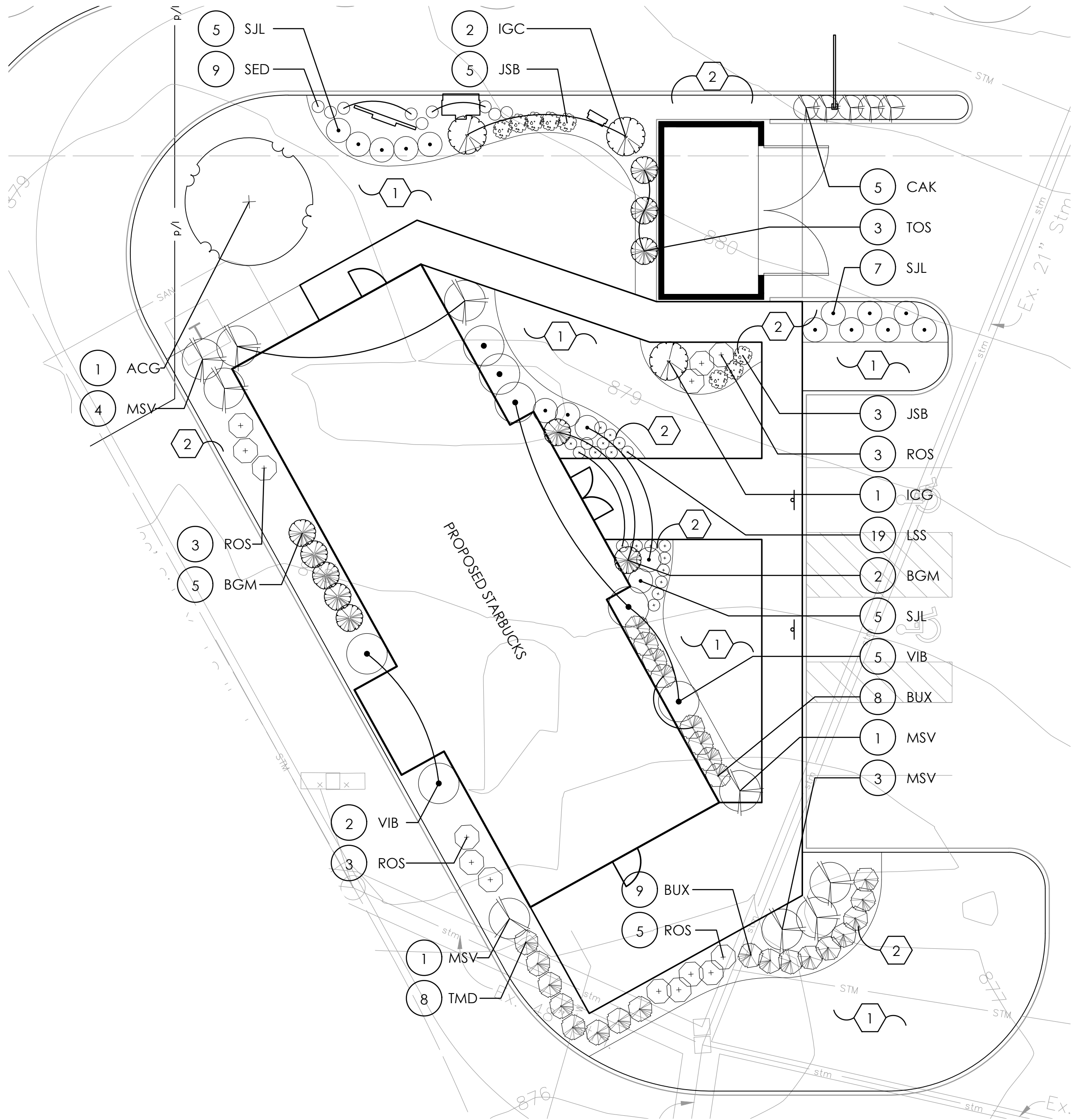
L-1

GENERAL PLANTING NOTES:

1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE USA STANDARD FOR NURSERY STOCK.
2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
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CONSTRUCTION NOTES:

- 1 LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 2 LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. PROVIDE MIN. 3" DEPTH HARDWOOD BARK MULCH.







Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Cert.#: _____

Date Submitted: _____

Fee Amount: _____

Section 1143.02

☐ Paid: _____

ZONING CERTIFICATE APPLICATION

I. PROPERTY INFORMATION	
Property Address: 2923-2973 Taylor Rd and 2891-2913 Taylor Rd	Parcel ID#(s): 0440379540 and 0440379560 (Fairfield County Auditor)
II. PROPERTY OWNER OF RECORD	
Property Owner Name(s): TAYLOR SQUARE OWNER LLC	
Contact Email: bmyers@castoinfo.com, cfraas@castoinfo.com	Contact Phone Number: 614-228-5331
III. BUSINESS/TENANT INFORMATION (IF APPLICABLE)	
Business Name:	Contact Name:
Contact Phone Number:	Contact Email:
IV. APPLICANT INFORMATION	
Applicant Name: TAYLOR SQUARE OWNER LLC	Applicant Address: 250 Civic Center Dr, Suite 500, Columbus, OH 43215
Applicant Phone Number: 614-228-5331	Applicant Email: bmyers@castoinfo.com, cfraas@castoinfo.com
☒ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer	

RESIDENTIAL (\$50)	NON-RESIDENTIAL (\$80)	Project Information (If Applicable)
CHECK IF APPLICABLE: ☐ New Building (+\$50) ☐ Swimming Pool ☐ Building Modification ☐ Patio ☐ Home Occupation (\$75) ☐ Deck ☐ Accessory Structure ☐ Driveway Modification ☐ Shed ☐ FENCE (\$35) (All Dists.)	CHECK IF APPLICABLE: ☐ New Business/Use ☐ Accessory Structure ☒ New Building ☐ Building/Site Modification ☐ MIN. SITE PLAN (+\$250)	Total Square Footage: <u>TBD</u> Est. Cost of Construction: <u>TBD</u> Est. Additional Employees: <u>TBD</u>
Description of Use/Project: <u>New construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center.</u>		

Applicant Signature: Braley Authorized Representative Date: 11/20/18

*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

OFFICE USE ONLY

Additional Notes:	<table style="width: 100%;"> <tr> <th style="text-align: left; padding: 5px;">Zoning Information</th> <th style="text-align: left; padding: 5px;">Additional Requirements</th> </tr> <tr> <td style="padding: 5px;"> Zoning District: _____ ☐ Historic District ☐ CC Overlay </td> <td style="padding: 5px;"> ☐ CoA ☐ Variance ☐ Special Exception Use Permit ☐ PGU ☐ Building Permit </td> </tr> <tr> <th style="text-align: left; padding: 5px;">Add'l Approvals Req'd</th> <td></td> </tr> <tr> <td style="padding: 5px;"> ☐ PC ☐ BZBA </td> <td style="padding: 5px;"> P&Z Admin.: _____ Date: _____ Floodplain Admin.: _____ Date: _____ </td> </tr> </table>	Zoning Information	Additional Requirements	Zoning District: _____ ☐ Historic District ☐ CC Overlay	☐ CoA ☐ Variance ☐ Special Exception Use Permit ☐ PGU ☐ Building Permit	Add'l Approvals Req'd		☐ PC ☐ BZBA	P&Z Admin.: _____ Date: _____ Floodplain Admin.: _____ Date: _____
Zoning Information	Additional Requirements								
Zoning District: _____ ☐ Historic District ☐ CC Overlay	☐ CoA ☐ Variance ☐ Special Exception Use Permit ☐ PGU ☐ Building Permit								
Add'l Approvals Req'd									
☐ PC ☐ BZBA	P&Z Admin.: _____ Date: _____ Floodplain Admin.: _____ Date: _____								

Section 1143.02 ZONING CERTIFICATE

No use of land, building or structure and no construction or alteration of an existing use, building, or structure shall commence until a zoning certificate is issued by the Planning & Zoning Administrator certifying that the intended use of the premises has been documented, reviewed, and approved in conformance with the provisions of this Zoning Code. A zoning certificate shall only be issued by the Planning & Zoning Administrator subsequent to completion of all procedures and approvals required by this Code. No zoning certificate shall be issued to permit any use or construction contrary to the provisions of this Zoning Code, unless in compliance with a duly approved variance. Unless exempted by this Code, a zoning certificate shall be required before:

1. **Locating, erecting, construction, reconstructing, altering, or moving any building/structure, including an accessory structure such as a sign or fence;**
2. **Occupying or using land or a building, or changing the use of land or of a building, in whole or in part, for a different use;**
3. **Changing a nonconforming use to a different use or extending or expanding a nonconforming use or structure.**

ADDITIONAL MATERIALS CHECKLIST

This application shall be accompanied by two (2) copies of plans to scale showing:

- | | |
|---|--------------------------|
| 1. The dimensions and shape of the lot to be built upon; | ☐ |
| 2. The sizes and locations of existing structures and uses on the lot; | ☐ |
| 3. The size, dimensions and locations of proposed structures, including distances to all lot lines; and | ☐ |
| 4. The heights of existing and proposed structures. | ☐ |
| 5. For new businesses/uses and home occupations: A statement detailing the proposed use. | ☐ |

Section 1143.03(e) Residential Site Plan Required

A residential site plan shall be required for a single family dwelling, a two-family dwelling, and any dwelling within a Planned Development District.

ADDITIONAL MATERIALS CHECKLIST

This application shall be accompanied by **two (2) copies** of plans to scale showing:

- | | | |
|-----|--|--------------------------|
| 1. | Surveyed dimensions and orientations of all lot lines; total area of the lot; seal and signature of the professional surveyor or engineer who prepared the drawing; | ☐ |
| 2. | Identification of the, subdivision, lot number, tax parcel number, and address; | ☐ |
| 3. | Dimensions indicating compliance with all setbacks; | ☐ |
| 4. | Setbacks. | ☐ |
| 5. | Locations of all streets, easements, and existing and proposed structures; | ☐ |
| 6. | Finished floor elevations for first floor, garage floor, and basement; floor area of all floors; | ☐ |
| 7. | Finished ground elevations at all corners of structures, at midpoints of the walls of structures, at corners of the lot, and at midpoints of the lot lines; | ☐ |
| 8. | Drainage features and improvements sufficient to demonstrate positive drainage, including the locations of swales, sump pumps, and yard drains; data describing any special flood hazard areas on the lot; | ☐ |
| 9. | A landscape plan indicating the size and types of landscape materials and the location of all street trees; and | ☐ |
| 10. | Such other information as the Planning & Zoning Administrator may require so as to carry out the full intent of the Zoning Code. | ☐ |

Section 1143.03(d)
Minor Site Plan Required

An application for a minor site plan shall be submitted for a development, building addition or site improvement which does not qualify as a major site plan in a commercial or industrial zoned district, or if in the professional opinion of the Planning & Zoning Administrator, the project warrants review.

ADDITIONAL MATERIALS CHECKLIST

This application shall be accompanied by **seven (7) copies** of plan(s) to scale showing:

- | | | |
|-----|---|--------------------------|
| 1. | Boundary information, existing and proposed development, existing and proposed rights-of-way, and utilities including stormwater drainage | ☐ |
| 2. | Buildings, service areas, parking, fencing, landscaping and all required setbacks. | ☐ |
| 3. | Typical dimensioned parking stalls, aisles and loading spaces. | ☐ |
| 4. | All driveways and curb cuts, major aisle ways, service routes and pedestrian circulation. | ☐ |
| 5. | The method of handling of all waste and refuse materials. | ☐ |
| 6. | Proposed landscaping. | ☐ |
| 7. | Signage | ☐ |
| 8. | All exterior lighting including parking lot, pedestrian and building accent. Intensity shall be indicated. | ☐ |
| 9. | Exterior building design and surfacing treatments including building material and color. (Samples shall be made available upon request.) | ☐ |
| 10. | Such other information as the Planning & Zoning Administrator may require so as to carry out the full intent of the Zoning Code. | ☐ |

TAYLOR SQUARE OWNER LLC Zoning Certificate Application**Proposed Use Statement**

The proposed new business will be a coffee shop with a drive-thru which sells coffee and coffee related drinks, products and food for on-premises and off-premises consumption. Hours of operations may vary, but typically will fall between 5:00am – 9:00pm. The total anticipated number of employees is 25, with an average of 4-6 employees per shift. Deliveries will occur typically 3-4 times a week during evenings for dry goods and pre-packaged foods and beverages.

November 29, 2018

Planning Commission
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: 2923-2973 and 2891-2913 Taylor Rd – Major Site Plan #2018-3: Starbucks
Staff Report

Planning Commission:

Enclosed is the staff review of the above referenced application.

1. Project Summary

- a. The property is located at 2923-2973 and 2891-2913 Taylor Rd and is zoned CS Community Services District. The proposed use (food and drinking establishment) is a permitted principal use in the CS District.
- b. The applicant is requesting Planning Commission approval of a Major Site Plan for the construction of a new freestanding Starbucks. The site is located on an outparcel at the Taylor Square Shopping Center, between Fifth Third Bank and Walgreens. The site is currently vacant/within the parking field of the shopping center.
- c. The proposed project will include a 2,180 sf freestanding building. The building will include a drive-thru, and BZBA approval is being sought on December 20th for this component of the project.

2. Zoning Review

PARKING (Chapter 1179)

- a. The zoning ordinance requires 1 parking space per 100 sf of floor area for eating and drinking establishments. Therefore, 22 spaces are required for the proposed project. The applicant has more than doubled this requirement, providing for 46 spaces.
- b. The parking layout has been designed to align with existing parking in the Taylor Square Shopping Center, providing for continuity and logical traffic flow.

TRAFFIC FLOW

- a. Multiple existing curb cuts will be closed to control traffic flow and limit access to the site off of Taylor Rd. Egress/ingress will be along the North and East side of the site only. Staff is generally supportive of the proposed site configuration and traffic flow.
- b. Entrance to the drive-thru will be along the North side of the site. The drive-thru will accommodate for the stacking of 9 vehicles.

LANDSCAPING (Chapter 1180)

- a. The site has an existing landscape buffer yard along Taylor Rd approximately 40 ft wide. The applicant is proposing to maintain or increase this existing landscape buffer yard to 44.79 ft.

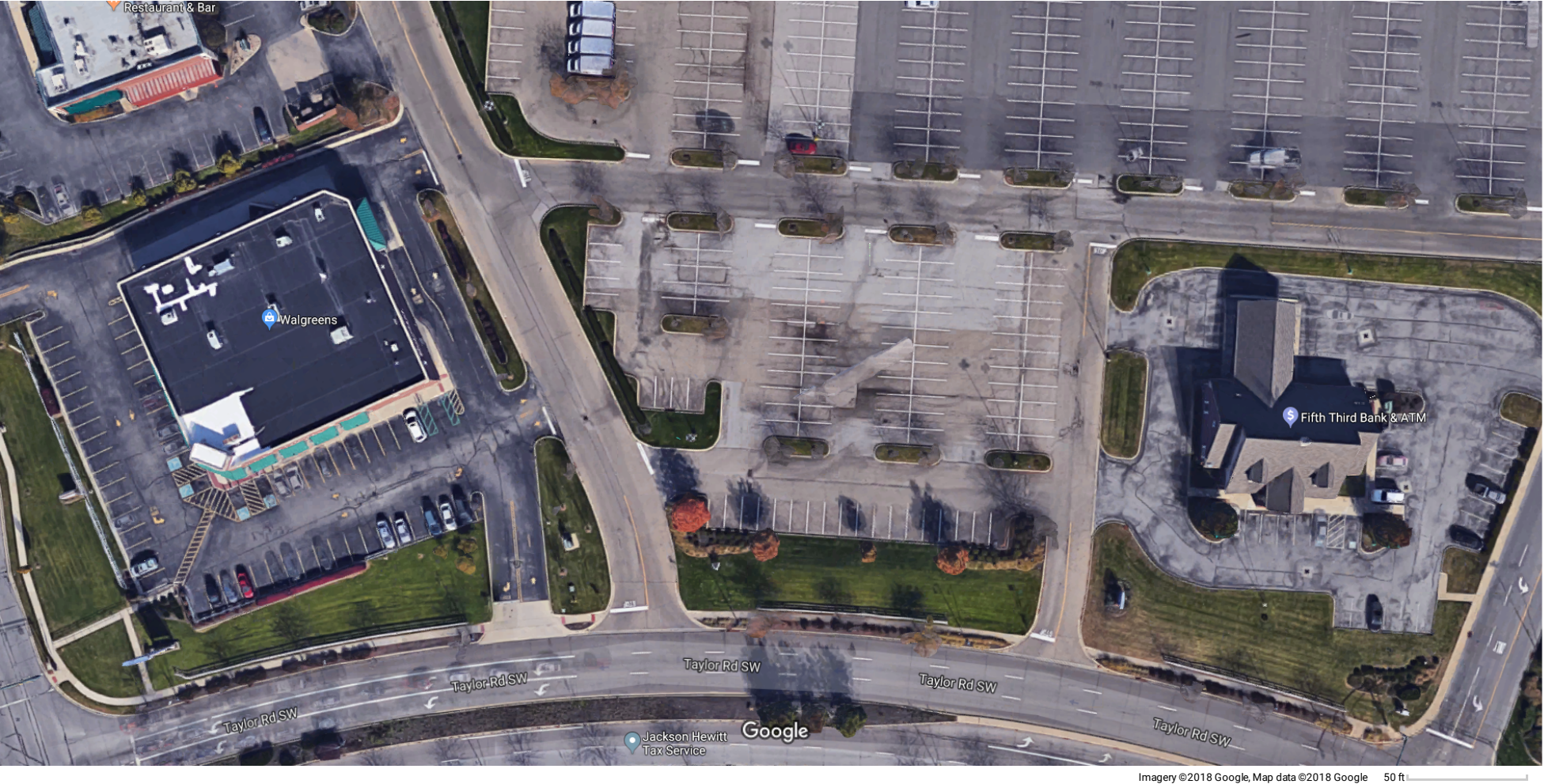
UTILITIES

- a. The applicant has provided a facilities demand worksheet and will be required to provide detailed plans in conjunction with the plot-grade-utility review. Staff has determined the proposed development can be supported by the City's services and infrastructure without undue burden.

Based on the above review of the application, staff recommends APPROVAL of the application. The project is consistent with the overall character of the area, appropriate for the location, and serves a community need.

If you have any questions or comments, please feel free to contact the Development Department.

Google Maps Existing Site



Attachment: Existing Site - Google Maps (App# 2018-3, 2923-2973 and 2891-2913 Taylor Rd, Taylor



Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: 2018-32
Date Submitted: 11/27/2018
Fee Amount: \$1500

Section 1103.01
CERTIFICATE OF APPROPRIATENESS APPLICATION

☒ Paid: \$1500

I. PROPERTY INFORMATION	
Property Address: 2923-2973 Taylor Rd and 2891-2913 Taylor Rd	Parcel ID#(s): 0440379540 and 0440379560 (Fairfield County Auditor)
II. PROPERTY OWNER OF RECORD	
Property Owner Name(s): TAYLOR SQUARE OWNER LLC	
Contact Email: bmyers@castoinfo.com, cfraas@castoinfo.com	Contact Phone Number: 614-228-5331
III. BUSINESS INFORMATION (IF APPLICABLE)	
Business Name:	Contact Name:
Contact Phone Number:	Contact Email:
IV. APPLICANT INFORMATION	
Applicant Name: TAYLOR SQUARE OWNER LLC	Applicant Address: 250 Civic Center Dr, Suite 500, Columbus, OH 43215
Applicant Phone Number: 614-228-5331	Applicant Email:
☒ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer	
PROJECT INFORMATION	
☐ New Main Building (\$400) ☐ Exterior Modifications/ New Accessory Building (\$200) ☒ Comprehensive Sign Plan (\$150) ☐ Signage (\$75) ☐ Historic District (\$50)	
Description of Project: Comprehensive sign plan for proposed new construction of a freestanding coffee shop within the parking field of the existing Taylor Square Shopping Center	

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: [Signature] Authorized Representative Date: 11/20/18

*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

****OFFICE USE ONLY****

Additional Notes:	<u>Zoning Information</u>	Meeting Date: <u>12/6/2018</u>
	Zoning District: <u>CS</u>	Meeting Results
	☐ Historic District	☐ Approved as Submitted ☐ Tabled
	☐ CC Overlay	☐ Approved w/ Conditions ☐ Denied
	<u>Add'l Approvals Req'd</u>	P&Z Admin.: _____ Date: _____
	☐ BZBA	



CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: _____

Date Submitted: _____

Fee Amount: _____

Section 1103.01

CERTIFICATE OF APPROPRIATENESS APPLICATION

☐ Paid: _____**I. PROPERTY INFORMATION**

Property Address:

2923-2973 Taylor Rd and 2891-2913 Taylor Rd

Parcel ID#(s):

0440379540 and 0440379560 (Fairfield County Auditor)

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):

TAYLOR SQUARE OWNER LLC

Contact Email:

bmyers@castoinfo.com, cfraas@castoinfo.com

Contact Phone Number:

614-228-5331

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:

Contact Name:

Contact Phone Number:

Contact Email:

IV. APPLICANT INFORMATION

Applicant Name:

TAYLOR SQUARE OWNER LLC

Applicant Address:

250 Civic Center Dr, Suite 500, Columbus, OH 43215

Applicant Phone Number:

614-228-5331

Applicant Email:



Property Owner



Business Owner/Tenant



Contractor



Architect/Engineer

PROJECT INFORMATIONNew Main
Building
(\$400)Exterior Modifications/
New Accessory Building
(\$200)Comprehensive Sign
Plan
(\$150)Signage
(\$75)Historic District
(\$50)

Description of Project: Comprehensive sign plan for proposed new construction of a freestanding coffee shop
within the parking field of the existing Taylor Square Shopping Center

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: _____

[Signature] Authorized Representative

Date: _____

11/20/18

*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

****OFFICE USE ONLY****

Additional Notes:

Zoning Information

Zoning District: _____

☐ Historic District☐ CC OverlayAdd'l Approvals Req'd☐ BZBA

Meeting Date: _____

Meeting Results☐ Approved as Submitted☐ Tabled☐ Approved w/ Conditions☐ Denied

P&Z Admin.: _____ Date: _____

Submission Requirements Certificate of Appropriateness

I. General Requirements

- A. All applications for a certificate of appropriateness shall be received thirty (30) days prior to the next meeting.
- B. All exhibits required for the permanent file (noted in the following paragraphs) must be folded into an 8 ½ x 11 sized paper. However, larger mounting boards, material samples, or other exhibits not meeting these criteria may be used for Planning Commission presentation.
- C. Eleven (11) sets of plans should be submitted to the Commission through the Planning & Zoning Administrator.
- D. An adequate number of photographs are required to illustrate the site, including buildings and other existing features as well as adjacent properties.

II. Building Construction, Exterior Remodeling, and Additions Submittal Requirements

- A. A site plan is required containing the following information:
 - 1. scale and north arrow
 - 2. project name and site address
 - 3. all property and street pavement lines
 - 4. existing and proposed contours
 - 5. gross area of tract stated in square feet
- B. Complete elevations are required containing the following information:
 - 1. scale
 - 2. all signs to be shown on the elevation
 - 3. changes in ground elevation
 - 4. type, color, and texture of all primary materials to be used;
 - 5. fenestration, doorways, and all other projecting and receding elements
- C. Material samples (required for all exterior materials)

III. Free-standing Ground Sign Submittal Requirements

- A. A site plan is required containing the following information:
 - 1. scale and north arrow;
 - 2. address of the site;
 - 3. all property and street pavement lines;
 - 4. proposed ingress and egress, including on-site parking areas, parking stalls, and adjacent streets;
 - 5. location and height of all existing and proposed signs on the site, showing required setbacks
- B. Material samples are required for components

IV. Wall Sign Submittal Requirements

- A. A scaled drawing of each face of the proposed wall sign is required showing the following information:
 - 1. all size specifications, including the size of letters and graphics;
 - 2. description of sign and frame materials and colors;
- B. An elevation drawn to scale of the entire wall of the building to which the sign is to be fixed, correctly locating the sign.
- C. Material samples are required for all components.

Along with a completed application form, please submit fourteen (14) hardcopy packets of all required items. When any items in the packet exceed 11X17, please also submit a PDF or similar scan of the completed application and packet.

Section 1103.05
STANDARDS FOR REVIEW

All applications for a certificate of appropriateness shall be reviewed to determine if the proposed construction or alteration to an existing structure promotes, preserves and enhances the overall architectural character and integrity of the design review districts in which the structure is proposed to be located and that the proposed structure or alteration would not be at variance with existing structures. In evaluating the design for each new, renovated or expanded structure, the Commission shall endeavor to assure that exterior appearance and environment of such buildings shall:

- (a) Enhance the attractiveness and desirability of the City.
- (b) Encourage orderly and harmonious design in a manner keeping with the overall architectural character of the districts.
- (c) Preserve distinctive stylistic features, historic features or examples of skilled craftsmanship which characterize a building.
- (d) Comply with the purpose and intent of any specific design guidelines adopted by the Commission or City Council.

STARBUCKS COFFEE #56784
Taylor Square
Reynoldsburg, OH



QID# 18-43099

***HILTON*DISPLAYS**

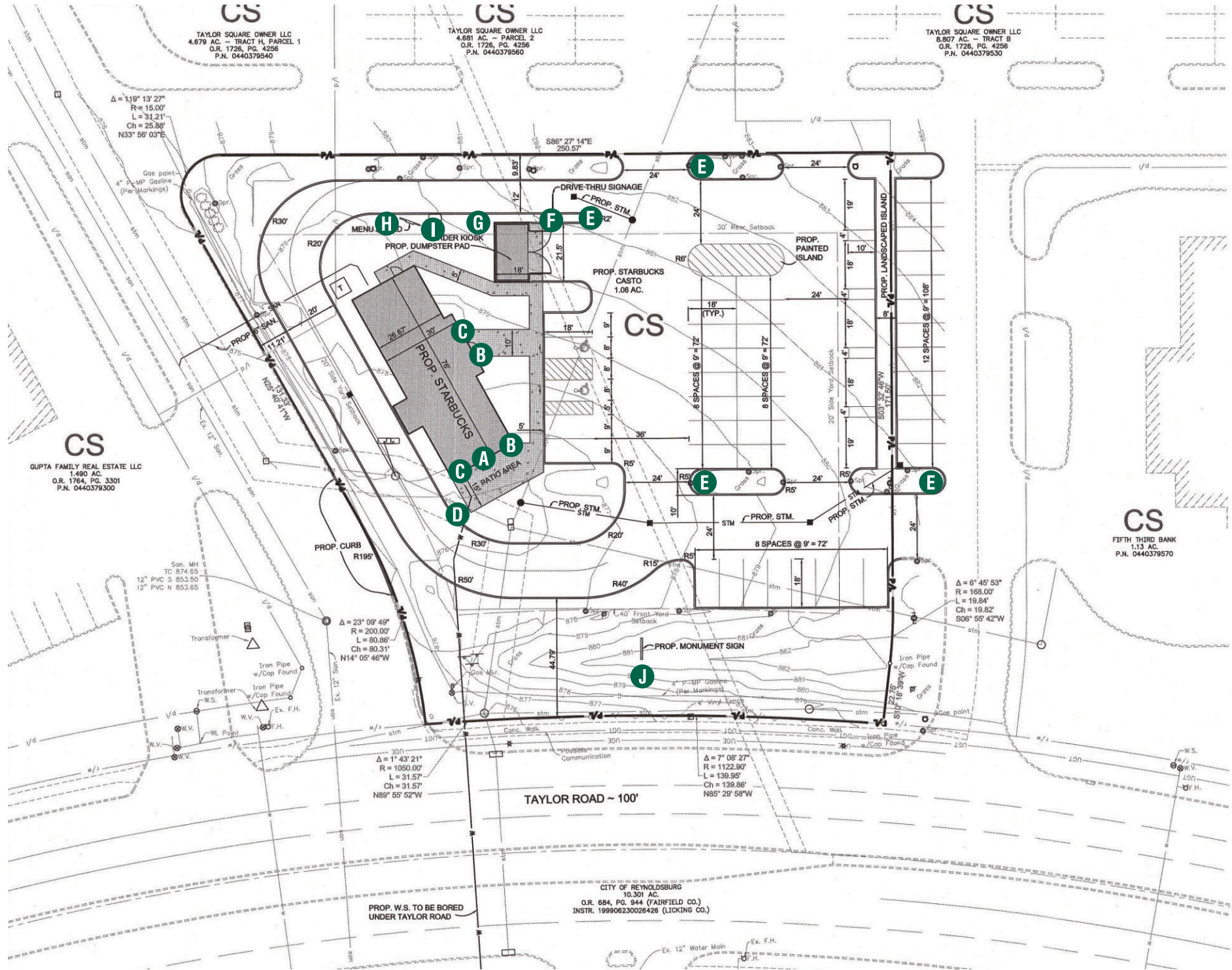
125 HILLSIDE DRIVE • GREENVILLE SC 29607

P 800 353 9132 • F 864 242 2204

www.hiltondisplays.com

SITE PLAN

- A 24" CHANNEL LETTERS
- B 48" DT WALL SIGN
- C 48" WALL SIGN
- D 46" TY/EO DIRECTIONAL
- E 46" DT DIRECTIONAL
- F CLEARANCE BAR
- G PRE MENU BOARD
- H MENU BOARD
- I CANOPY w/ DOS & DCB
- J REPLACEMENT FACE



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QID 18-43099

JOB NAME

Starbucks 56784

LOCATION

Taylor Square
Reynoldsburg OH

CUSTOMER CONTACT

SALESMAN / PM

Joe Nolasco

DESIGNER

Brian Sowder

DWG. DATE

8-22-18

REV. DATE / REVISION

SCALE

As Noted

FILE

2018/Starbucks/
Reynoldsburg OH/18-43099/
SB Reynoldsburg OH 18-43099

DESIGN SPECIFICATIONS ACCEPTED BY

EST:	CLIENT:
SLS/PM:	LANDLORD:

THE INTENT OF THIS DRAWING IS TO SHOW A CONCEPTUAL REPRESENTATION OF THE PROPOSED SIGNAGE. DUE TO VARIATIONS IN PRINTING DEVICES AND SUBSTRATES, THE FINISHED PRODUCT MAY DIFFER SLIGHTLY FROM DRAWING.



ELEVATIONS

- A 24” CHANNEL LETTERS
- B 48” DT WALL SIGN
- C 48” WALL SIGN
- D 46” TY/EO DIRECTIONAL
- E 46” DT DIRECTIONAL
- F CLEARANCE BAR
- G PRE MENU BOARD
- H MENU BOARD
- I CANOPY w/ DOS & DCB
- J REPLACEMENT FACE

NOTE: FINAL COLOR T.B.D. PENDING FINISHED EIFS COLOR SAMPLE. DIM. T.B.D



WEST ELEVATION

Scale: 1/8" = 1' (11x17 paper)

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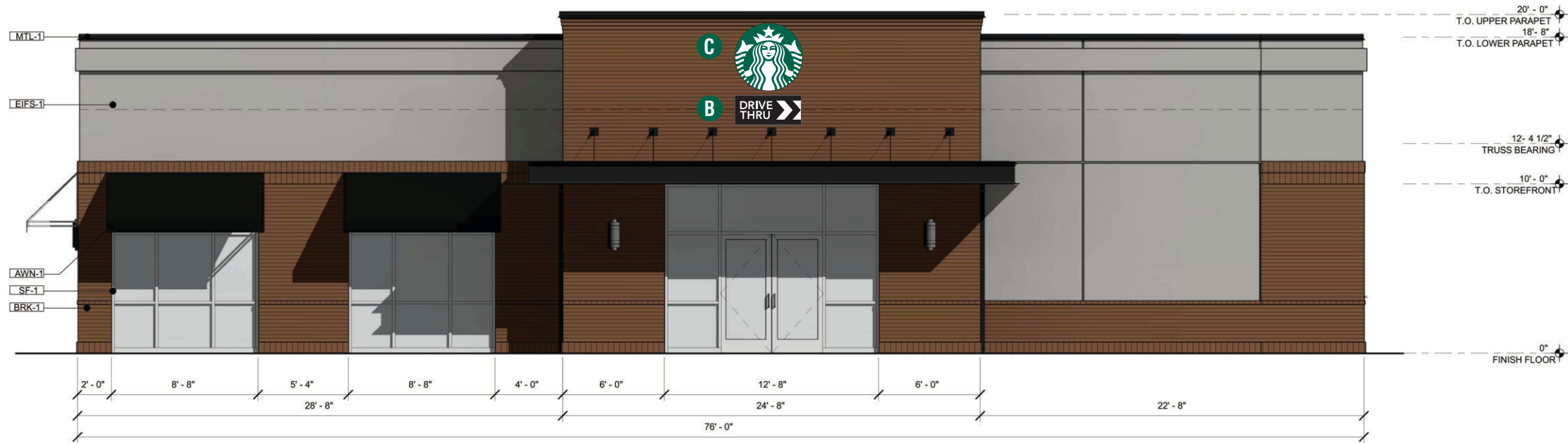
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ELEVATIONS

- A 24” CHANNEL LETTERS
- B 48” DT WALL SIGN
- C 48” WALL SIGN
- D 46” TY/EO DIRECTIONAL
- E 46” DT DIRECTIONAL
- F CLEARANCE BAR
- G PRE MENU BOARD
- H MENU BOARD
- I CANOPY w/ DOS & DCB
- J REPLACEMENT FACE

NOTE: FINAL COLOR T.B.D. PENDING FINISHED EIFS COLOR SAMPLE. DIM. T.B.D



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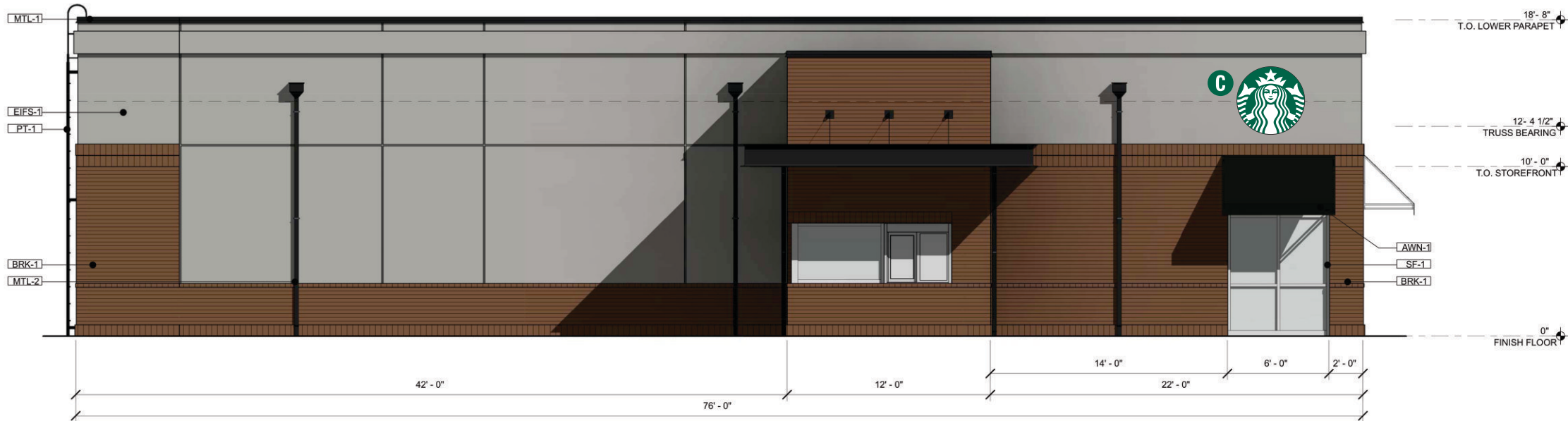
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ELEVATIONS

- A 24" CHANNEL LETTERS
- B 48" DT WALL SIGN
- C 48" WALL SIGN
- D 46" TY/EO DIRECTIONAL
- E 46" DT DIRECTIONAL
- F CLEARANCE BAR
- G PRE MENU BOARD
- H MENU BOARD
- I CANOPY w/ DOS & DCB
- J REPLACEMENT FACE

NOTE: FINAL COLOR T.B.D. PENDING FINISHED EIFS COLOR SAMPLE. DIM. T.B.D



SOUTH ELEVATION

Scale: 1/8" = 1' (11x17 paper)

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CUSTOMER CONTACT

SALESMAN / PM

Joe Nolasco

DESIGNER

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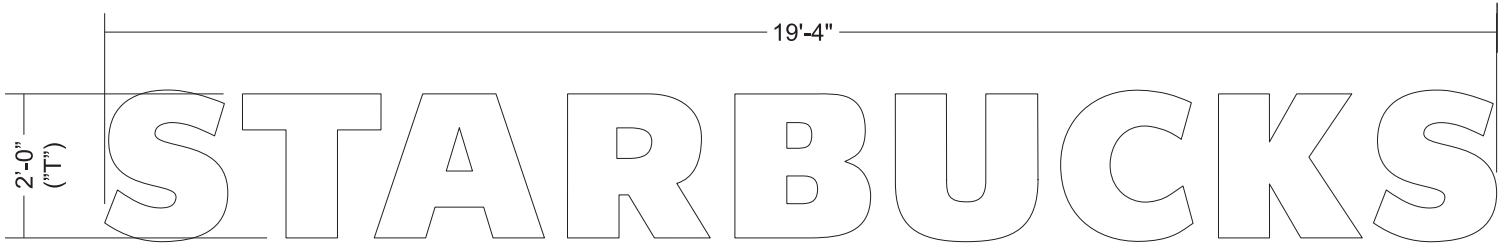


CHANNEL LETTERS - REMOTE

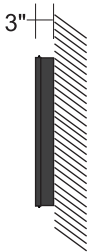
SBC-S11397-SB-W-SL

Qty. 1

A



1 Front View

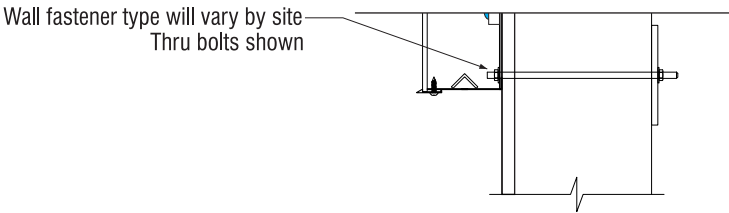
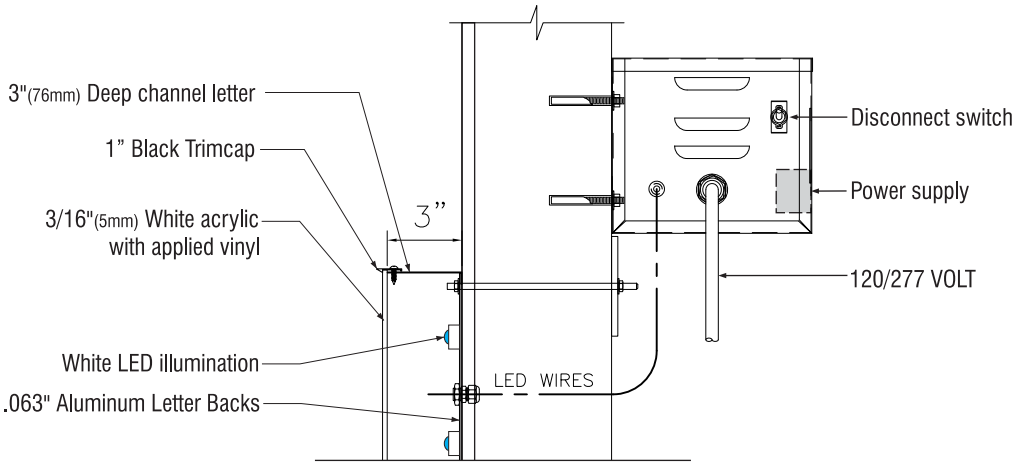


2 Side View

Scale: 3/8" = 1' (11x17 Paper)

SPECIFICATIONS

- A** Internally illuminated channel letters to be fabricated from .040 returns aluminum with pre-painted White interiors and pre-finished Black returns. Letter backs to be aluminum stapled to sidewalls and sealed.
- B** Faces to be 3/16" White acrylic with 1" Black trimcap
- C** Letters illuminated w/ Sloan Prism Enlighten White 6500k LED's w/ remote power supply.
- D** Letters to be installed flush to wall.



MOUNTING AND LETTER DETAIL(TYP)
SCALE: NTS

COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10

C.3.c

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QID 18-43099

JOB NAME

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Joe Nolasco

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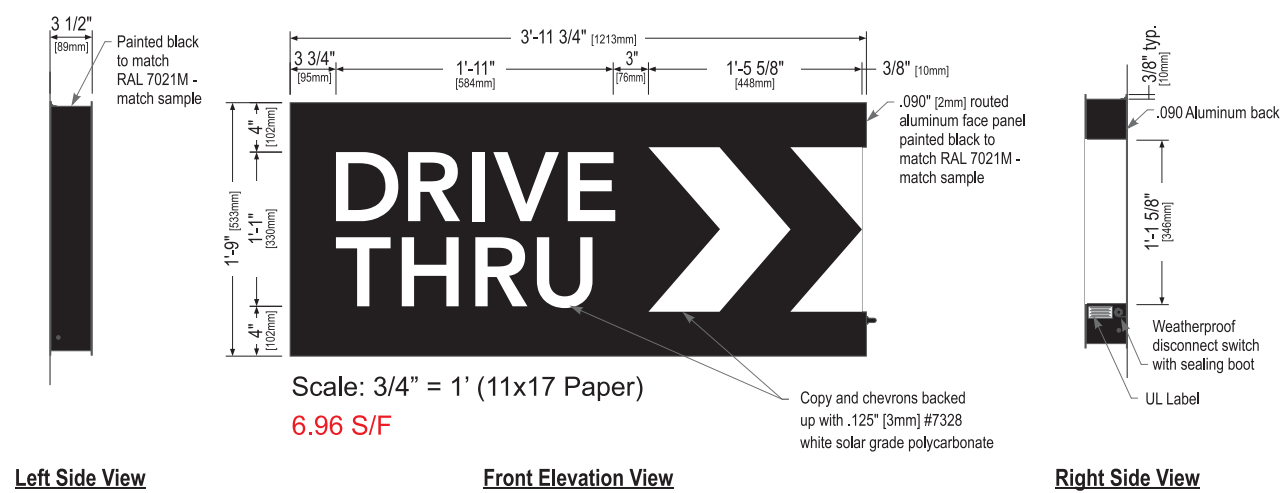
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48" DT WALL SIGN

Qty. 2 SBC S14099-SL

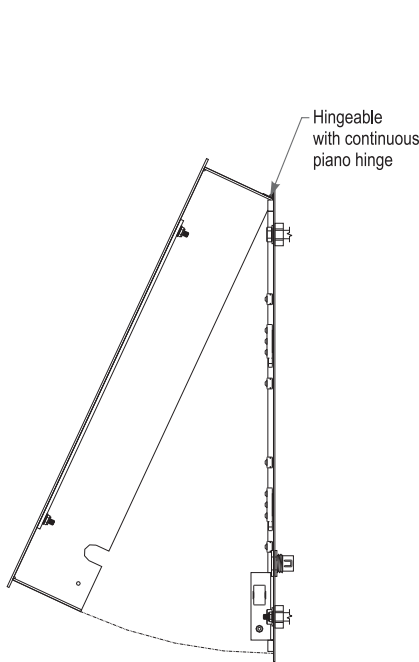
B



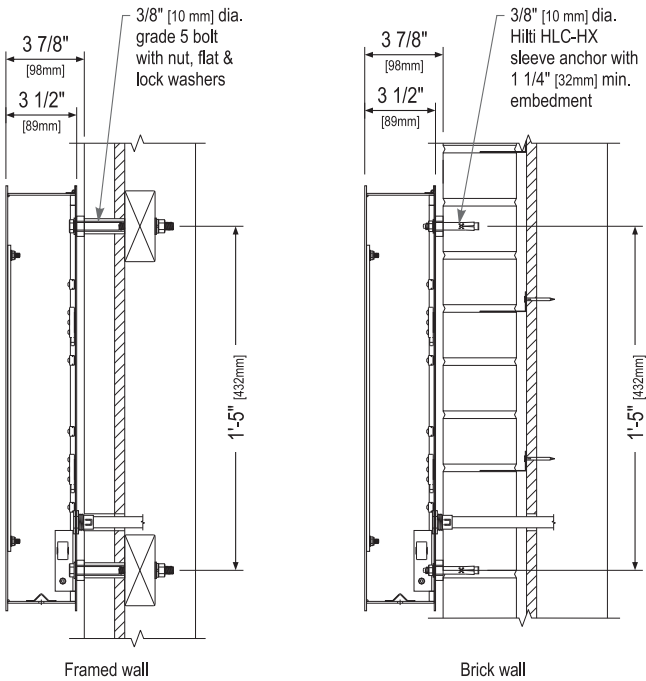
Left Side View

Front Elevation View

Right Side View



Service Position View
NOT TO SCALE



Section View at Installation Detail
NOT TO SCALE

COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10

Sign Specifications:

- Cabinet:
- Fabricated .090" [2mm] aluminum housing painted black to match RAL 7021M with 3M #180-10 white vinyl end cap as shown.
 - Directional copy and chevrons backed up with .125" white polycarb. All polycarb face elements to be attached to aluminum face panel with weld studs.
 - Welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in the assembly of internal components shall be coated to prevent corrosion.
 - Internal structure of cabinet shall be per approved shop drawings.
 - Graphic elements are internally illuminated using Sloan Prism Enlighten LEDs. LED's to be mounted on back panel with self-contained power supply. All electrical components are removable for service.

- Regulatory:
- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
 - As per NEC 600.6, sign is equipped with a service disconnect switch.
 - Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
 - Primary power by electrical contractor per NEC.

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
21"	4.52	6.96	120/277	0.85

1: Figured as illuminated center part
2: Figured as complete signage

C.3.c

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www.hiltondisplays.com

QID 18-43099

JOB NAME

Starbucks 56784

LOCATION

Taylor Square
Reynoldsburg OH

CUSTOMER CONTACT

SALESMAN / PM

Joe Nolasco

DESIGNER

Brian Sowder

DWG. DATE

8-22-18

REV. DATE / REVISION

SCALE

As Noted

FILE

2018/Starbucks/
Reynoldsburg OH/18-43099/
SB Reynoldsburg OH 18-43099

DESIGN SPECIFICATIONS ACCEPTED BY

EST: CLIENT:

SLS/PM: LANDLORD:

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48” ILLUMINATED SIREN

Qty. 2 SBC S13163-SL

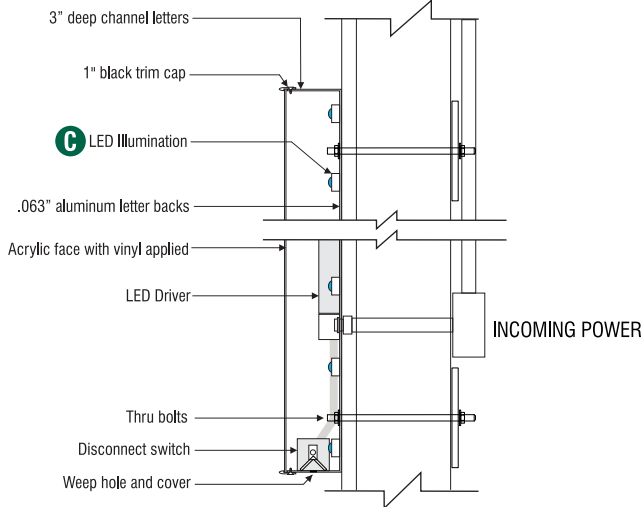
C



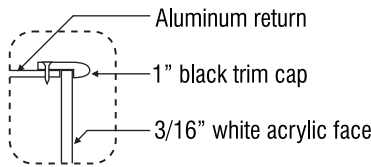
1 Front View

Scale: 3/4" = 1'-0" (11X17 Paper)

2 Side view



3 Disk Section View Typ.



4 Enlarged Detail

SPECIFICATIONS:

- A Single faced internally illuminated wall mount logo disk. Cabinet to be 3" deep, fabricated aluminum returns and back. Paint cabinet black. Faces to be 3/16" white Plex with 1" black trimcap
- B Graphics of logo to be 1st surface 3M Translucent Scotchcal vinyl- Holly Green #3630-76. Siren to show thru White.
- C Internally illuminated logo disk with Sloan Prism Enlighten 6500K white LED's

COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10

wall mount EVOLVED			
Size	Sq.Ft.	Sq.M.	Volts
48" (1219.2mm)	12.56	1.17	120/277

QID 18-43099

JOB NAME

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LOCATION

Taylor Square
Reynoldsburg OH

CUSTOMER CONTACT

SALESMAN / PM

Joe Nolasco

DESIGNER

Brian Sowder

DWG. DATE

8-22-18

REV. DATE / REVISION

SCALE

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FILE

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Reynoldsburg OH/18-43099/
SB Reynoldsburg OH 18-43099

DESIGN SPECIFICATIONS ACCEPTED BY

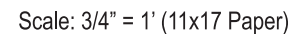
EST:	CLIENT:
SLS/PM:	LANDLORD:

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Qty. 1

Qty. 1

D



COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1168mm)	2.60	7.99	120	0.85

Fabricated .090" Aluminum cabinet painted black to match RAL 7021 with white end cap as shown. Directional copy and chevrons backed up with 1/8" white polycarbonate.

All polycarbonate face elements to attached to interior face panels with welded studs. All interior portions of sign cabinet painted white. Graphic elements illuminated with Sloan Prism Enlighten LEDs. LEDs mounted on internal baffle with self contained LED power supply. All components accessible through face of cabinet.

Support:
Support structure to be welded aluminum tube and channel construction painted black to match RAL 7021 Base tube to be constructed to be retro-fittable to existing sign foundations. All foundations new and used to be analyzed for suitability and must meet all local city or state code regulations.

C.3.c

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SLS/PM:	LANDLORD:
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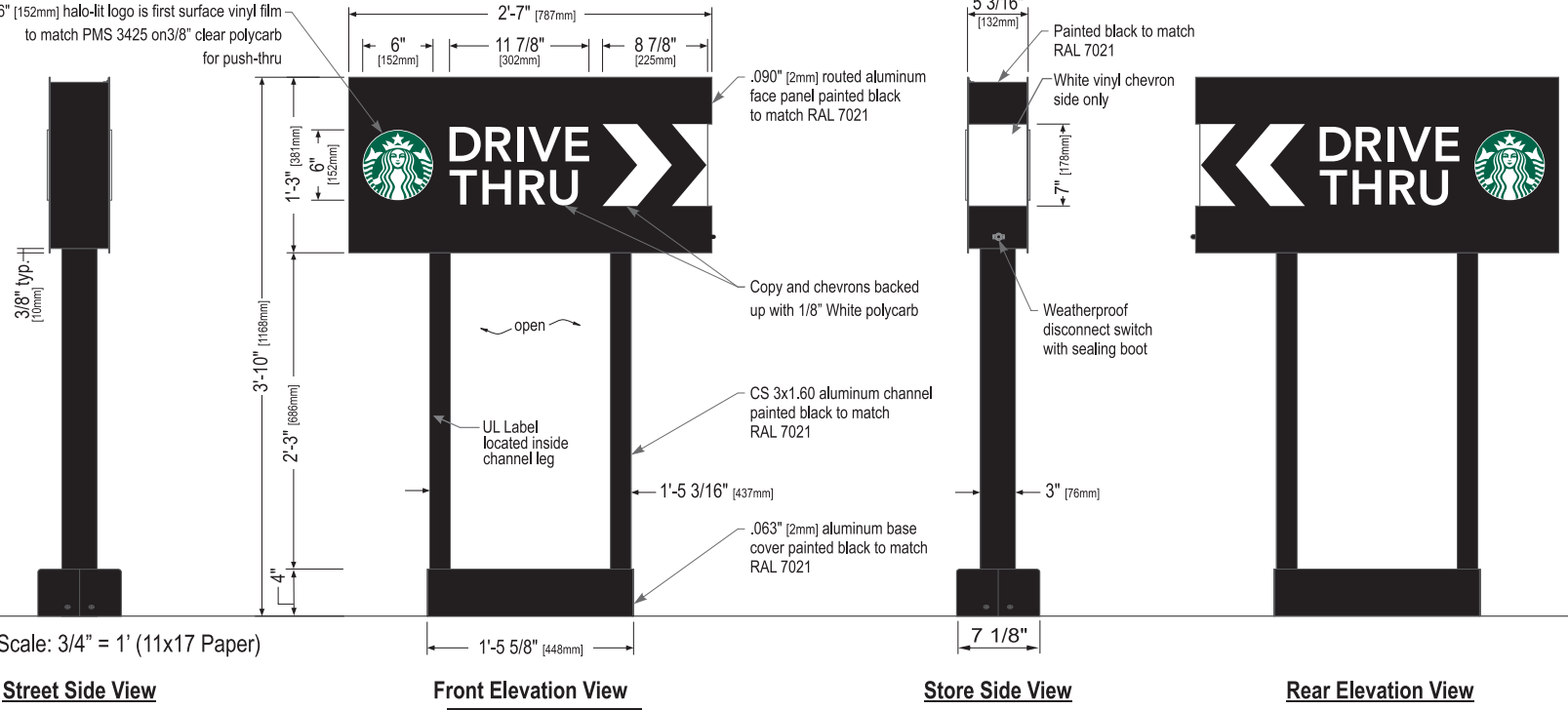
Packet Pg. 57

Attachment: Taylor Square Owner LLC Comprehensive Sign Plan Plans (App# 2018-32, 2023-2973 and 2891-2913 Taylor Rd, Taylor Square

46” ILLUMINATED DIRECTIONAL <DT / DT>

Qty. 4
E

SBC-S14104-DT-SL



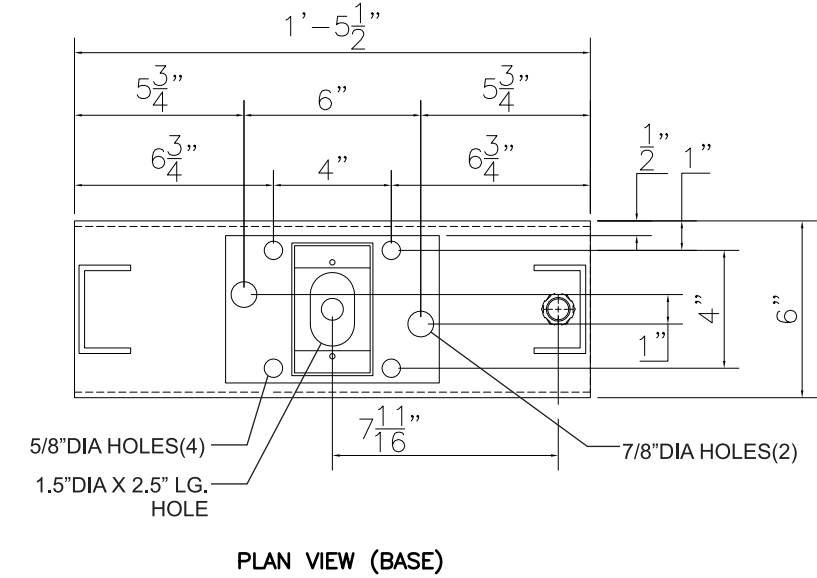
Sign Specifications:

Fabricated .090" Aluminum cabinet painted black to match RAL 7021 with white end cap as shown. Directional copy and chevrons backed up with 1/8" white polycarbonate. Siren logo is 6" dia. , 3/8" clear polycarbonate routed push thru aluminum face. Logo decorated with 1st surface applied vinyl film to match PMS 3425. All polycarbonate face elements to attached to interior face panels with welded studs. All interior portions of sign cabinet painted white. Graphic elements illuminated with Sloan Prism Enlighten LEDs. LEDs mounted on internal baffle with self contained LED power supply. All components accessible through face of cabinet.

Support:
Support structure to be welded aluminum tube and channel construction painted black to match RAL 7021 Base tube to be constructed to be retro-fittable to existing sign foundations. All foundations new and used to be analyzed for suitability and must meet all local city or state code regulations.



6" dia. halo lit logo has 3M 3630-76 Holly Green and 3630-20 White translucent vinyl film applied first surface to 3/8" Clear polycarbonate push thru with 3M 3735-60 White diffuser applied to second surface.



COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10

Size	Sq. Ft. ¹	Sq. Ft. ²	Volts	Amps
46" (1168mm)	3.23	9.90	120	0.85

C.3.c



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QID 18-43099
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As Noted
FILE
2018/Starbucks/ Reynoldsburg OH/18-43099/ SB Reynoldsburg OH 18-43099

DESIGN SPECIFICATIONS ACCEPTED BY	
EST:	CLIENT:
SLS/PM:	LANDLORD:

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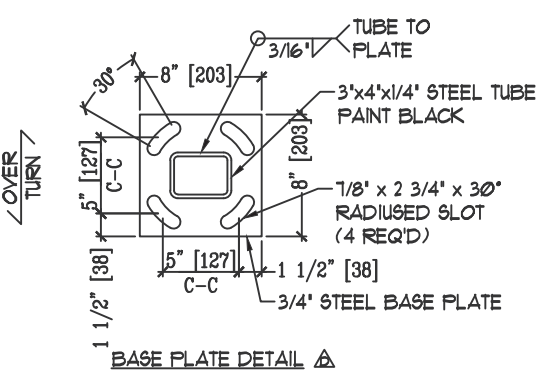
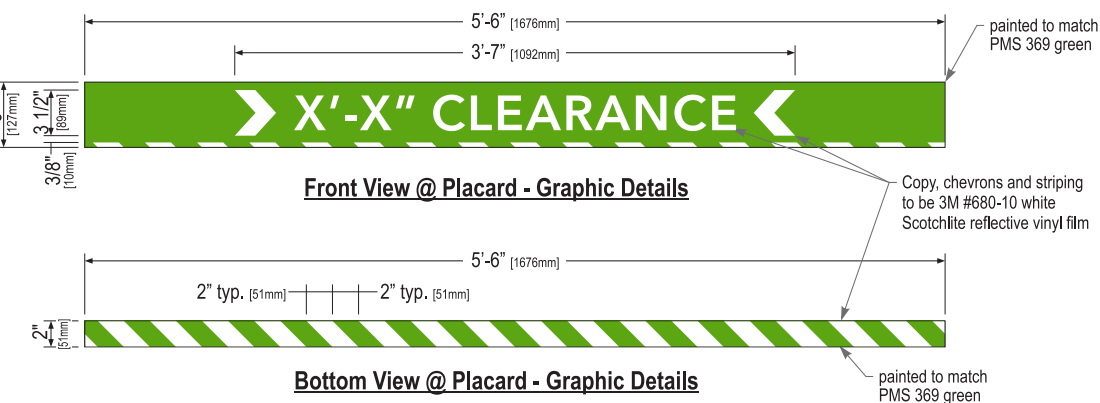
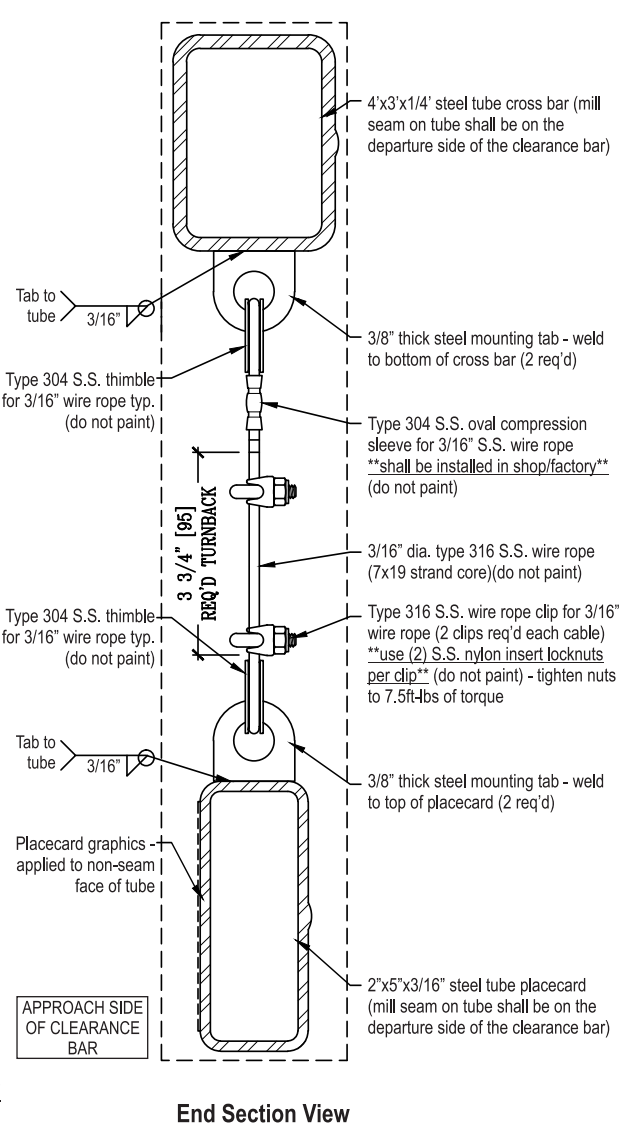
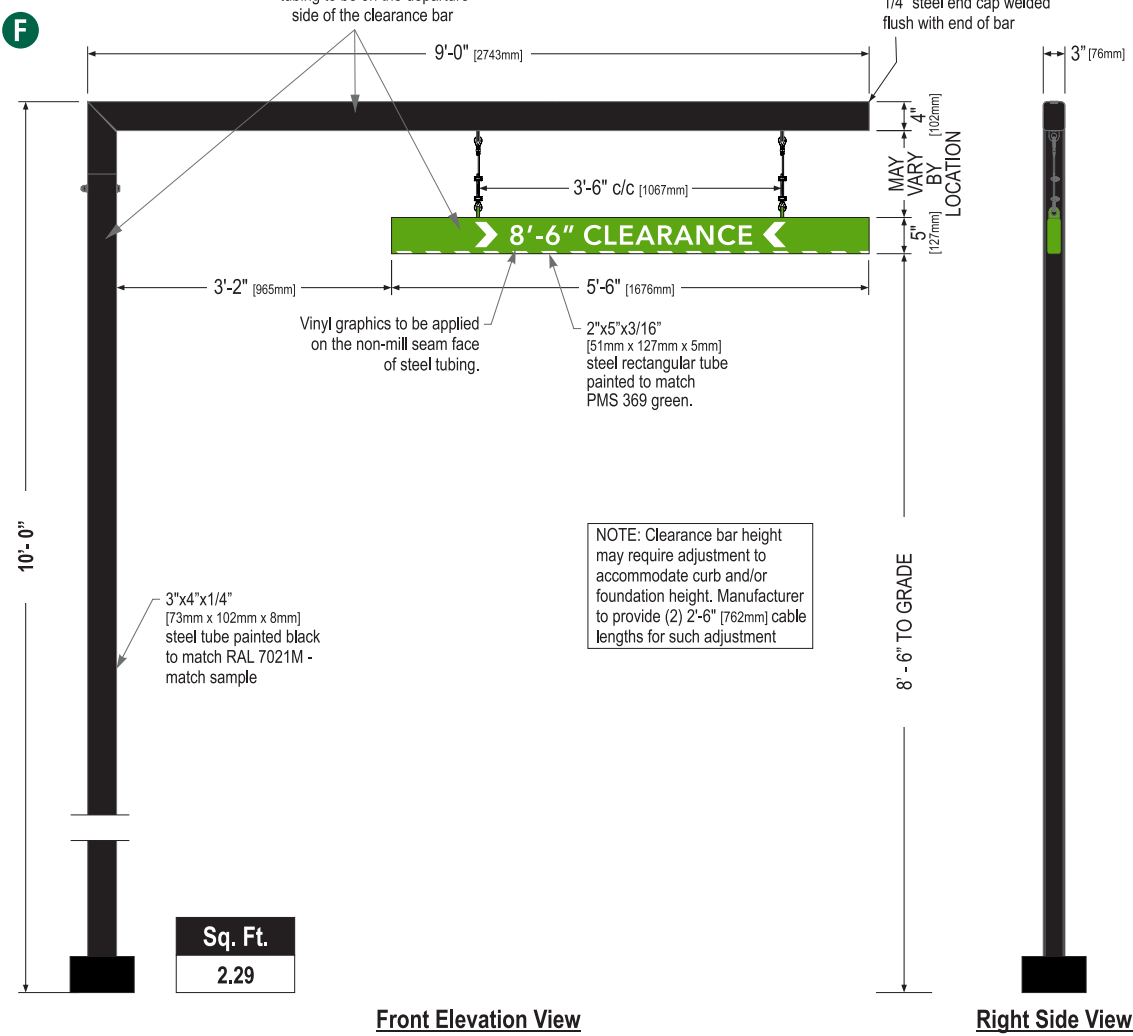
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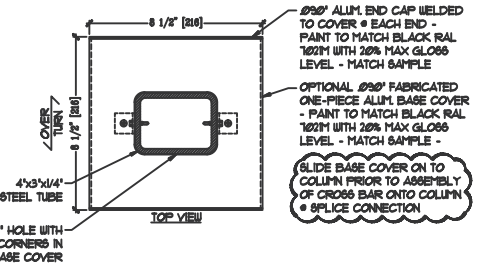
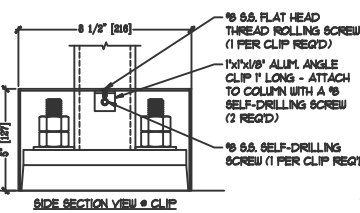
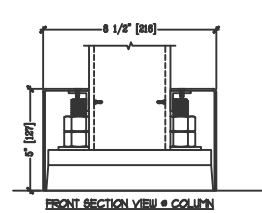
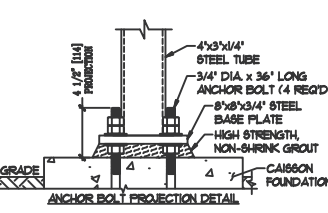
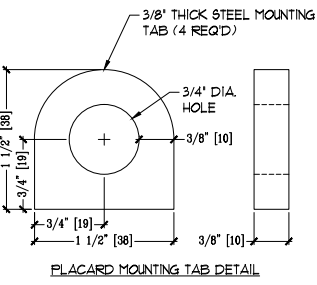
WET

CLEARANCE BAR WITH BASE COVER SBC S14106-SHB-C-10

Qty. 1
(Standard Wind Load)



COLOR LEGEND		
	PMS/PAINT	VINYL
	PMS 3425 C	3M 3630-76
	RAL 7021M	3M 3630-22
	PMS WHITE	3M 3630-20/ 7725-10 TRANSLUCENT OPAQUE
	PMS 369 C	NA
	REFL. WHITE	3M 680-10



Sign Specifications:

- Scraper Bar:
- 2"x5" [51mm x 127mm] steel tube painted to match PMS 369 green.
 - Flush steel end caps painted to match PMS 369 green.
 - Copy and chevrons to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film.
 - Bottom striping to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film. Striping extends 3/8" [10mm] onto front face.
 - Suspend from support with SS cable & hardware. Cable provided requires field adjustment for proper clearance height.

- Support:
- Supporting structure will be all welded steel tube construction painted black to match RAL 7021M as per approved shop drawings.
 - Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

C.3.c



QID 18-43099

JOB NAME

Starbucks 56784

LOCATION

Taylor Square
Reynoldsburg OH

CUSTOMER CONTACT

SALESMAN / PM

Joe Nolasco

DESIGNER

Brian Sowder

DWG. DATE

8-22-18

REV. DATE / REVISION

SCALE

As Noted

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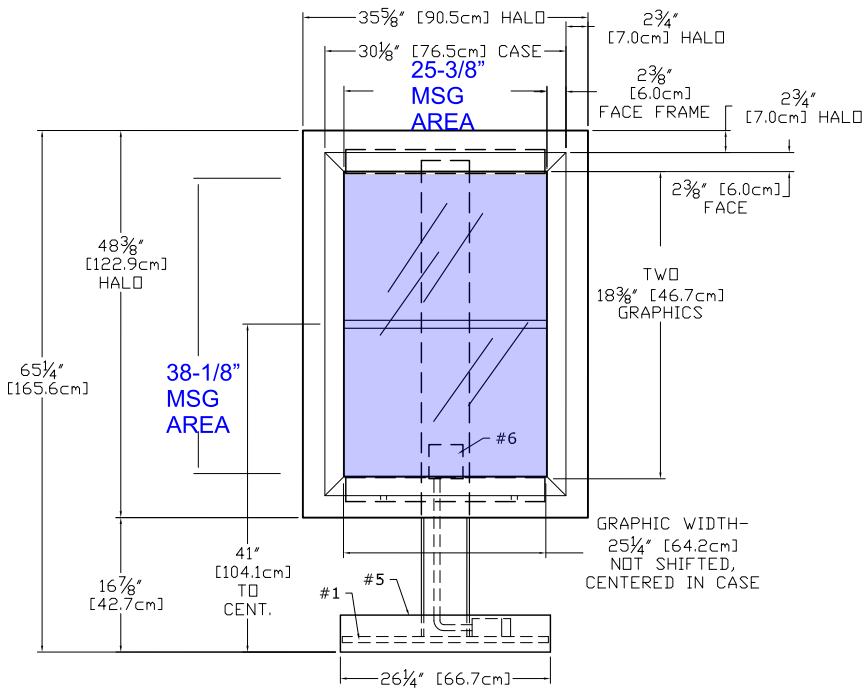
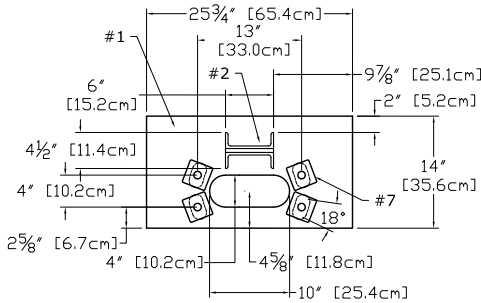
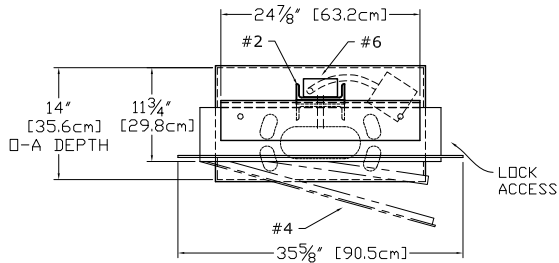
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PRE-MENU BOARD - FREESTANDING

Qty. 1

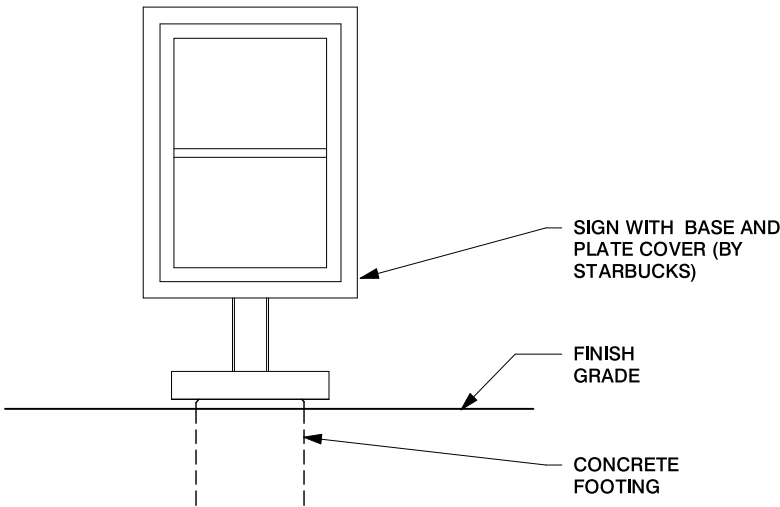
G



MESSAGE AREA = (25.375 * 38.125) / 144 = 6.72 SQ FT

DTE - PRE-MENU FREESTANDING

Scale: 1/2" = 1' (11x17 paper)



DTE - PRE-MENU FREESTANDING

Scale: 3/8" = 1' (11x17 paper)

C.3.c

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www.hiltondisplays.com

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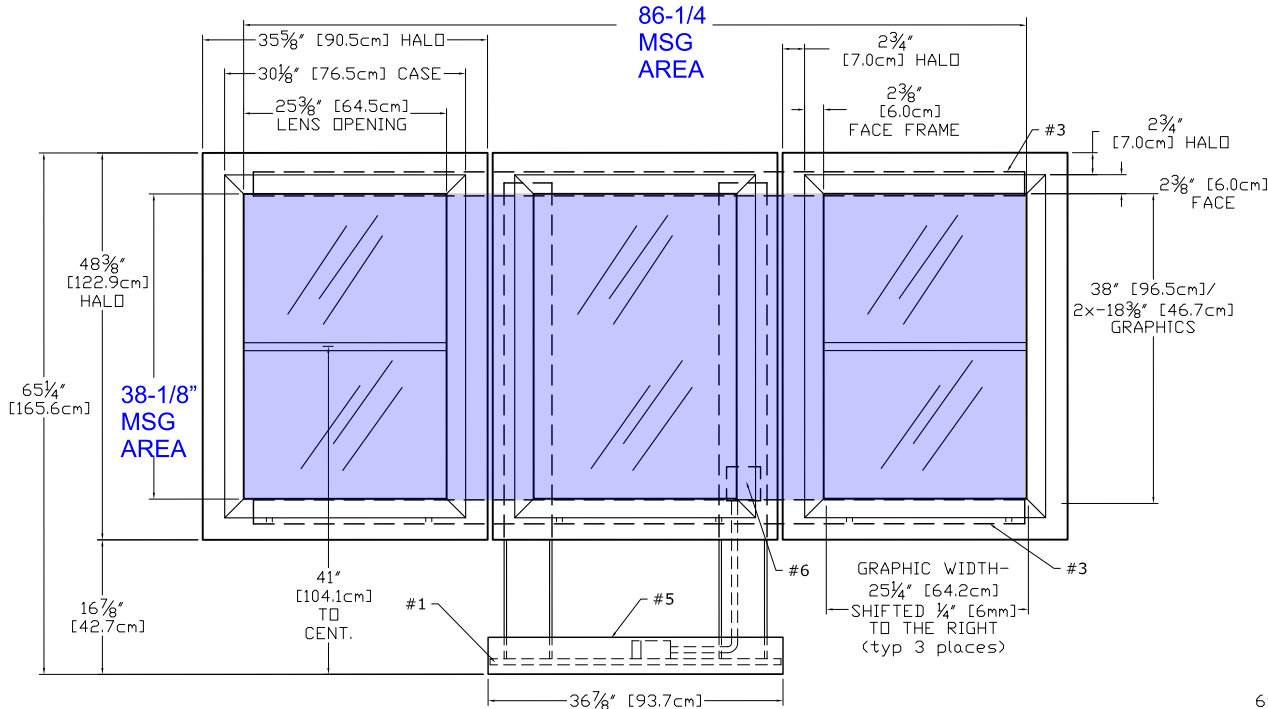
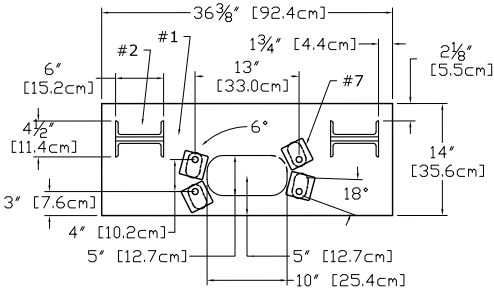
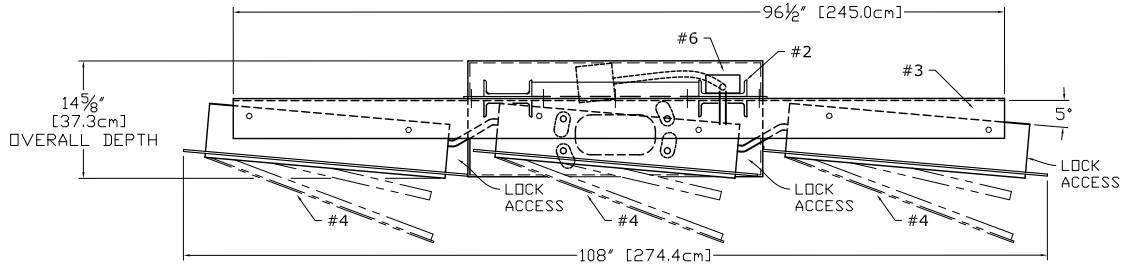


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5-PANEL MENU - FREESTANDING

Qty. 1

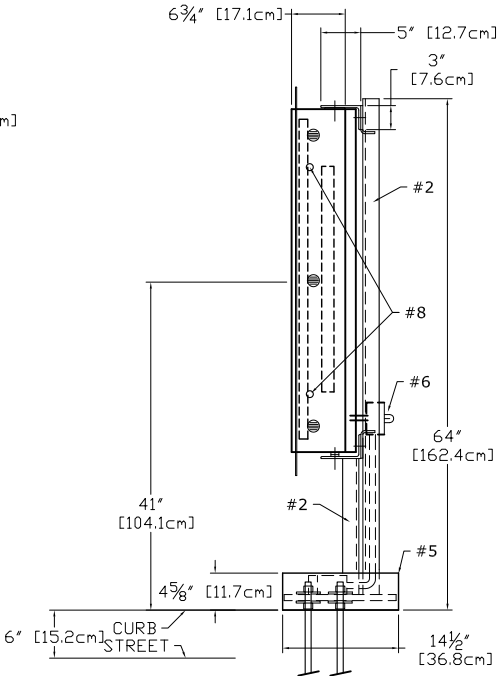
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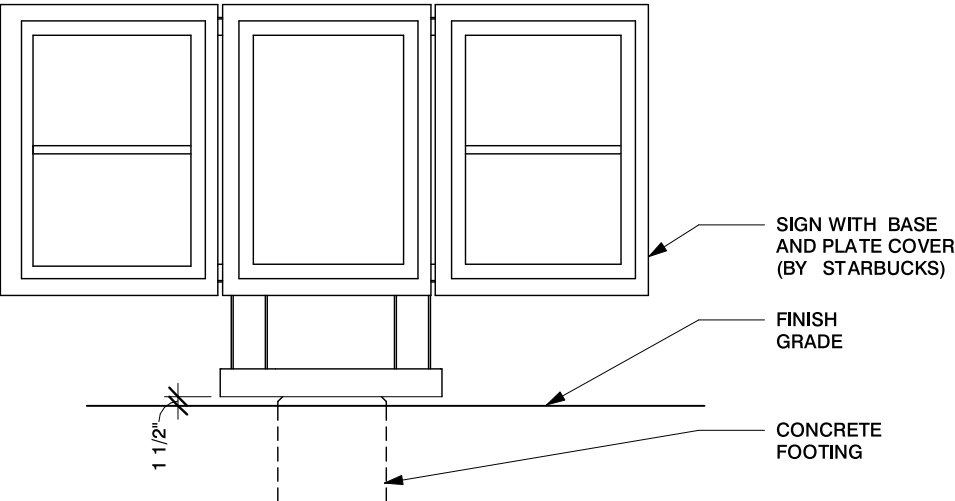
MESSAGE AREA = (86.25 * 38.125) / 144 = 22.9 SQ FT

DTE - MENU 5 PANEL FREESTANDING

Scale: 1/2" = 1' (11x17 paper)



- #1 - 3/4" [19mm] STEEL BASE PLATE w/ 18deg HOLES PATTERN ROTATED FOR 15deg THRU 3deg POSITION
- #2 - C6X10.5 (6"x2"x5/16") STEEL POST (2x)
- #3 - 5"x3"x1/4" STEEL SUPPORT ANGLES (2x) (BOLTED TO WELDED 1/4" STEEL CROSSBARS)
- #4 - EXTRUDED ALUMINUM MENU BOARDS (3x) ONE FULL AND TWO SPLIT PANEL LIGHTBOXES ONE - 25 1/4"x38" AND FOUR 25 1/4"x18 3/8" GRAPHICS ALL GRAPHIC ASSEMBLIES SHIFTED 1/4" TO RIGHT STANDARD LED TUBE LIGHTING, SIDE LOCKS
- #5 - WELDED ALUMINUM BASE COVER
- #6 - WATER-TIGHT BOX w/SWITCH & SENSOR, RIDGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.90Aac
- #7 - 8 BASE WASHERS, 1/4" THICK
- #8 - TWO SIDE MOUNT LOCKS per MENUBOARD RETAIN EXISTING KEY #E3-26-819-15



DTE - MENU 5 PANEL FREESTANDING

Scale: 3/8" = 1' (11x17 paper)

C.3.c

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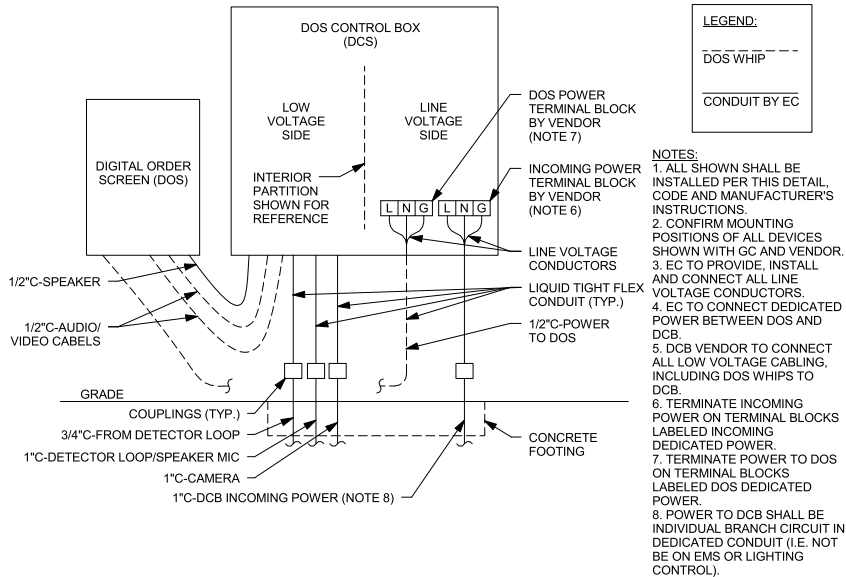


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DOS ON CANOPY - DCB ON UNISTRUT

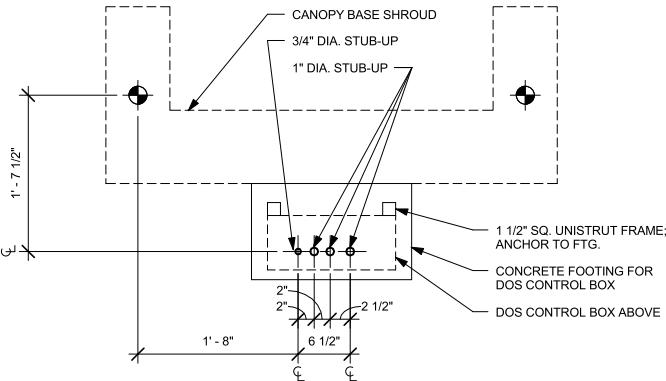
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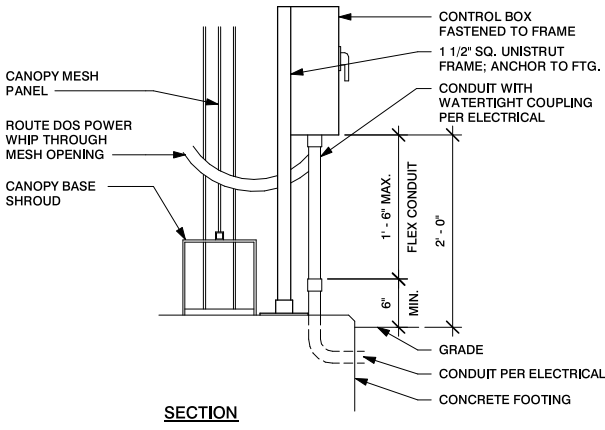
DTE - DOS CONTROL BOX WIRING

Scale: 1/2" = 1' (11x17 paper)



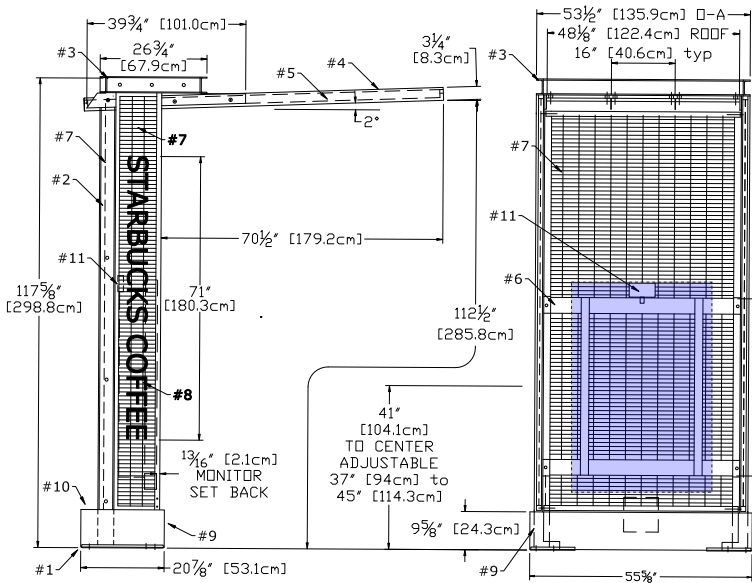
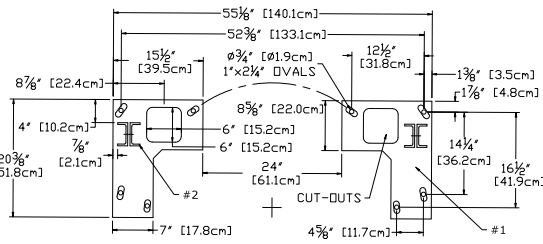
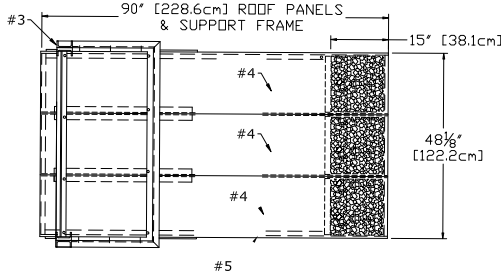
DTE - DOS CONTROL BOX CONDUIT STUB-UPS AT CANOPY

Scale: 1/2" = 1' (11x17 paper)



DTE - DOS CONTROL BOX AT CANOPY

Scale: 1/2" = 1' (11x17 paper)



DTE - CANOPY

Scale: 1/4" = 1' (11x17 paper)

- #1 - TWO - 3/4" [19mm] STEEL BASE PLATES w/ OVAL HOLES FOR SWIVEL/POSITION 16 - 1/4" WASHERS SUPPLIED
- #2 - TWO - BACK TO BACK C4X7.25 (4"x1 3/4"x5 1/8") STEEL POSTS
- #3 - WELDED ALUMINUM HEADER, C4"x1.58" CHANNEL
- #4 - THREE - ALUMINUM ROOF PANELS SEAMLESS RAISED SIDE EDGES 15" OF LASERED PATTERN W/ DRIP EDGE BEHIND
- #5 - WELDED STEEL PERIMETER ROOF FRAME
- #6 - WELDED 3/16" STEEL [5mm] MONITOR SUPPORT FRAME WITH HGT ADJUSTMENT
- #7 - WELDED STEEL 1" [25.4mm] O-C WIRE GRID BACK & SIDE PANELS IN WELDED RECTANGULAR STEEL TUBE FRAMES
- #8 - 4' 1/2" X 1 1/2" [11.3cmX12.7mm] WHITE ACRYLIC LETTERS. FIXED TO LH GRID PANEL w/ANTI-TAMPER SCREWS
- #9 - WELDED ALUMINUM BASE COVERS
- #10 - WELDED ALUMINUM WATER-TIGHT ELECTRIC ENCLOSURE (REAR HATCH)
- #11 - LED CEILING FLOODLIGHT, WIRED COMPLETE

C.3.c

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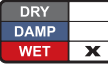
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Packet Pg. 62

REPLACEMENT FACE

SBC-PART #

Qty. 2

J



front view

scale: 1/2" = 1' (11x17 paper)

SPECIFICATIONS

- A Flex face material with first surface vinyl graphics.

COLOR LEGEND		
	PMS/PAINT	VINYL
	N/A	3M 3630-76
	N/A	3M 3630-22

existing



proposed



C.3.c

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CITY OF REYNOLDSBURG
 Department of Development
 Planning & Zoning Division
 7232 East Main Street
 Reynoldsburg, Ohio

App./Case#: 2018-4
 Date Submitted: 9/21/2018
 Fee Amount: \$750.00

☒ Paid: Check No. 555

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address: 1220 WAGGONER RD, 1222 WAGGONER RD, and non addressed parcel
 Description of Location: East side of Waggoner Road, North of Main, VFW and Cemetery
 Parcel ID#(s): 060-008195-00, 060-009282-00, 060-000208-00
 Number of Lots: 3
 Present Zoning: AR2c, R-1, and unzoned
 Present Use: single family homes

Complete Where Applicable:

Engineer/Surveyor: Civil and Environmental Consultants (CEC)

Builder/Developer: Metro Development LLC

FOR DISTRICT CHANGE ONLY

Proposed Zoning:

PND

Size of Area to be Rezoned:

+/- 9.08 acres

Existing Structures:

2 homes with garages and ancillary structures

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Wilson Ridge LLC, Wilson Ridge II LLC

Property Owner Address(s):

1224 WOODFIELD CIRCLE, PICKERINGTON OH 43147

III. APPLICANT INFORMATION

Applicant Name: Metro Development LLC
 Applicant Phone Number: 614-540-2400

Applicant Address:

470 Olde Worthington Road, Suite 101, Westerville, Ohio 43082

Applicant Email:

jthomasjr@villagecommunities.com

☐ Property Owner

☐ Business Owner/Tenant

☒ Contractor

☐ Architect/Engineer

PROJECT INFORMATION

☒ District Change (Rezoning)
 (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)

☐ Amendment of Development Plan or Text (\$500)

☐ Major Site Plan (\$500)

Description of Project: Multi Family Development, clubhouse and pool

Multi Family Development, clubhouse and pool

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature:

Charles R. Wilson GEN. MGR.

Date:

9/17/2018

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

OFFICE USE ONLY

Additional Notes:

Extend into 1222 Waggoner Rd

Zoning Information

- ☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd

☐ BZBA

Planning Com. Meeting

Date: 11/1/2018

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

City Council Meeting

Date: _____

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

P&Z Admin.: _____

Date: _____

Clerk of Council: _____

Date: _____

BENTLEY HOUSE

Planned Neighborhood Development District
Waggoner Road
City of Reynoldsburg, Ohio
September, 2018

TABLE OF CONTENTS

APPLICATION
DEVELOPMENT PLAN TEXT

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- EX. B-2 : Zoning Exhibit/Boundary Survey

Tab 3

- EX. C : Illustrative Plan
- EX. C-1 : Existing Conditions Plan
- EX. C-2 : Development Plan
- EX. C-3 : Architectural Elevations/Character

Tab 4

- EX. D-1 : Concept Landscape Plan
- EX. D-2 : Landscape Details
- EX. D-3 : Open Space Plan

Tab 5

- EX. E-1 : Storm Water Impact Study
- EX. E-2 : Sanitary Sewer Impact Study
- EX. E-3 : Facilities Demand Worksheet
- EX. E-4 : Traffic Analysis

Exhibit “A-1” – Surrounding Property Owners

Exhibit "B-1 and B-2" – Zoning Legal Description and Zoning Exhibit

Exhibit “C, C-1, C-2, and C-3” – Illustrative Plan, Existing Conditions Plan, Development Plan, and Architectural Elevations/Character

Exhibit “D-1, D-2, D-3” – Concept Landscape Plan, Landscape Enlargement Plans, and Open Space Plan.

Exhibit "E-1, E-2, E-3, and E-4" – Storm Water Impact Study, Sanitary Sewer Impact Study, Facilities
Demand Worksheet, and Traffic Analysis

CITY OF REYNOLDSBURG
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

App./Case#: _____
Date Submitted: _____
Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address:
1220 WAGGONER RD, 1222 WAGGONER RD, and non addressed parcel
Description of Location:
East side of Waggoner Road, North of Main, VFW and Cemetery
Parcel ID#(s):
060-008195-00, 060-009282-00, 060-000208-00
Number of Lots: 3
Present Zoning: AR2c, R-1, and unzoned
Present Use: single family homes

Complete Where Applicable:
Engineer/Surveyor: Civil and Environmental Consultants (CEC)
Builder/Developer: Metro Development LLC

FOR DISTRICT CHANGE ONLY

Proposed Zoning:
PND
Size of Area to be Rezoned:
+/- 9.08 acres
Existing Structures:
2 homes with garages and ancillary structures

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Property Owner Name(s): Wilson Ridge LLC, Wilson Ridge II LLC
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Applicant Email: jthomasjr@villagecommunities.com
☐ Property Owner ☐ Business Owner/Tenant ☒ Contractor ☐ Architect/Engineer

PROJECT INFORMATION

☒ **District Change (Rezoning)** (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)
☐ **Amendment of Development Plan or Text** (\$500)
☐ **Major Site Plan** (\$500)

Description of Project: Multi Family Development, clubhouse and pool
Multi Family Development, clubhouse and pool

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: Charles R. Wilson GEN. MGR. **Date:** 9/17/2018
By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

****OFFICE USE ONLY****

Additional Notes:

Zoning Information
☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd

☐ BZBA

Planning Com. Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied	City Council Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied
P&Z Admin.: _____	Date: _____
Clerk of Council: _____	Date: _____

Attachment: 0_Application (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

Rezoning Text
Planned Neighborhood Development District
9.08 Acre Tract, East side of Waggoner Road, North of Main, VFW and Cemetery

EXISTING ZONING: AR2c, R-1, and unzoned

PROPOSED ZONING: PND Planned Neighborhood Development District

EXISTING PROPERTY ADDRESS(s): 1220 Waggoner Road, 1222 Waggoner Road, and a non-addressed parcel

EXISTING PARCEL ID: 060-008195-00, 060-009282-00, 060-000208-00

CURRENT OWNER: Wilson Ridge LLC, Wilson Ridge II LLC

APPLICANT: Metro Development LLC

APPLICATION NUMBER: #

1. INTRODUCTION/NARRATIVE:

Metro Development LLC, (the Applicant), is seeking consideration for the approval of a proposed development consisting of multi-family dwellings, clubhouse and pool, and associated garages, as well as open space for the project residents. The existing 9.08 acre site is currently used for residential purposes, and consists of several single family homes and garages. These structures shall be removed from the property as it is developed.

The applicant proposes to zone the site to Planned Neighborhood Development. The site is currently under 2 zoning designations: AR-2c Multiple Family Residence, R-1 Single Family Residence, as well as an unzoned parcel.

The surrounding zoning districts are S-1 Special to the north (church) and south (cemetery), AR-2c Multiple Family Residence District to the west, and to the east is MHP Mobile Home Residence District.

The project will consist of 120 dwelling units, 36 units will be 1 bedroom units, and 84 units will be 2 bedroom units. There will be 246 parking spaces, of which 30 will be in enclosed garages. Trash service will be provided with a centrally located compactor. A clubhouse with theatre, coffee bar, resident 'office' area, gathering space for resident activities, outdoor pool and grill areas shall be provided. A dog park shall be provided in the large green space to the south east of the project for residents use. The open space is located along the south eastern boundary to protect the existing trees and buffer the stream from the proposed development.

The project will be developed as one phase. With the clubhouse being constructed first and individual buildings following. Residents will move in as buildings are completed.

2. PROPOSED CHARACTER OF THE PLANNED NEIGHBORHOOD DEVELOPMENT DISTRICT

All buildings shall be designed to complement the surrounding architecture. Sloped roofs and residential materials, including a mix of stone and vinyl horizontal, shake, and vertical siding, will provide a residential quality that will enhance the adjacent residential neighborhoods. All landscaping will meet the requirements as outlined in Chapter 1180 of the Zoning Code. The details of the proposed modifications are outlined below.

Per Section 1151.07 of the Zoning Code, the development plan shall be considered part of the official Zoning Map and a supplement to the Zoning Code for the lot.

3. ZONING SUMMARY

The proposed development shall comply with the zoning regulations as outlined in this text. Where not specifically identified within this text, the project shall comply with any general regulations of the Zoning Code.

Development Standards	Required / Allowed	Proposed	At Variance with Standards/Regulations
Permitted Use in Planned Neighborhood Development District 1183.04(a):	Single family dwelling; two-family dwelling; multiple family dwellings; public uses, semi-public uses, public service facility; accessory use, essential services; residential care facilities; non-commercial recreational uses.	Multiple Family Dwellings	No
Max. Density of Dwelling Units	N/A	Total District: 13.2 du/ac	No
Front Setback 1175.06 (a)	Major Collector: 30 feet (Waggoner Road)	25' from R.O.W.	Yes
Side and Rear Yard Setbacks	N/A	25' side and rear yards	No
Yards Between Multiple Family Dwellings 1175.09	20' min. between end wall to end wall, end wall to main wall, and 50' min from main wall to main wall	20' min	No
Lot Area per Dwelling	N/A	445.75 sf/unit	No
Building Height	N/A	32'-3" – 2 Story 41'-9" – 3 Story 36'-7" – Clubhouse	No
Maximum Lot Coverage by building and Decks	N/A	Lot Coverage: 13.5%	No
Floor Area Requirements for Dwellings	N/A	675 sf -1 bed 933 sf -2 bed	No
Signage		One ground sign shall be permitted along the primary frontage, and shall be approved in accordance with the procedures of Chapter 1181 of the Zoning Code.	No
Parking	N/A	216 surface and 30 garage spaces provided	No
Open Space-1183.04	30%	34%	No

4. INTENDED AGREEMENTS, PROVISIONS AND COVENANTS.

If the application for a zoning district change is approved, the owner of the applicant will enter into the necessary easements and agreements, to be recorded against the property records, based upon the needs of the proposed development.

VETERANS OF FOREIGN WARS
POST 9473
1420 E. MAIN ST.
REYNOLDSBURG, OH 43068

SUMMER RAYS INC.
7480 E. MAIN ST.
REYNOLDSBURG, OH 43068

JUDITH CALLENDER
1343 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

SAUNDRA BOYD
1341 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

MARY SHERMAN
1339 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

JANET STILES
1337 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

SHARI TIMBERLAKE
1335 S. WAGGONER RD.
REYNOLDSBURG, OH 43068

OAKBROOK APARTMENTS LLC
7670 N. OAK BROOK DR.
REYNOLDSBURG, OH 43068

MESSIAH LUTHERAN CHURCH
1200 WAGGONER RD.
REYNOLDSBURG, OH 43068

CONTINENTAL INVESTEMENTS
290 E. ESTATES LN.
REYNOLDSBURG, OH 43068

CITY OF RENOLDSBURG
8029 E. MAIN ST.
REYNOLDSBURG, OH 43068

Attachment: EX. A-1 Surrounding Property Owners (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)



DESCRIPTION OF 9.068 ACRES

Situated in the State of Ohio, County of Franklin, Truro Township, City of Reynoldsburg, Section 8, Township 16, Range 20, United States Military Lands, and being all out of a 5 acre tract of land conveyed to Wilson Ridge, LLC, of record in Instrument Number 201111160149513 and being all out of a 4.080 acre tract of land conveyed to Wilson Ridge II, LLC, of record in Instrument Number 201111160149510, all references to records being on file in the Office of the Recorder, Franklin County, Ohio, said 9.068 acre tract being more fully described herein;

BEGINNING at the northwest corner of said 5 acre tract, the southwest corner of a 5 acre tract of land conveyed to Messiah Lutheran Church, of record in Deed Book 2158, Page 448, the east line of a 24.240 acre tract of land conveyed to Oakbrook Apartments, LLC, of record in Instrument Number 200604110068056 and also being in the centerline of Waggoner Road;

Thence, North 88°52'57" East, a distance of 886.64 feet, with the north line of said 5 acre tract (Wilson Ridge, LLC) and the south line of said 5 acre tract (Messiah Lutheran Church), to a point at the northeast corner of said 5 acre tract (Wilson Ridge, LLC), the southeast corner of said 5 acre tract (Messiah Lutheran Church), and being on the west line of Continental Investments and Property Management (Parcel Two Second Tract), of record in Official Record 06491F17;

Thence, South 03°44'34" West, a distance of 246.16 feet, with the east line of said 5 acre tract (Wilson Ridge, LLC), and the west line of said Continental Investments and Property Management (Parcel Two Second Tract), to a point at the southeast corner of said 5 acre tract (Wilson Ridge, LLC), the west line of said Continental Investments and Property Management (Parcel Two Second Tract), and at the northeast corner of Continental Investments and Property Management (Parcel One), of record in Official Record 06491F17;

Thence, South 88°52'57" West, a distance of 346.69 feet, with the south line of said 5 acre tract (Wilson Ridge, LLC), and the north line of said Continental Investments and Property Management (Parcel One), to a point on the south line of said 5 acre tract (Wilson Ridge, LLC), the northwest corner of said Continental Investments and Property Management (Parcel One), and being the northeast corner of a 4.080 acre tract of land conveyed to Wilson Ridge II, LLC, of record in Instrument Number 201111160149510;

Thence, South 04°07'35" West, a distance of 350.12 feet, with the east line of said 4.080 acre tract, and the west line of said Continental Investments and Property Management (Parcel One), to a point at the southeast corner of said 4.080 acre tract, the west line of said Continental Investments and Property Management (Parcel One), and being the northeast corner of a 2.57 acre tract of land conveyed to Summer Rays, Inc., of record in Instrument Number 200812050174809;

Thence, North 87°23'25" West, a distance of 532.35 feet, with the south line of said 4.080 acre tract, the north line of said 2.57 acre tract, the north line of the City of Reynoldsburg Grave Yard (PID: 060-000069), and with the south line of PID: 060-000208, to a point at the southwest corner of said 4.080 acre tract, the northwest corner of said City of Reynoldsburg Grave Yard, and being the east line of a 1.526 acre tract of land conveyed to Veterans of Foreign Wars Post 9473, of record in Official Record 00074A08;

Thence, North 03°23'38" East, a distance of 561.06 feet, with the west line of said 4.080 acre tract, the east line of said 1.526 acre tract, the west line of said 5 acre tract (Wilson Ridge, LLC), the east line of said 24.240 acre tract, and with the centerline of said Waggoner Road, to the **TRUE POINT OF BEGINNING**, containing 9.068 acres of land, subject to all easements and documents of record.

The above description is based on deeds of record and available existing surveys, aforementioned description is not intended to be used for the transfer of real property. The acreages and distances shown are intended for zoning purposes only. The basis of bearing is North 03°23'38" East for the original centerline of Waggoner Road based on Ohio State Plane Coordinate System South Zone (NAD83) as established from a GPS survey performed in 2018.



CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

[Handwritten signature of Mark Alan Smith]

9/24/2018

Mark Alan Smith, P.S.
Registered Surveyor No. 8232

Date

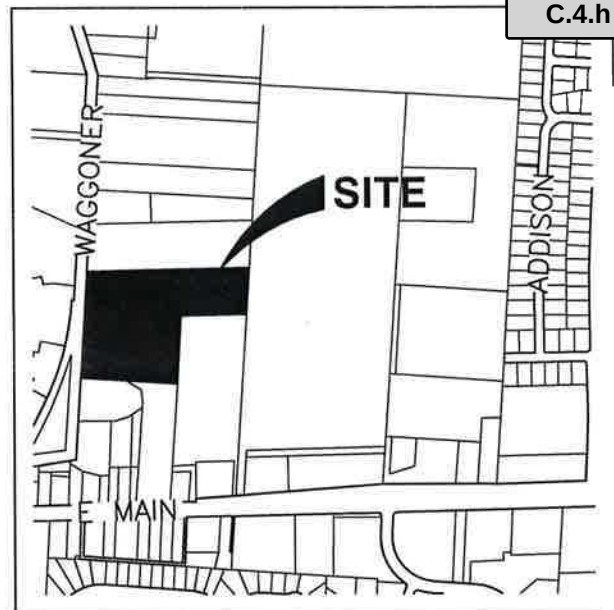
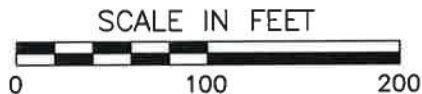
Attachment: EX. B-1 Legal Description (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

P:\2018\182-306\Survey\Draw\182306-SV01-Zone 9.068Ac.dwg[ZONING] LS:[9/24/2018 - kasmith] - LP: 9/24/2018 10:46 AM

PROPOSED ZONING OF 9.068 ACRES

STATE OF OHIO, COUNTY OF FRANKLIN, TRURO TOWNSHIP, CITY OF REYNOLDSBURG,
SECTION 8, TOWNSHIP 16, RANGE 20,
UNITED STATES MILITARY LANDS

MESSIAH LUTHERAN CHURCH
5 ACRES
D.B. 2158, PAGE 448



VICINITY MAP
SCALE: 1"=1,000'

OAKBROOK APARTMENTS, LLC
24.240 ACRES
IN: 200604110068056

WILSON RIDGE, LLC
5 ACRES
IN: 201111160149513
PID: 060-008195-00

9.068 ACRES

S 03°44'34" W 246.16'

CONTINENTAL INVESTMENTS AND
PROPERTY MANAGEMENT
(PARCEL TWO SECOND TRACT)
O.R. 06491F17

S 88°52'57" W 346.69'

CONTINENTAL INVESTMENTS AND
PROPERTY MANAGEMENT
(PARCEL ONE)
O.R. 06491F17

WILSON RIDGE II, LLC
4.080 ACRES
IN: 201111160149510
PID: 060-009282-00

S 04°07'35" W 350.12'

PID:
060-000208

N 87°23'25" W 532.35'

CITY OF REYNOLDSBURG
GRAVE YARD
PID: 060-000069

SUMMER RAYS, INC.
2.57 ACRES
IN: 200812050174809

BASIS OF BEARINGS

THE BEARINGS SHOWN ON THIS SURVEY ARE BASED ON N 03°23'38" E FOR
THE ORIGINAL CENTERLINE OF WAGGONER ROAD BASED ON OHIO STATE PLANE
COORDINATE SYSTEM SOUTH ZONE (NAD83) AS ESTABLISHED FROM A GPS
SURVEY PERFORMED IN MAY 2018.

THIS ZONING EXHIBIT IS A GENERAL DESCRIPTION OF THE
LOCATION OF PROPERTY TO BE ZONED AND IS NOT A
BOUNDARY SURVEY AS DEFINED IN THE O.A.C. CHAPTER
4733.37.

Mark Alan Smith

MARK ALAN SMITH
REGISTERED SURVEYOR NO. S-8232

9/24/2018
DATE



(A) VETERANS OF FOREIGN WARS POST 9473
1.526 ACRES
O.R. 00074A08

(B) COUNTY OF FRANKLIN OF THE STATE OF OHIO
EASEMENT FOR HIGHWAY PURPOSES
D.B. 1808, PAGE 138



Civil & Environmental Consultants, Inc.

250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.cecinc.com

ZONING OF 9.068 ACRES
WILSON RIDGE PROPERTY
REYNOLDSBURG, OHIO

ZONING EXHIBIT

DRAWN BY:	KAS	CHECKED BY:	MAS	APPROVED BY:	EXHIBIT:
DATE:	SEPTEMBER 2018	DWG SCALE:	1"=100'	PROJECT NO:	182-306



SITE DATA	
TOTAL ACRES	± 9.08 ACRES
TOTAL UNITS	120 UNITS
- ONE BEDROOM UNITS	36 UNITS (30%)
- TWO BEDROOM UNITS	84 UNITS (70%)
DENSITY	± 13.2 D.U./AC.
REQUIRED PARKING RESIDENTIAL	240 (2.00/UNIT)
PARKING PROVIDED	246 (2.05/UNIT)
- GARAGE SPACES	30 SPACES
- SURFACE SPACES	216 SPACES

ILLUSTRATIVE PLAN

BENTLEY HOUSE

PREPARED FOR METRO DEVELOPMENT

DATE: 9/24/18



REVISIONS	

EXISTING
CONDITIONS PLAN

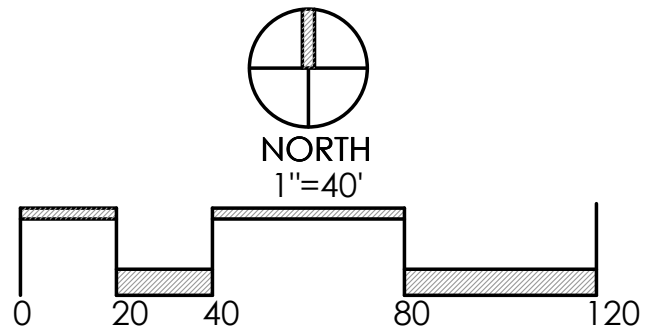
BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

Paris Planning & Design

LAND PLANNING LANDSCAPE ARCHITECTURE
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DATE	9/24/18
PROJECT	18081
SHEET	

C-1



REVISIONS	

DEVELOPMENT PLAN

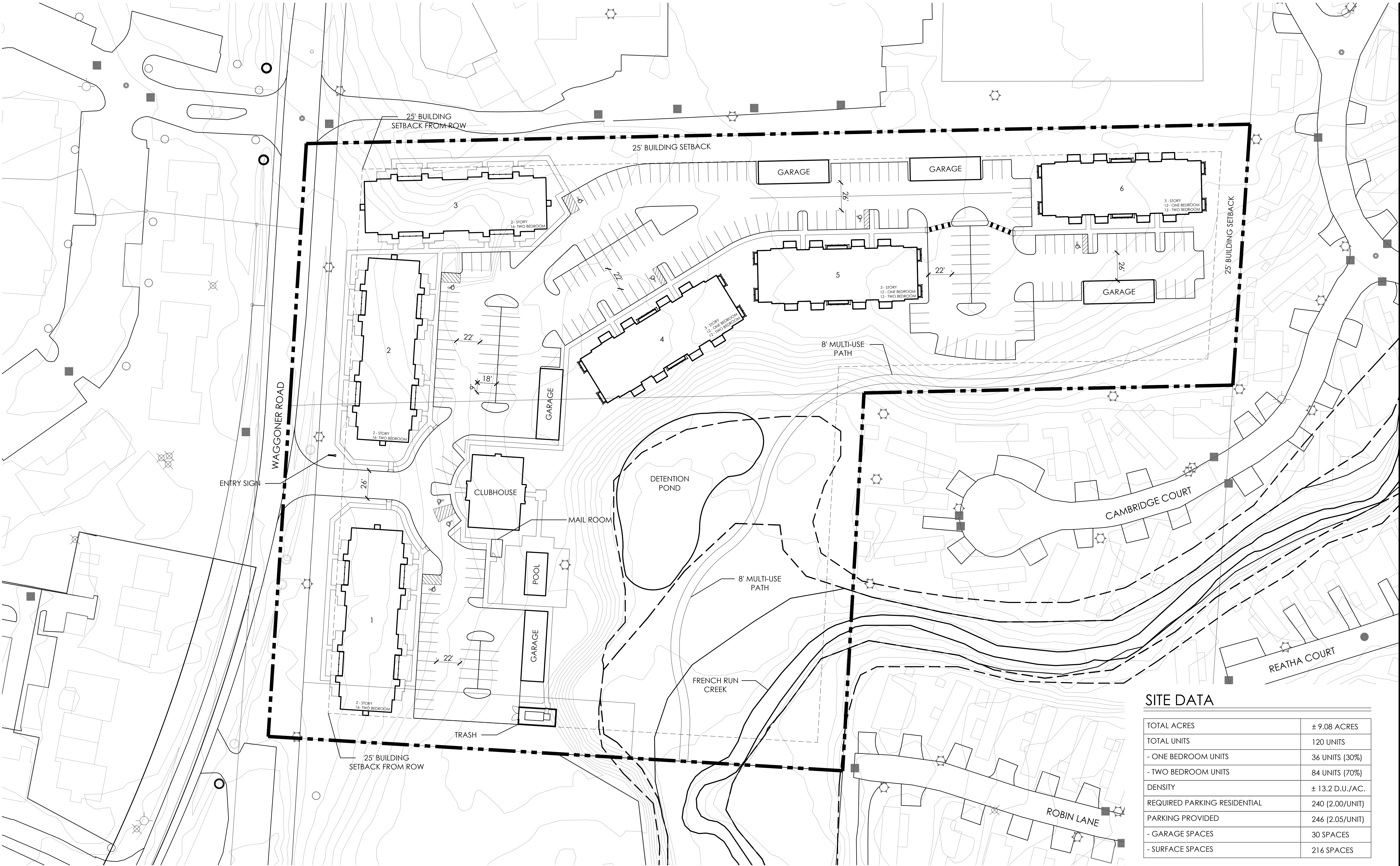
BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
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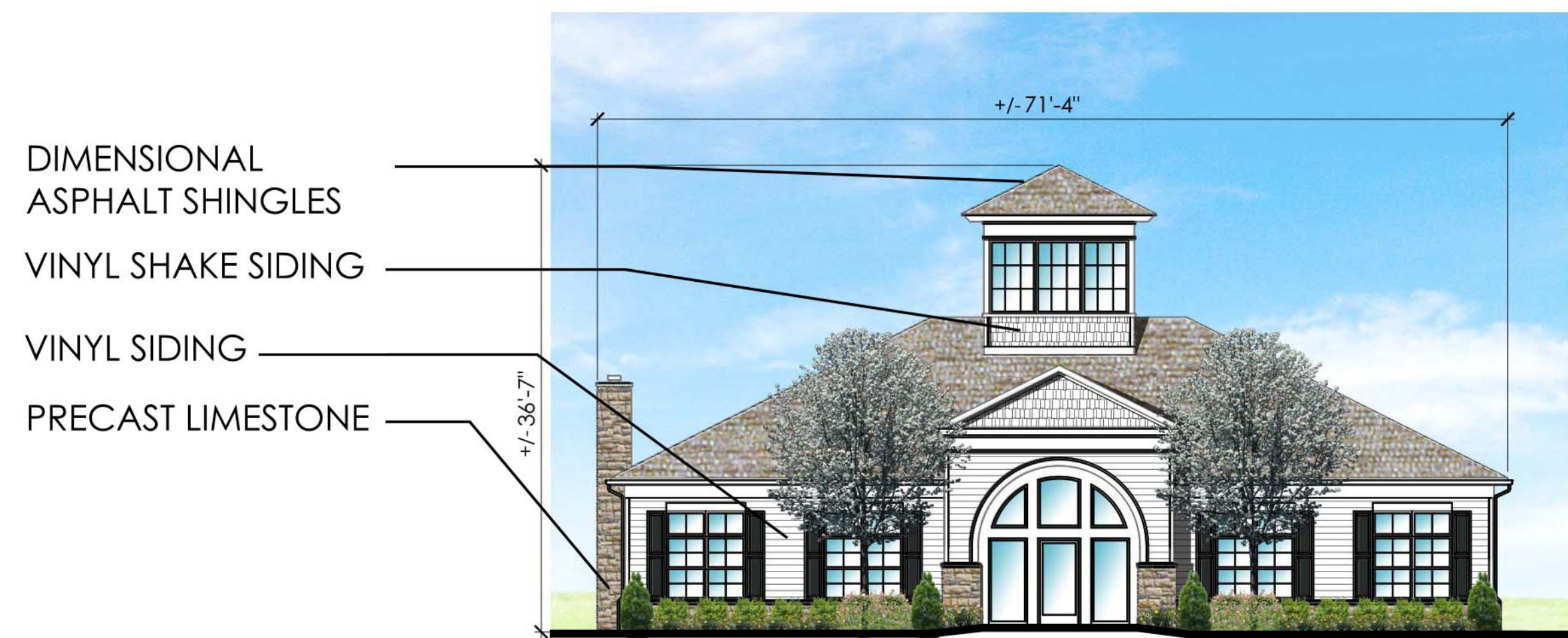
DATE	9/24/18
PROJECT	18081
SHEET	

C-2



SITE DATA

TOTAL ACRES	± 9.08 ACRES
TOTAL UNITS	120 UNITS
- ONE BEDROOM UNITS	36 UNITS (30%)
- TWO BEDROOM UNITS	84 UNITS (70%)
DENSITY	± 13.2 D.U./AC.
REQUIRED PARKING RESIDENTIAL	240 (2.00/UNIT)
PARKING PROVIDED	246 (2.05/UNIT)
- GARAGE SPACES	30 SPACES
- SURFACE SPACES	216 SPACES



1 CLUBHOUSE - FRONT ELEVATION
SCALE: 1"=10'



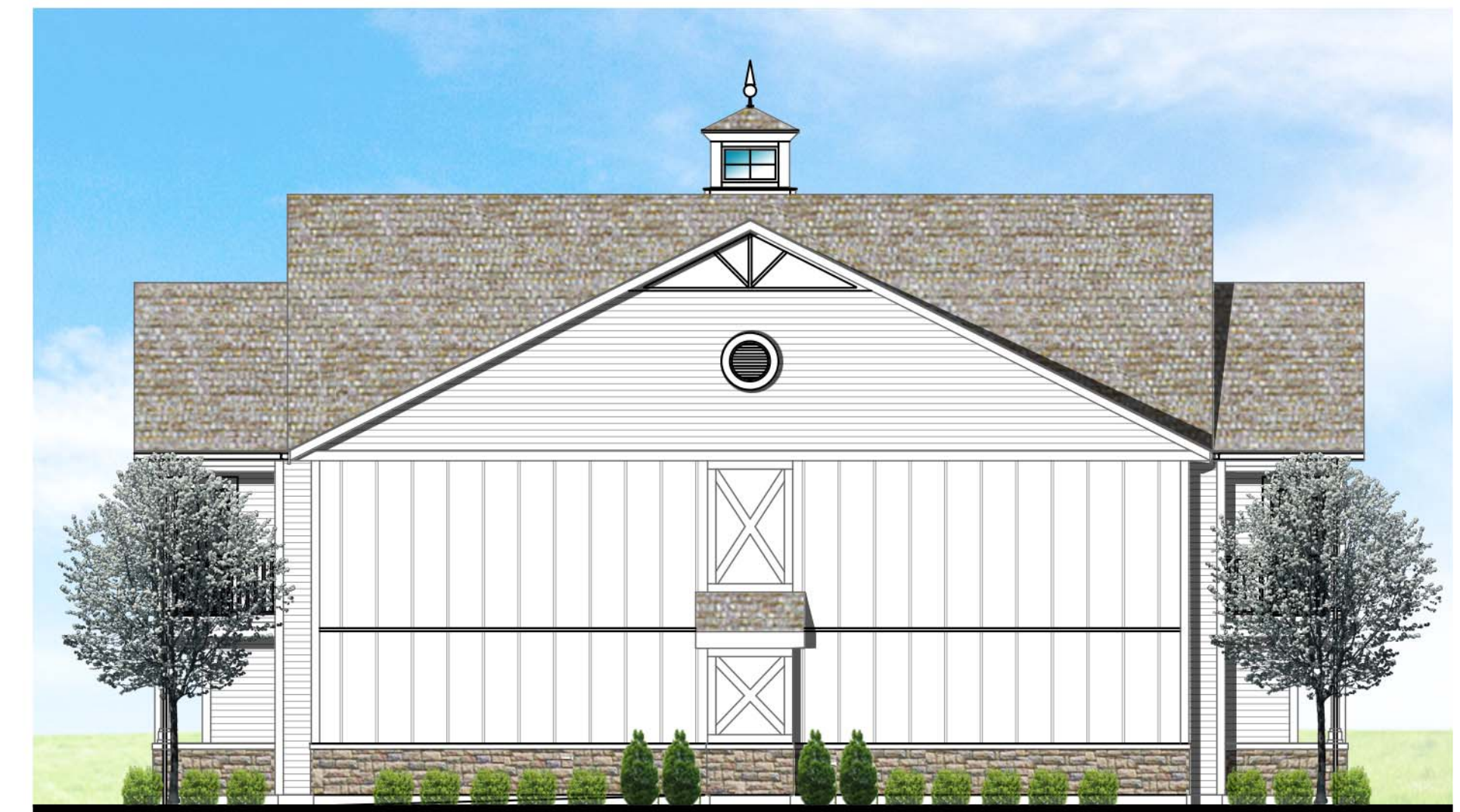
2 CLUBHOUSE - SIDE ELEVATION
SCALE: 1"=10'



3 CLUBHOUSE - REAR ELEVATION
SCALE: 1"=10'



4 TYP. 2 STORY BUILDING ELEVATION
SCALE: 1"=10'



5 TYP. 2 STORY BUILDING SIDE ELEVATION
SCALE: 1"=10'

Attachment: EX. C-3 Architectural Elevations (Appr# 2018-4, 1220-1222 Waggoner Rd. Metro Development LLC)

ARCHITECTURAL ELEVATIONS

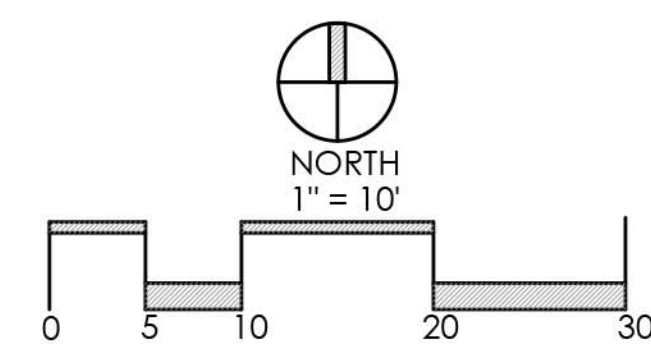
BENTLEY HOUSE

PREPARED FOR METRO DEVELOPMENT

DATE: 9/24/18

EXHIBIT C-3

Faris Planning & Design

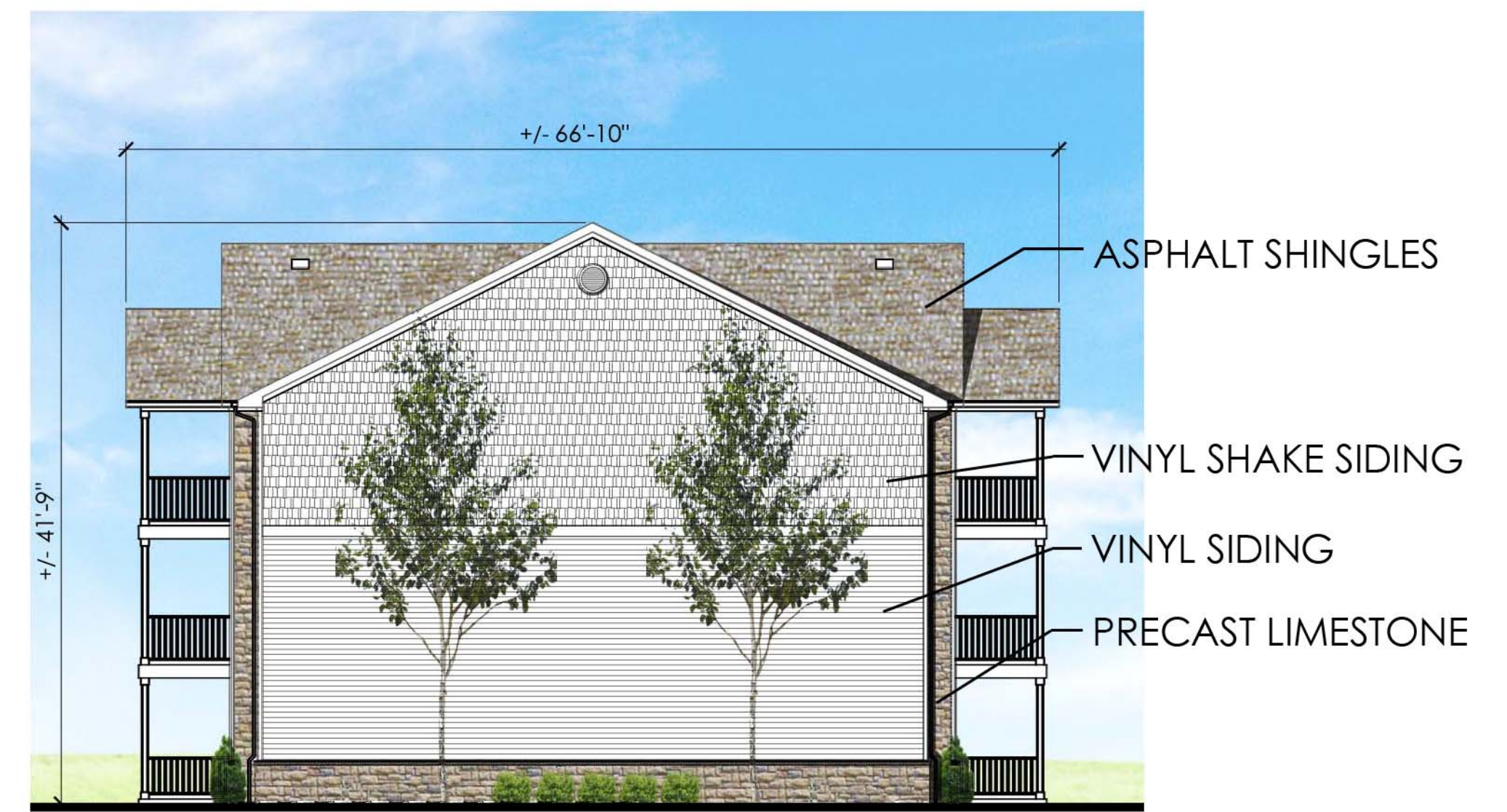


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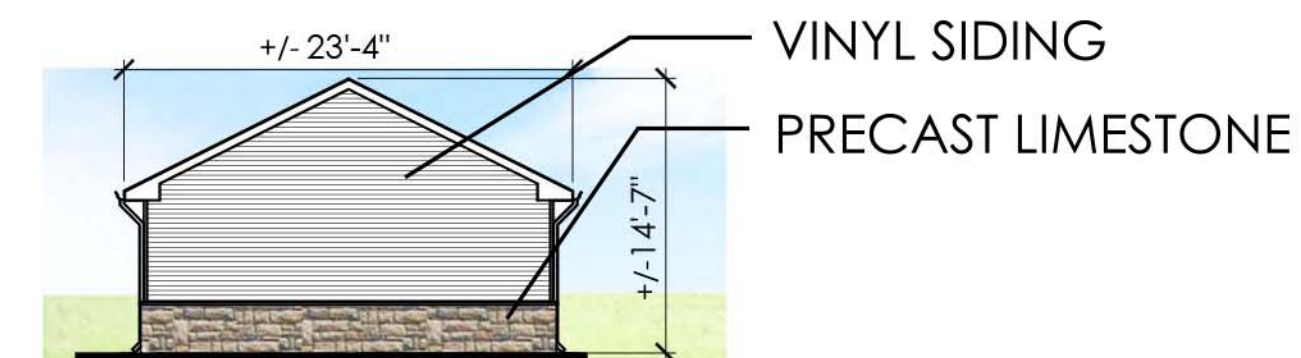
1 TYP. 3 STORY BUILDING ELEVATION
SCALE: 1"=10'



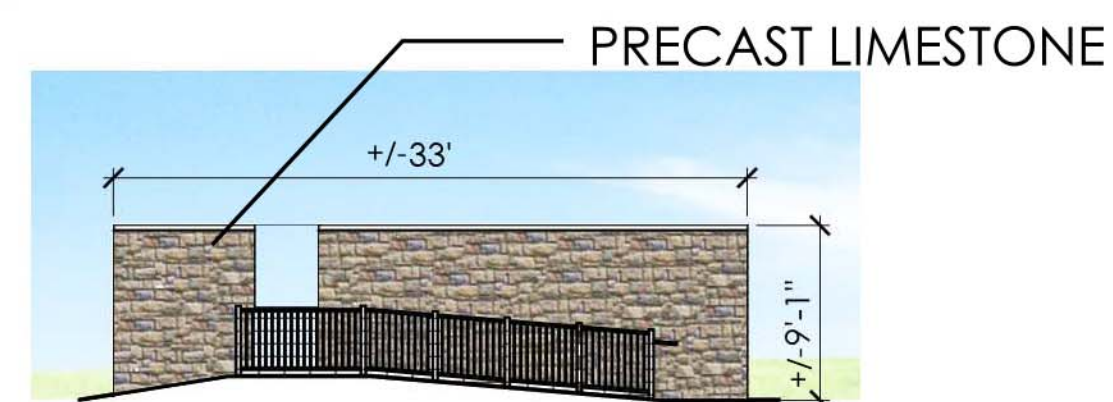
2 TYP. 3 STORY BUILDING SIDE ELEVATION
SCALE: 1"=10'



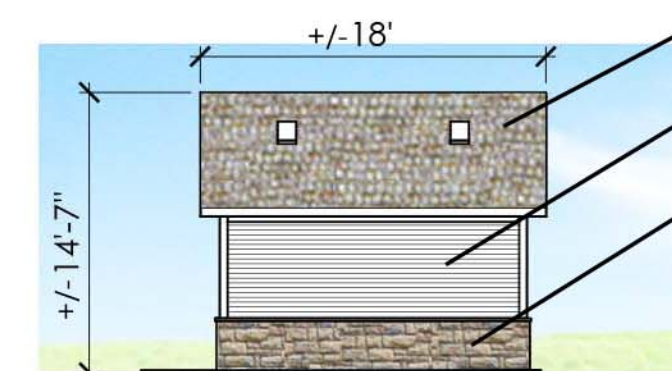
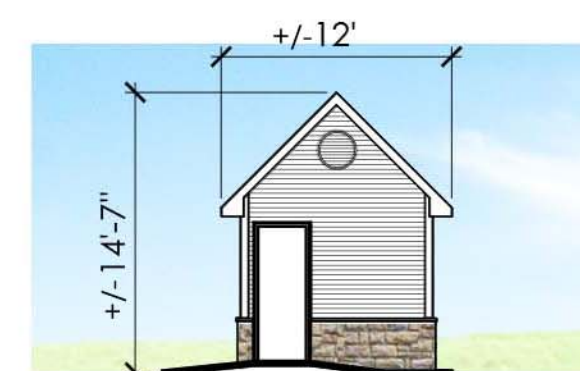
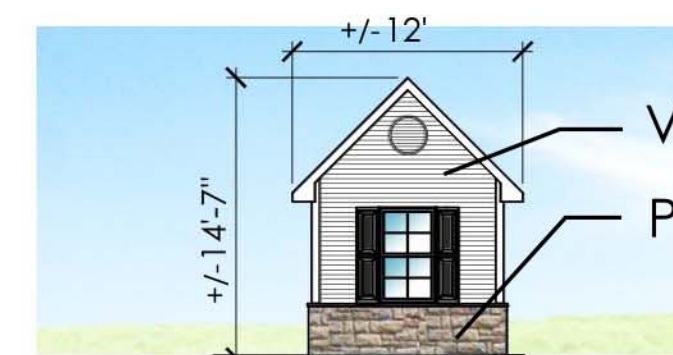
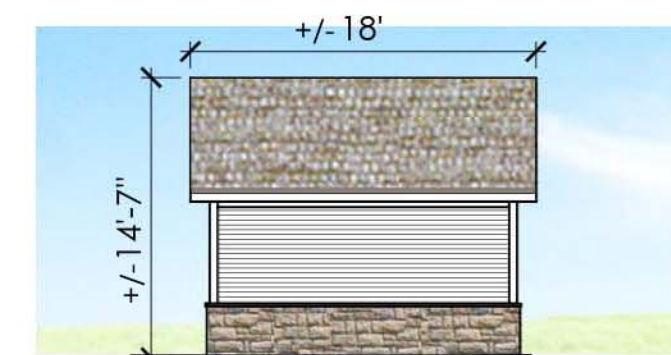
3 TYP. GARAGE FRONT ELEVATION
SCALE: 1"=10'



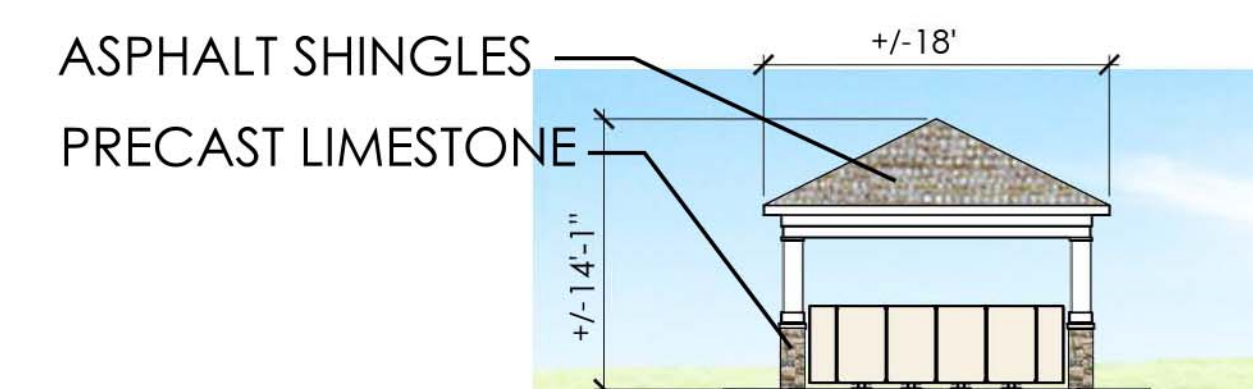
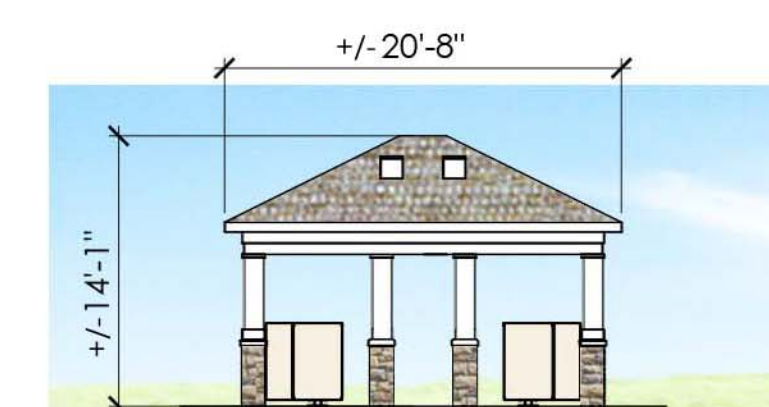
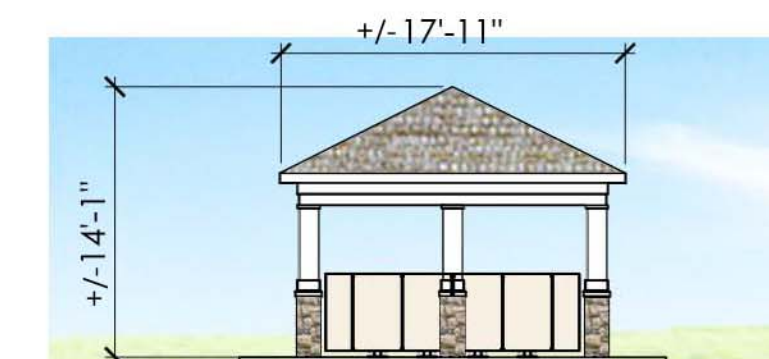
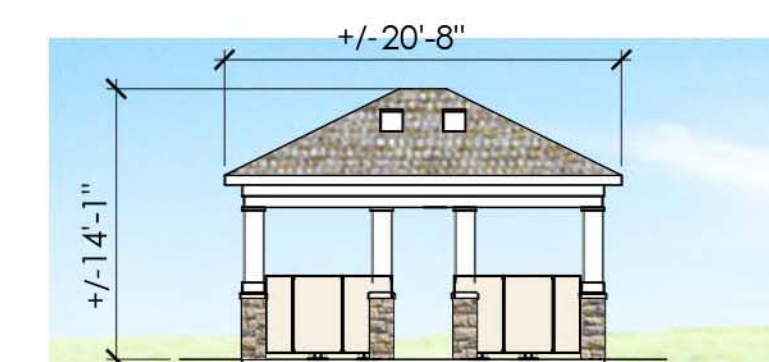
4 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



5 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'



6 WATER METER BUILDING ELEVATIONS
SCALE: 1"=10'



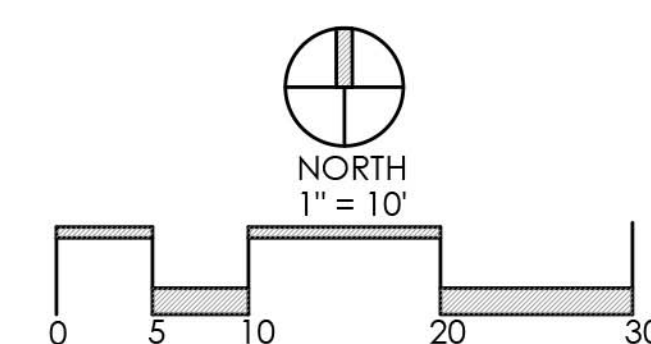
7 MAIL STATION ELEVATIONS
SCALE: 1"=10'

ARCHITECTURAL ELEVATIONS

BENTLEY HOUSE

PREPARED FOR METRO DEVELOPMENT

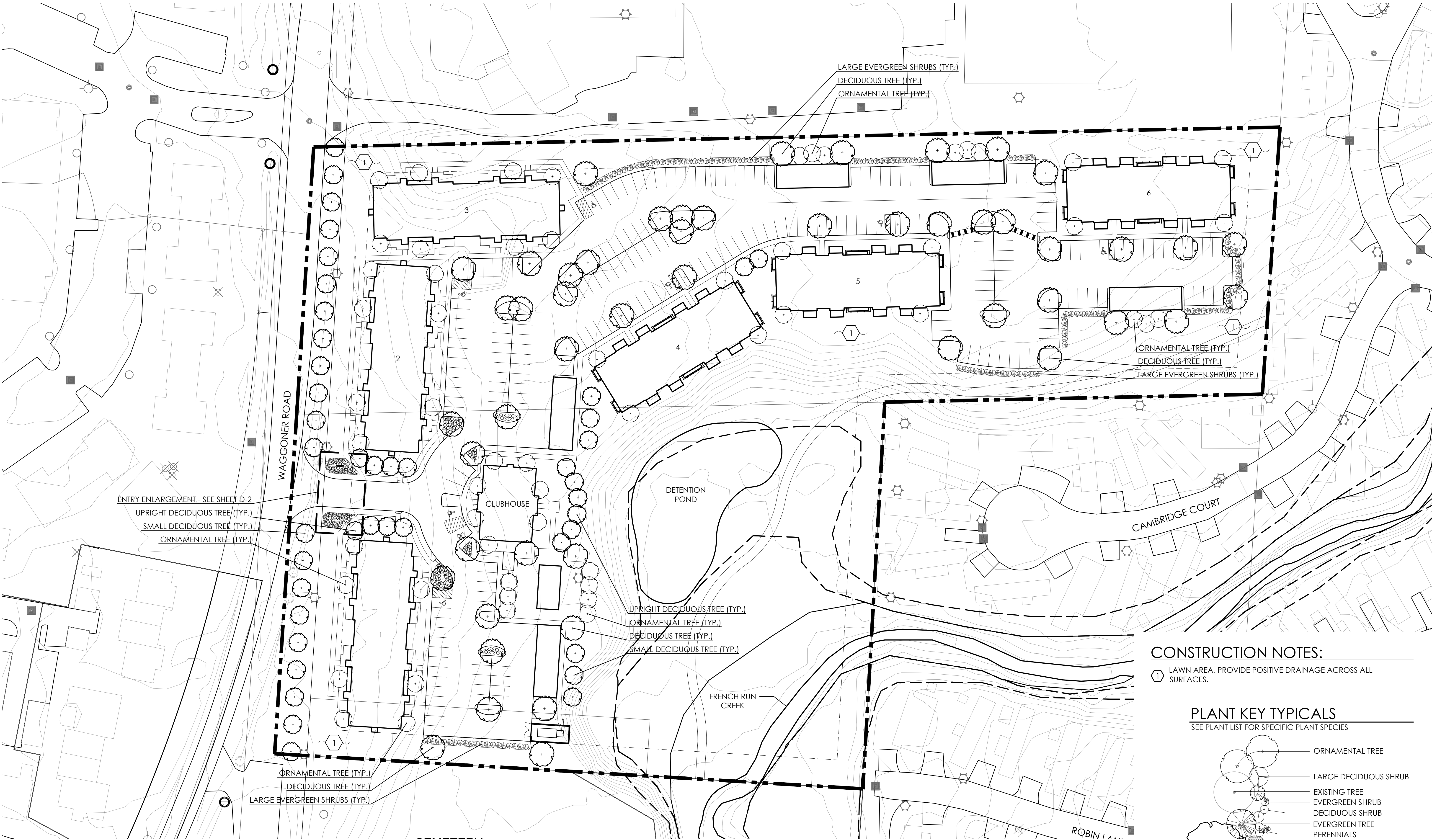
DATE: 9/24/18



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LANDSCAPE ARCHITECTURE

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LANDSCAPE CODE:

1180.08 - STREET TREE REQUIREMENTS		
±519 L.F.		
STREET TREES SHALL BE PLANTED ALONG PUBLIC STREETS - 25' O.C. MAX	REQUIRED 21 TREES	PROVIDED 21 TREES

1180.09 - INTERIOR LOT LANDSCAPING		
±54,330 S.F.		
1/2" CALIPER/ 150 S.F. BUILDING GROUND COVERAGE - MIN. 2" CAL. TOTAL TRUNK DIAMETER PER TREE	REQUIRED 178.3" CAL. (90 TREES AT 2" CAL.)	PROVIDED 90 TREES AT 2" CAL.

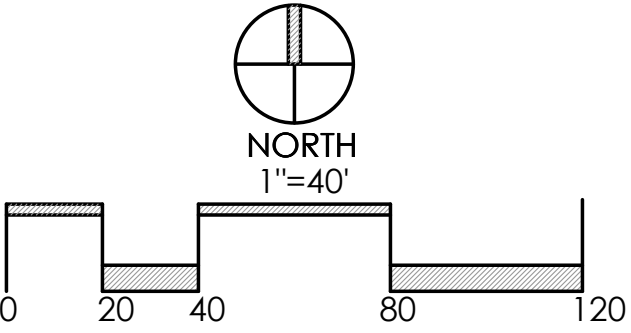
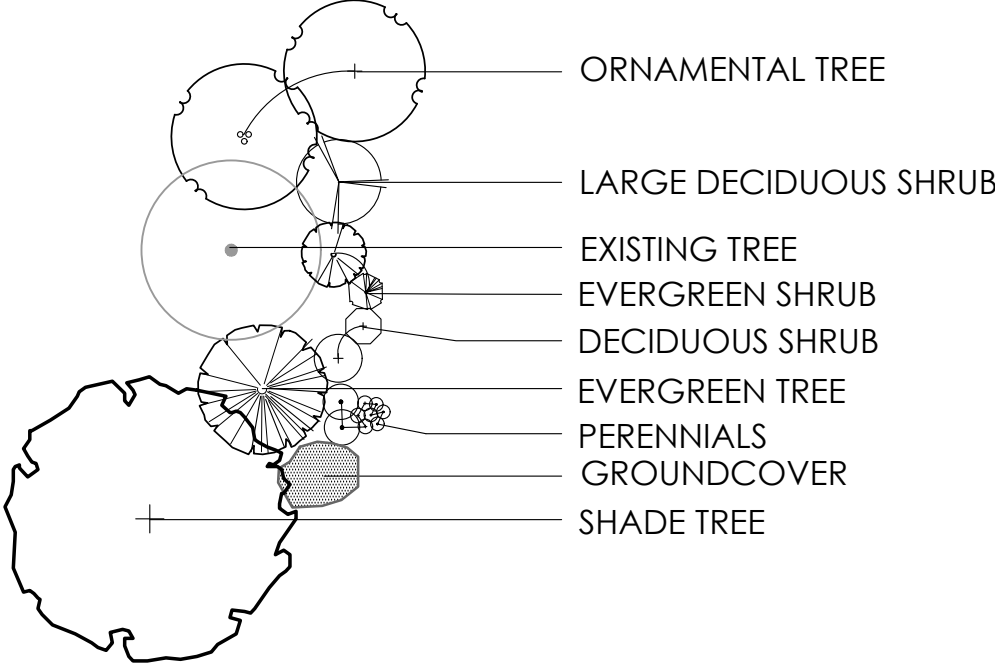
1180.11 - PARKING LOT LANDSCAPING STANDARDS		
(A) - 246 SPACES		
200 S.F. LANDSCAPE/ 10 SPACES	REQUIRED 4,920 S.F.	PROVIDED 4,984 S.F.
1 TREE/ 10 SPACES	25 TREES	25 TREES
4 SHRUBS/ 10 SPACES	100 SHRUBS	100 SHRUBS
(B) - ±640 L.F.		
1 TREE/ 50 L.F. PARKING LOT	REQUIRED 13 TREES	PROVIDED 13 TREES
CONTINUOUS HEDGE, MOUND, OR EV. TREES	3' HEDGE	3' HEDGE

CONSTRUCTION NOTES:

- 1 LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



REVISIONS

OVERALL
LANDSCAPE PLAN

BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

Paris Planning & Design

LAND PLANNING

LANDSCAPE ARCHITECTURE

243 N. 5th Street
P.O. Box 147
Columbus, OH 43215
P: (614) 487-1944
F: (614) 487-1944
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DATE	9/24/18
PROJECT	18081
SHEET	

D-1

REVISIONS	

LANDSCAPE
ENLARGEMENT PLANS

BENTLEY HOUSE
PREPARED FOR
METRO DEVELOPMENT
470 OLDE WORTHINGTON RD., SUITE 100
WESTERVILLE, OH 43082

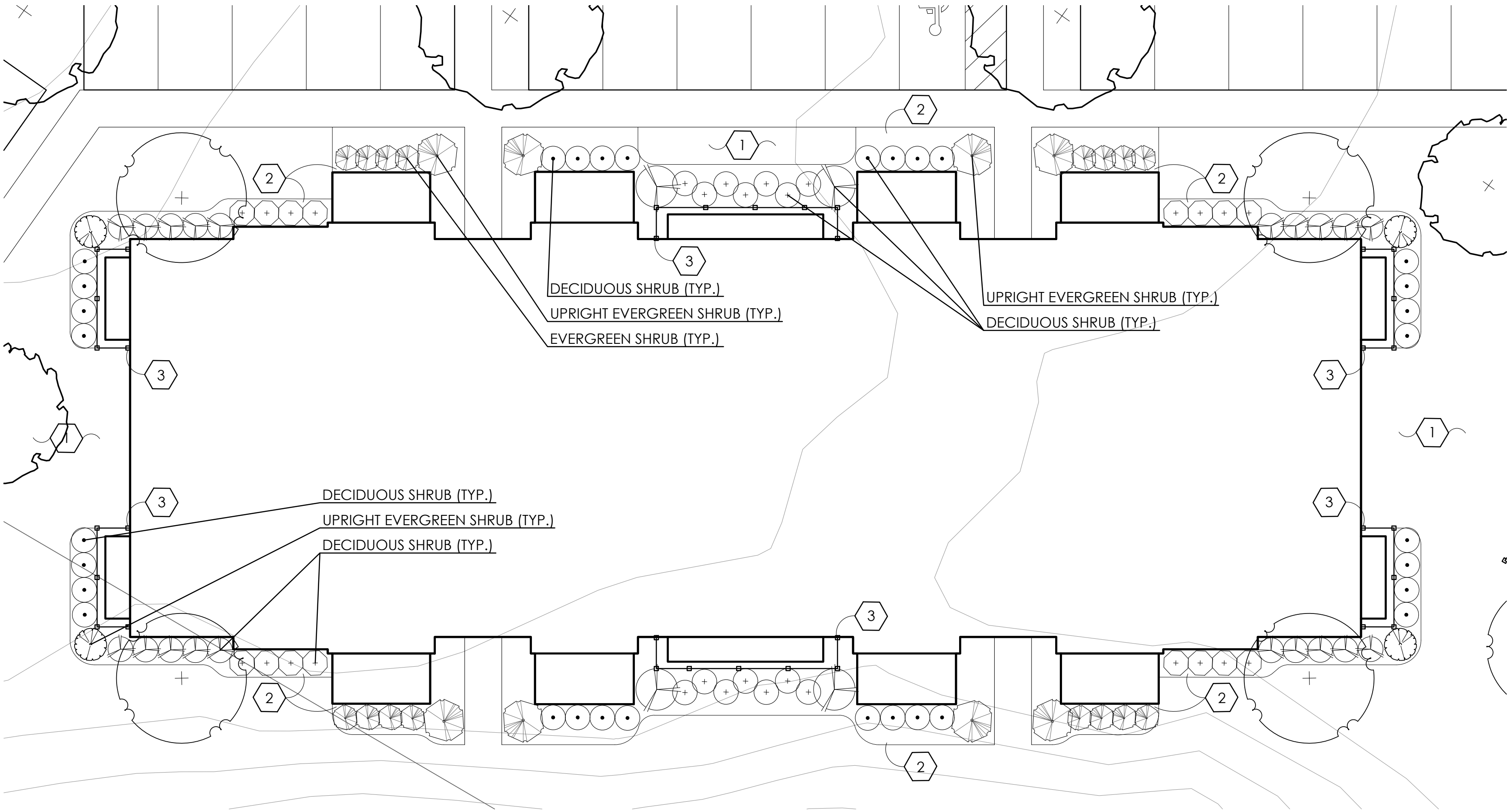
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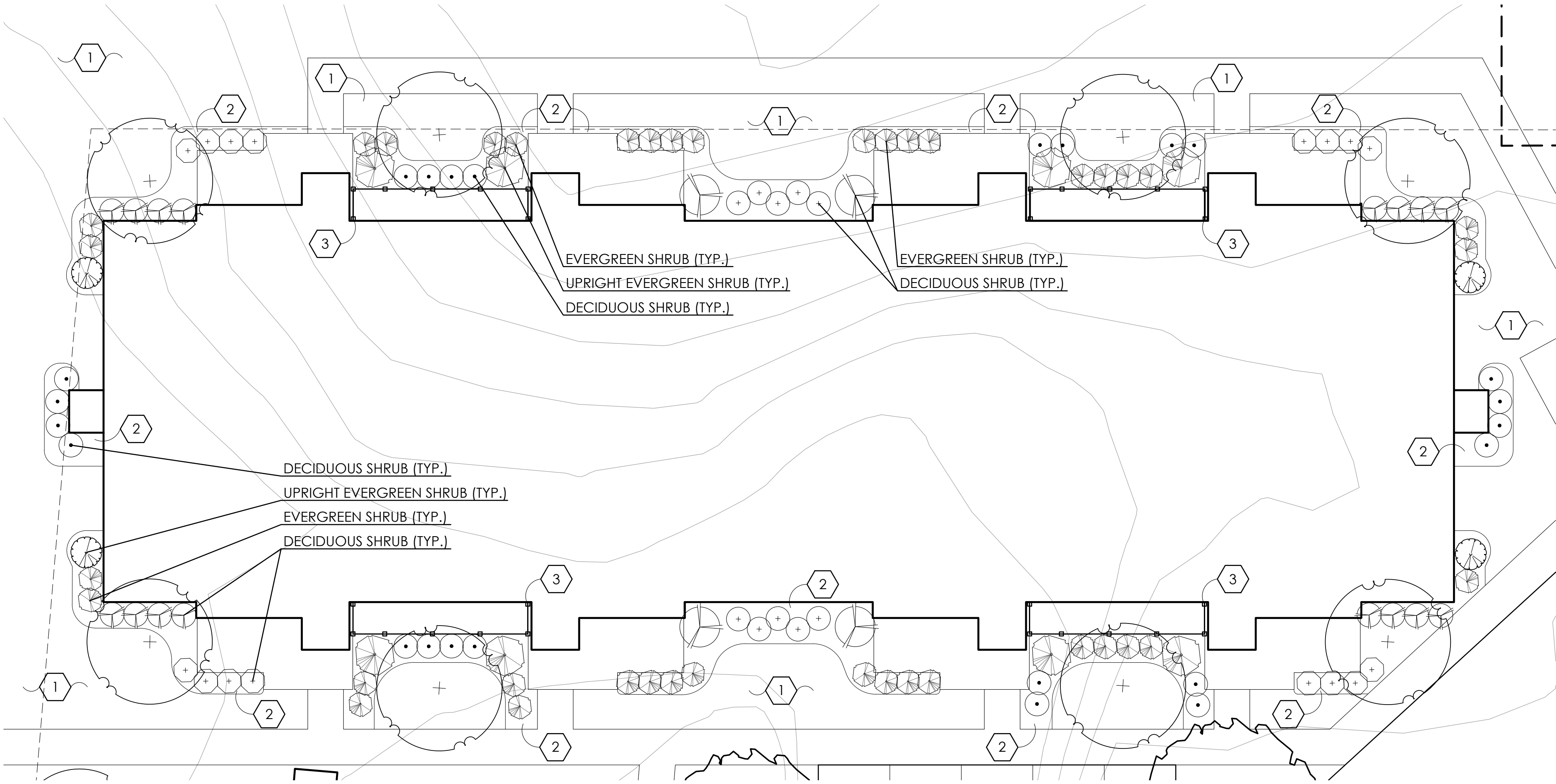
DATE	9/24/18
PROJECT	18081
SHEET	

D-2

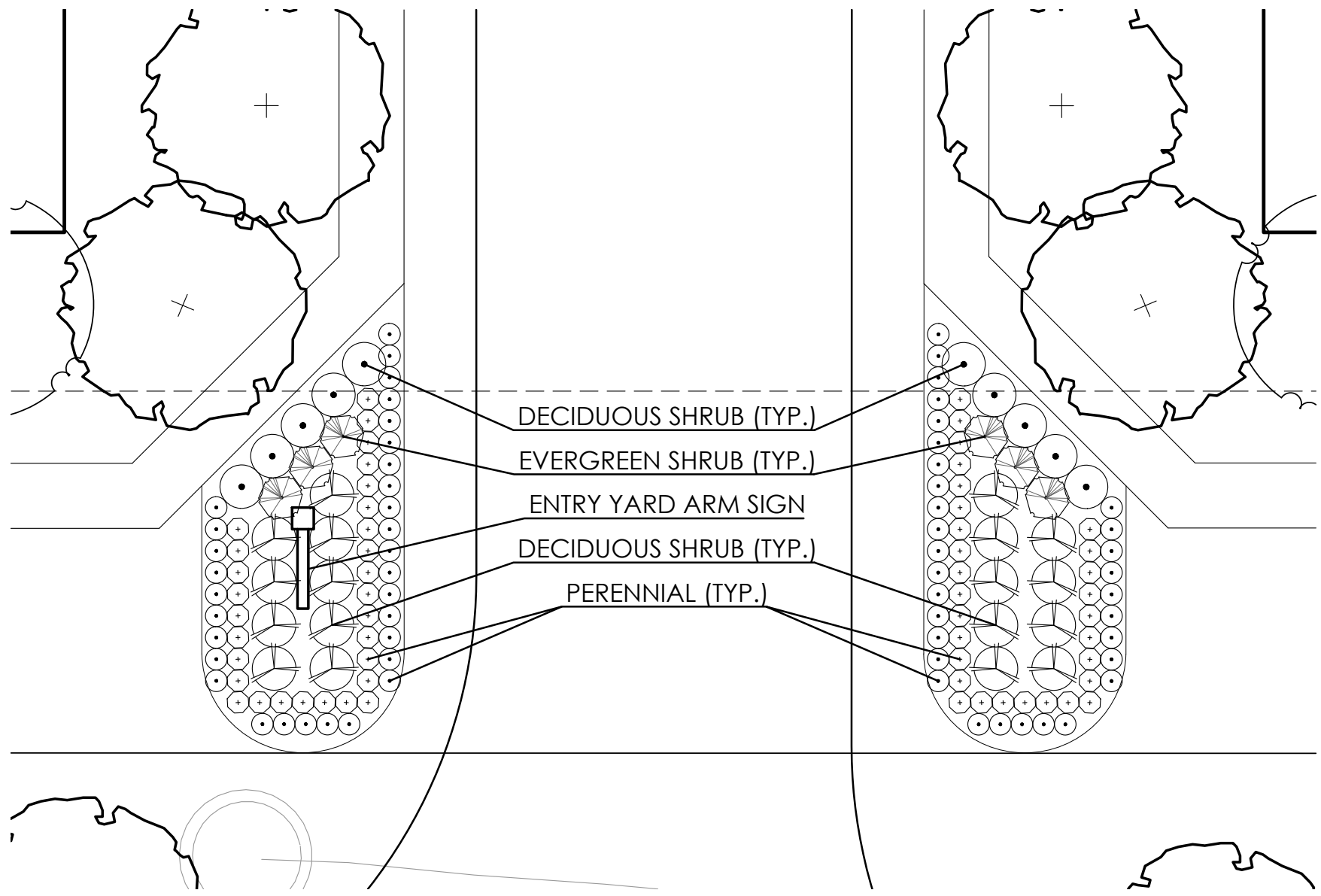
Attachment: EX. D-2 Landscape Enlargements (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)



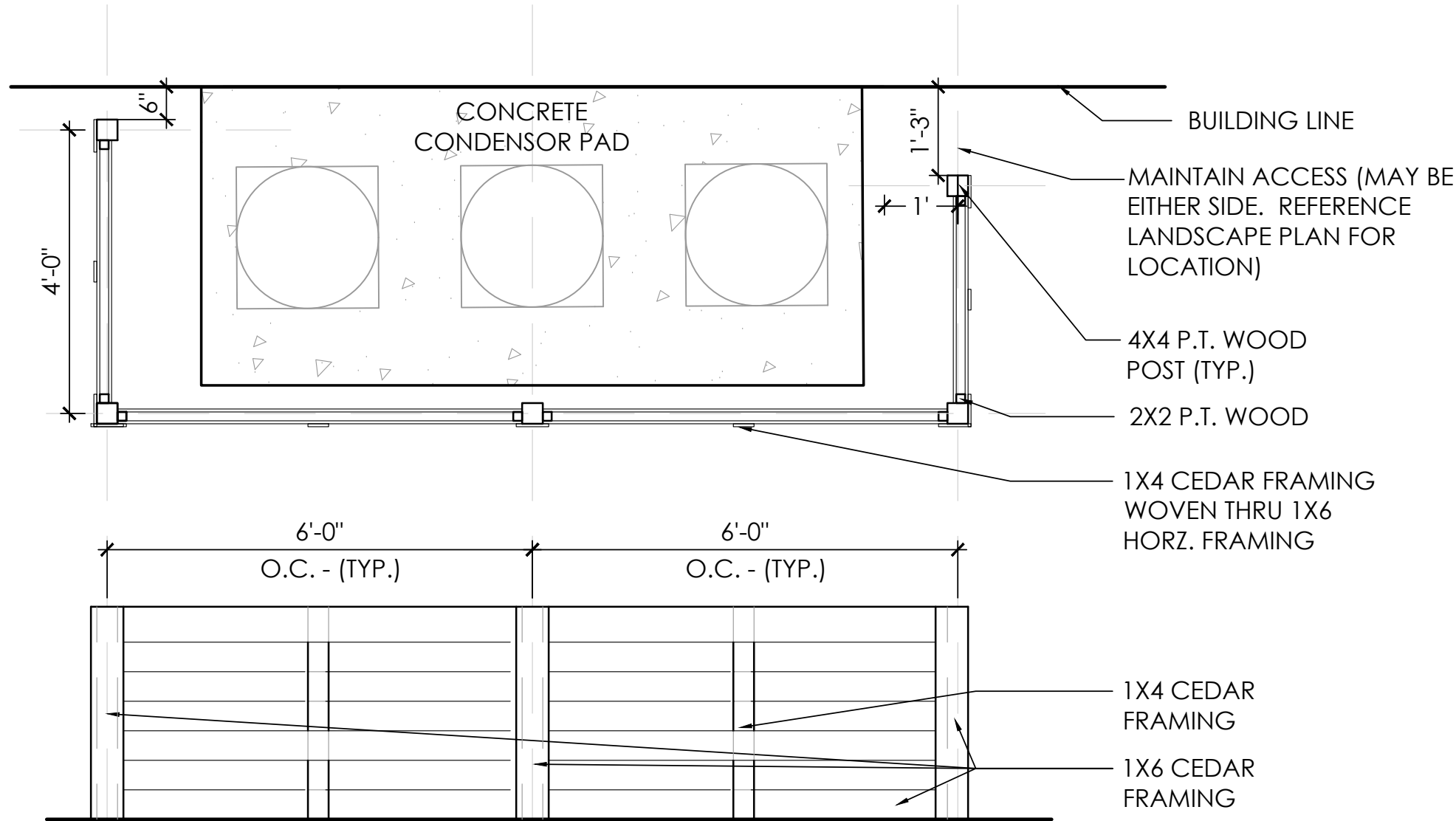
1 TYPICAL 3 STORY BUILDING PLANTING
SCALE: 1"=10'



2 TYPICAL 2 STORY BUILDING PLANTING
SCALE: 1"=10'



3 ENTRY ENLARGEMENT
SCALE: 1"=10'



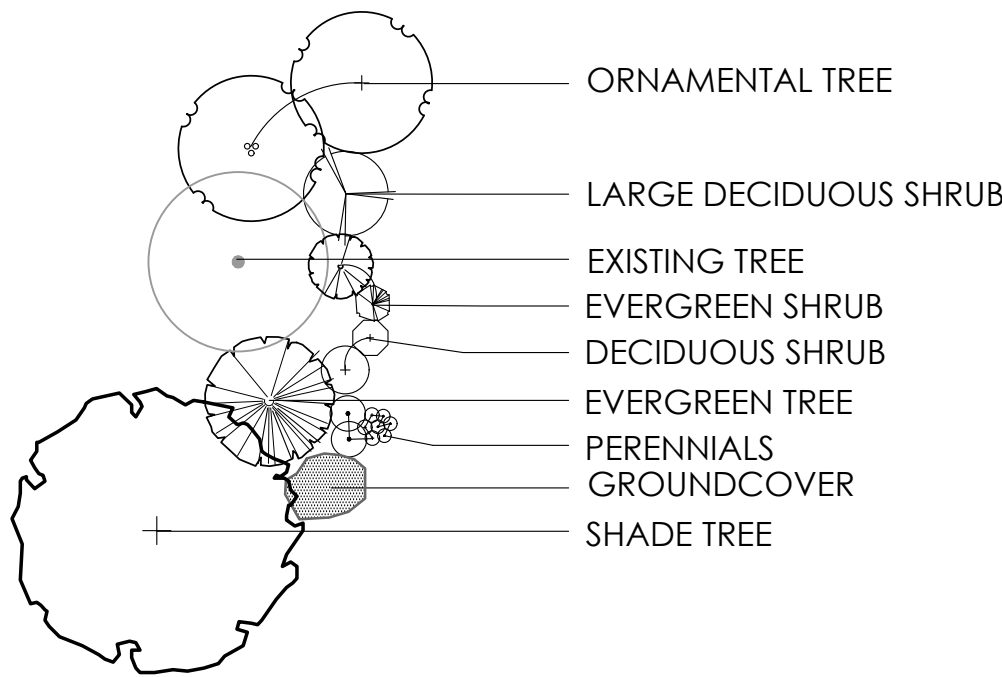
4 A/C CONDENSOR SCREENING FENCE
N.T.S.

CONSTRUCTION NOTES:

- 1 LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 2 LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
- 3 A/C CONDENSER AREA WITH SCREENING FENCE. SEE DETAIL 4 ON THIS SHEET

PLANT KEY TYPICALS

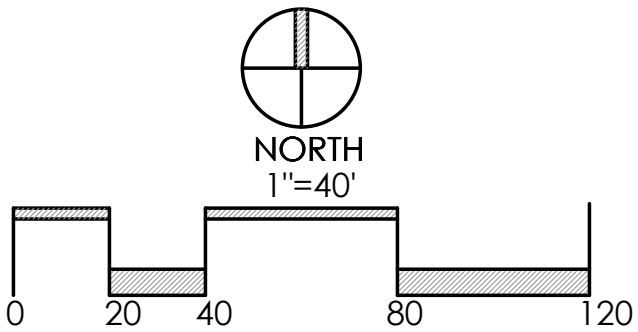
SEE PLANT LIST FOR SPECIFIC PLANT SPECIES





SITE DATA

TOTAL ACRES	± 9.08 ACRES
TOTAL OPEN SPACE	± 3.14 AC. (34%)



REVISIONS

OPEN SPACE PLAN

BENTLEY HOUSE

PREPARED FOR

METRO DEVELOPMENT

470 OLDE WORTHINGTON RD., SUITE 100

WESTERVILLE, OH 43082

Paris Planning & Design

LAND PLANNING

243 N. 5th Street

P.O. Box 1944

Westerville, OH 43081

516.487.1944

www.parisplanninganddesign.com

LANDSCAPE ARCHITECTURE

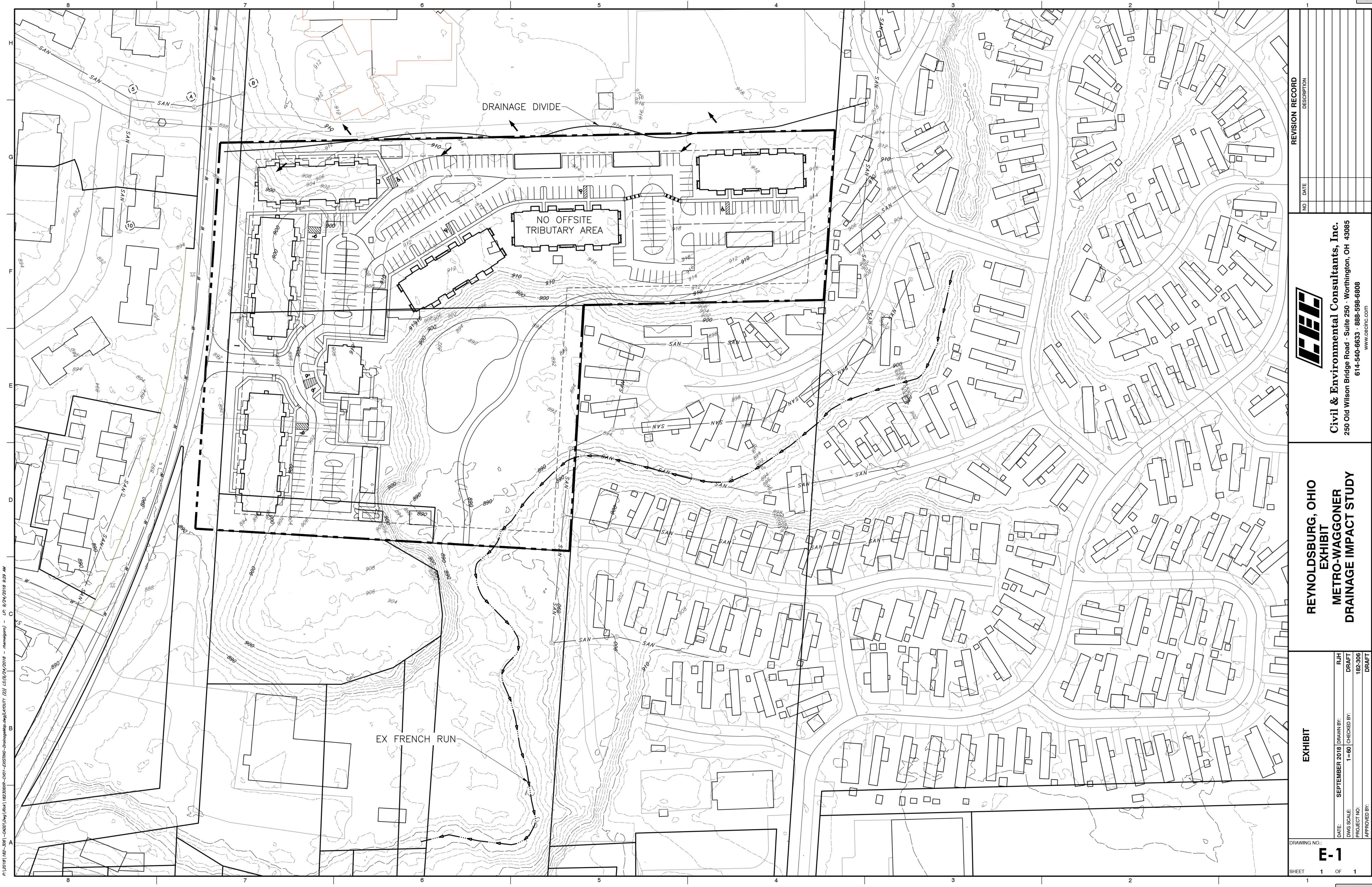
Suite 401

Columbus, OH 43215

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DATE	9/24/18
PROJECT	18081
SHEET	

D-3



A:\2018\182-306-CADD\Drawings\182306-CADD-ESTING-DRAINAGE.dwg (A:\2018 - New\182-306 - CADD\Drawings\182306-CADD-ESTING-DRAINAGE.dwg) - 182-306-01-01.dwg - 8/24/2018 8:29 AM

REVISION RECORD	
NO	DATE



Civil & Environmental Consultants, Inc.
250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.ceeinc.com

**REYNOLDSBURG, OHIO
EXHIBIT
METRO-WAGGONER
DRAINAGE IMPACT STUDY**

DRAWING NO.: E-1	
DATE: SEPTEMBER 2018	DRAWN BY: RJH
DWG SCALE: 1"=60'	CHECKED BY: DRAFT
PROJECT NO: 182-306	APPROVED BY: DRAFT



<																								
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[illegible]

 **Civil & Environmental Consultants, Inc.**
250 Old Wilson Bridge Road · Suite 250 · Worthington, OH 43085
614-540-6633 · 888-598-6808
www.ceeinc.com

**REYNOLDSBURG, OHIO
EXHIBIT
METRO-WAGGONER
SANITARY SEWER IMPACT STUDY**

EXHIBIT		DATE:	SEPTEMBER 2016	DRAWN BY:	RJH
		DWG SCALE:	1"=60'	CHECKED BY:	DRAFT
		PROJECT NO:	182-306		182-306
		APPROVED BY:			DRAFT

DRAWING NO.:

E-2

SHEET 1 OF 1

3. Facilities Demand Worksheet

(To be completed for Major Site Plan, Zoning District Change, and Plot, Grade, & Utility Plan Applications.)

1. Water:

- a. What will the total demand for water be in gallons per day (gpd) for this proposed site improvement? 36,000 gpd
- b. How much pressure is required? min. 35 psi

Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required (614.322.6810).

2. Sanitary Sewer:

- a. What will the total anticipated flow in gallons per day for this proposed site improvement?

48,000 gpd

Coordinate with the City Engineer to determine if a Utility Study is required (614.322.6810).

3. Traffic:

a. Definitions:

- i. Traffic Access Study: This type of study is to be used for small scale projects generating 50- 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. These studies are applicable to projects that do not have a significant impact on the overall transportation system, but will have impacts on site access points. Analysis is typically limited to review of access point location, type, and size. Analysis of turn lane requirements on the public road at the proposed access point may also be reviewed.
- ii. Traffic Impact Study: An impact study is to be completed for uses that generate more than 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. This type of evaluation usually includes all access points and nearby intersections. The scope of the Traffic Impact Study is to be determined by affected agencies and the Applicant.
- iii. Regional Traffic Analysis: This type of analysis is suited for large scale or groups of smaller projects that impact a large geographical area significant enough in the judgment of City to require an evaluation of impacts on a Comprehensive or Thoroughfare Plan Scale. Road segments, intersections, and perhaps alternative road networks shall be analyzed and long term needs identified. The scope is to be determined by affected agencies and the Applicant.

- b. What are the anticipated Average Daily Traffic (ADT), Generator Peak Traffic, Adjacent Street Peak Traffic volumes, generated by the site improvement and what are the Peak Hours of operation (using ITE Trip Generation Manual).

866 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
<u>67</u> AM	<u>57</u> AM	<u>67</u> AM
<u>81</u> PM	<u>69</u> PM	<u>81</u> PM

- c. USE FOR ZONING DISTRICT CHANGES: Is a zoning district being requested for uses that can generate 200 or more peak hour trip ends that the current zoning does not anticipate?

 Yes, Traffic Impact Study or Regional Traffic analysis is required.

 X No, Traffic Access Study Required.

- d. USE FOR MAJOR SITE PLANS: Check the following as applicable to the site development:

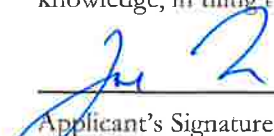
 There are 200 or more Peak Hour trips anticipated.
(Traffic Impact Study or Regional Traffic Study is required.)

 X There are between 50-200 Peak Hour trips anticipated.
(Traffic Access Study is required.)

 There are less than 50 Peak Hour trips anticipated. (No additional requirements.)

- e. The information presented in this section is to assist the applicant with the requirements for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, the applicant and the City Engineer must schedule a scope verification meeting with the City and any other local, state, or federal agencies affected by the proposed site improvements.

I certify that the information provided with this application is correct and accurate to the best of my knowledge, in filing this application with the City of Reynoldsburg.


Applicant's Signature

9/21/18
Date

Traffic Study Subarea	Land Use	Time of Day	Data Set from: <i>Trip Generation Manual, 10th Edition</i> (Unless noted Otherwise)	Override with Average	Regression Equation from: <i>Trip Generation Manual 10th Edition</i>	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220) Ind. Variable (X) – 120 Dwelling Units	Daily	Weekday	☐	$T = 7.56(X) - 40.86$	866	50%	433	50%	433
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	$\ln(T) = 0.95 \ln(X) - 0.51$	57	23%	13	77%	44
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	$\ln(T) = 0.89 \ln(X) - 0.02$	69	63%	43	37%	26
		AM Peak	AM Peak Hour of Generator	☒	$\ln(T) = 0.94 \ln(X) - 0.29$	67	28%	19	72%	48
		PM Peak	PM Peak Hour of Generator	☐	$T = 0.66(X) + 1.41$	81	59%	48	41%	33

TABLE 1 - SITE TRIP GENERATION SUMMARY

Waggoner Road Site Traffic Study - 10/2018

Any traffic analysis that will be required by the City of Reynoldsburg will be forthcoming.

7232 E. Main Street
Reynoldsburg, OH 43068
614-322-6829
ewheeler@ci.reynoldsburg.oh.us

November 19, 2018

A PUBLIC HEARING TO BE HELD BEFORE THE REYNOLDSBURG PLANNING COMMISSION ON THURSDAY, DECEMBER 6, 2018 AT 6:00 P.M., IN CITY COUNCIL CHAMBERS, MUNICIPAL BUILDING, 7232 E. MAIN ST., REYNOLDSBURG, OHIO; ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF REYNOLDSBURG ADOPTED BY ORDINANCE NO. 131-95 ON NOVEMBER 27, 1995 AND AS SUBSEQUENTLY AMENDED – 1220-1222 Waggoner Rd., Reynoldsburg, OH, from AR2c, R-1, and Unzoned District to PND District; Applicant: Metro Development LLC.

EMILY WHEELER
PLANNING & ZONING ADMINISTRATOR
DEPARTMENT OF DEVELOPMENT
CITY OF REYNOLDSBURG

This notice is given pursuant to the provisions of the City of Reynoldsburg Charter.

Attachment: PC 122018 Public Notice (App# 2018-4, 1220-1222 Waggoner Rd, Metro Development LLC)

REYNOLDSBURG COMPREHENSIVE PLAN

REYNOLDSBURG, OH

2018

ACKNOWLEDGMENTS

Thank you to the steering committee members, stakeholders and community members who invested their time and expertise in the creation of this plan for the future of the City of Reynoldsburg

Steering Committee

Name
Name
Name

City Staff

Name
Name
Name

Stakeholders

Name
Name
Name

DRAFT

This plan was prepared for:



This plan was prepared by:



with support from:



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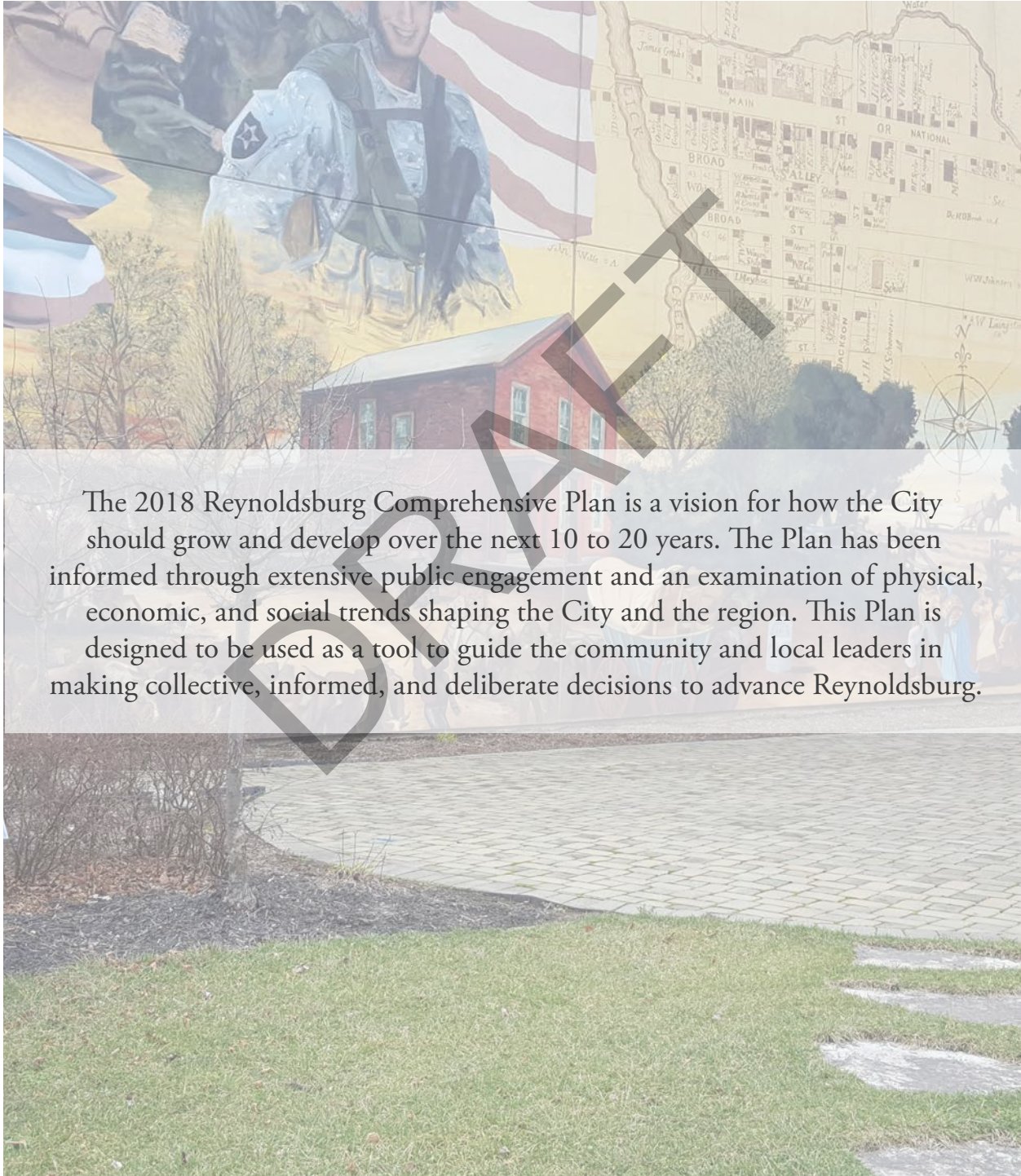
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01

INTRODUCTION

01

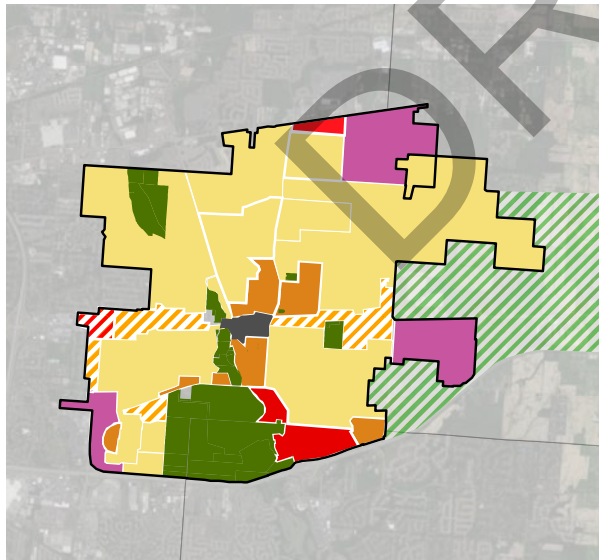
INTRODUCTION



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is the culmination of a community-driven effort to determine goals and a corresponding plan for the future, serving as a guide for investment, policy, and decision-making. Among other items, a comprehensive plan provides an opportunity to prioritize development and land use patterns, identify important and potentially transformative projects, and align resources to address growth and improve a community's quality of life.

Comprehensive plans involve an engaging process that brings the community together to discuss their ideas for the future. These ideas may focus on anything from the environment, economy, infrastructure, recreation, or any other issue of importance to those in the community. The planning process helps shape these ideas into a feasible and actionable strategy.



Future Land Use Plan (See Chapter 3).

THE REYNOLDSBURG COMPREHENSIVE PLAN AIMS TO:

GUIDE...

...the community in evaluating future growth and development.

INFORM...

... residents and City staff on the implications of future growth.

DEVELOP...

...a unique vision for the City based on its own set of challenges and opportunities.

MEASURE...

...future progress and implementation of City improvement efforts, planning initiatives, and development projects.



Concept for new park in Olde Reynoldsburg, (See Chapter 7)

INTRODUCTION

WHO WAS INVOLVED?

LOCAL LEADERSHIP

The City of Reynoldsburg identified a need in the community for a long-term vision for the future and championed the creation of this plan to fulfill that need. City staff and elected officials played a critical role by providing ongoing guidance and expertise and by gathering many of the community's best and brightest stakeholders to convene and strategize.

STEERING COMMITTEE

A group of Reynoldsburg community members, residents, and business owners were assembled to guide and inform the planning process. Ultimately, these community members will serve as long-term stewards of the Plan.

GENERAL PUBLIC

The public was integral in developing the vision of this Plan. Throughout the process, the public had the opportunity to provide insight and feedback through public meetings, a telephone survey, and online. The first public meeting, an open house at the Reynoldsburg Farmer's Market, gathered input from dozens of residents providing ideas and insight into the needs and wants of the community. An Open House later in the summer tested the outcome of the planning process and set up implementation of the plan. A telephonic survey, conducted by

Aimpoint Research, provided statistically accurate data on community preferences and opinions related to growth in Reynoldsburg.

Those who were unable to attend the public gatherings were encouraged to visit the project website, which hosted a community survey and virtual versions of the public meeting activities. A more detailed explanation of public meeting activities and results is outlined in Chapter 2, Community Overview and Public Engagement.

SMALL GROUP MEETINGS

Through the recommendation of City staff and the steering committee, small focus groups were convened to provide additional insight and feedback in the drafting of the Plan. Each small group brought a specialized focus and unique perspective to the process.

CONSULTANT TEAM

OHM Advisors, an integrated engineering, architecture, and planning firm, specializing in community involvement and urban design was retained to guide the planning process. CT Consultants provided engineering related assessments and recommendations, while Aimpoint Research led the statistically valid survey to gather community input.

Project Schedule:

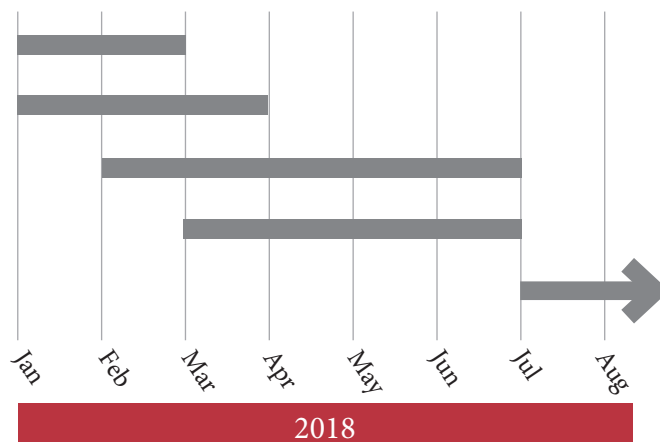
PREPARING FOR THE PLAN

UNDERSTANDING THE CONTEXT

ENGAGE AND LISTEN

DEVELOPING THE PLAN

FINALIZING THE PLAN & SETTING UP IMPLEMENTATION



PLAN INPUTS

The Plan was informed by a range of community and technical inputs including:



» **Public Meetings:** A robust public engagement process included two public open houses.



» **Online and Telephonic Surveys:** Online opportunities and a statistically valid telephone survey increased the opportunity for the public to engage in the process.



» **Existing Conditions Analysis:** Local and regional factors were analyzed to develop a logical and fiscally sustainable land use pattern that accommodates growth.



» **Best Practices:** Community development best practices, from autonomous vehicle adoption to residential development, informed plan principles, goals, and recommendations.

FROM PLAN TO ACTION

A plan without an implementation strategy is naturally limited in its effectiveness. The policy framework (which can be found both in the applicable plan chapters as well as the appendix, Plan provides a blueprint for both the City administration and the community to implement the goals of this Plan.

Five plan principles were developed and solidified with the Steering Committee throughout the planning process. Each principle frames a tangible set of goals and actions for the City to accomplish, in order to advance the core themes of this Plan.

Focus Areas

Additionally, Chapter 7 identifies a number of focus areas that are prime for redevelopment within the City. The strategies presented in this Chapter build upon the research and vision outlined throughout this Plan.

HOW TO USE THE PLAN

This plan is meant to guide public and private land use and community development decisions. All community entities are responsible for upholding this plan including the following:

Public Entities. Individual City departments and administrators should be cognizant of the contents of the Plan when preparing annual work programs, budgets, capital improvement plans, and economic incentives. When deciding on administrative and legislative approvals for development proposals, this Plan should be used as a tool to communicate with property owners and the development community on the desired character and form of the City.

Private Development. Private developers should consider the goals and strategies of the plan as they make land use and investment decisions. The private development community should understand the vision of this Plan and ensure that development proposals meet the intent of this document.

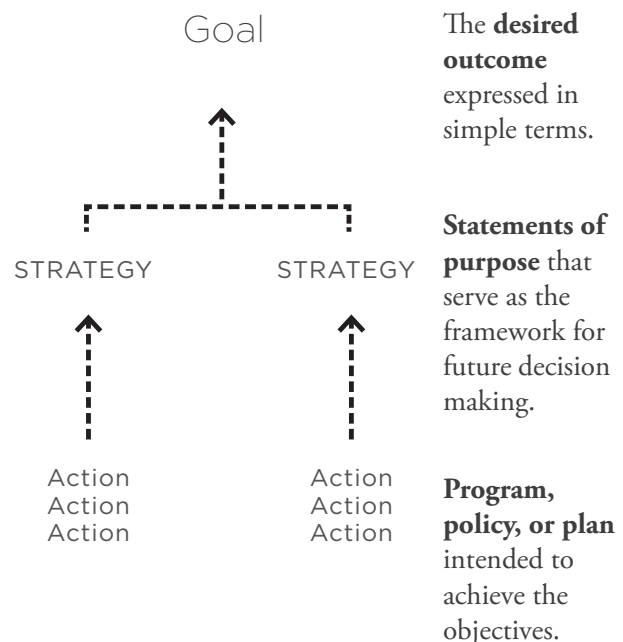


Figure 1: Policy Framework

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02

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Overview

A GROWING REGION

Reynoldsburg is situated within the Central Ohio region, which is expected to grow rapidly by 2050 (see Figure 3). Population estimates suggest that the region will grow by upwards of one million people over the next 30 years. East Main Street, Reynoldsburg's primary east-west corridor, will be an important point in that development. Therefore, land use decisions made today will go a long way toward shaping the City's identity and development in the future.

EXISTING COMMUNITY
PROFILE

The following chapters provide a more in-depth existing conditions analysis. A snapshot of Reynoldsburg is below:

- » **Population:** Approximately 37,000 in 2016, up 15.6% from 32,000 in 2000.
- » **Racial Diversity:** At ~64% white and ~25% African-American with a strong Southeast Asian community, the City of Reynoldsburg has a diverse tapestry of residents.
- » **Median Household Income:** At \$61,648 in 2016, Reynoldsburg's median household income is higher than both the City of Columbus and Franklin County.

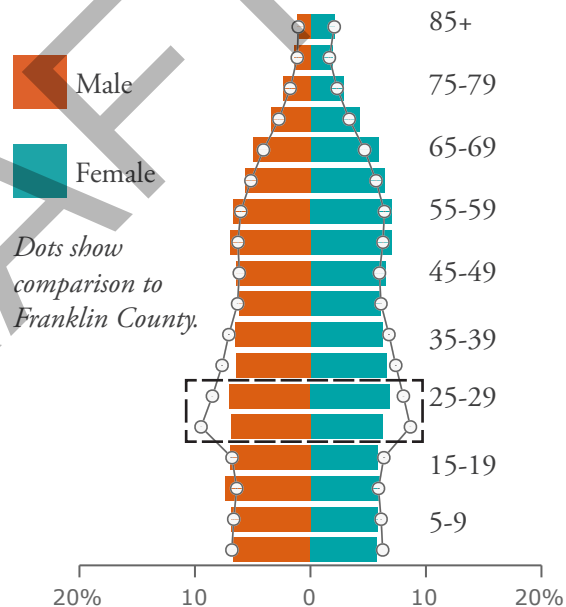


Figure 2: Population Pyramid -- Reynoldsburg

- » **Reynoldsburg's Population Distribution:** The graph above highlights the percentage of Reynoldsburg's population (in 5 year increments, by gender) and compares it to Franklin County. Reynoldsburg has significantly fewer millennials than Franklin County as a whole. Attracting millennials with appealing housing options is an important component of growing a strong local economy while attracting and retaining future home buyers.

REYNOLDSBURG COMPREHENSIVE PLAN

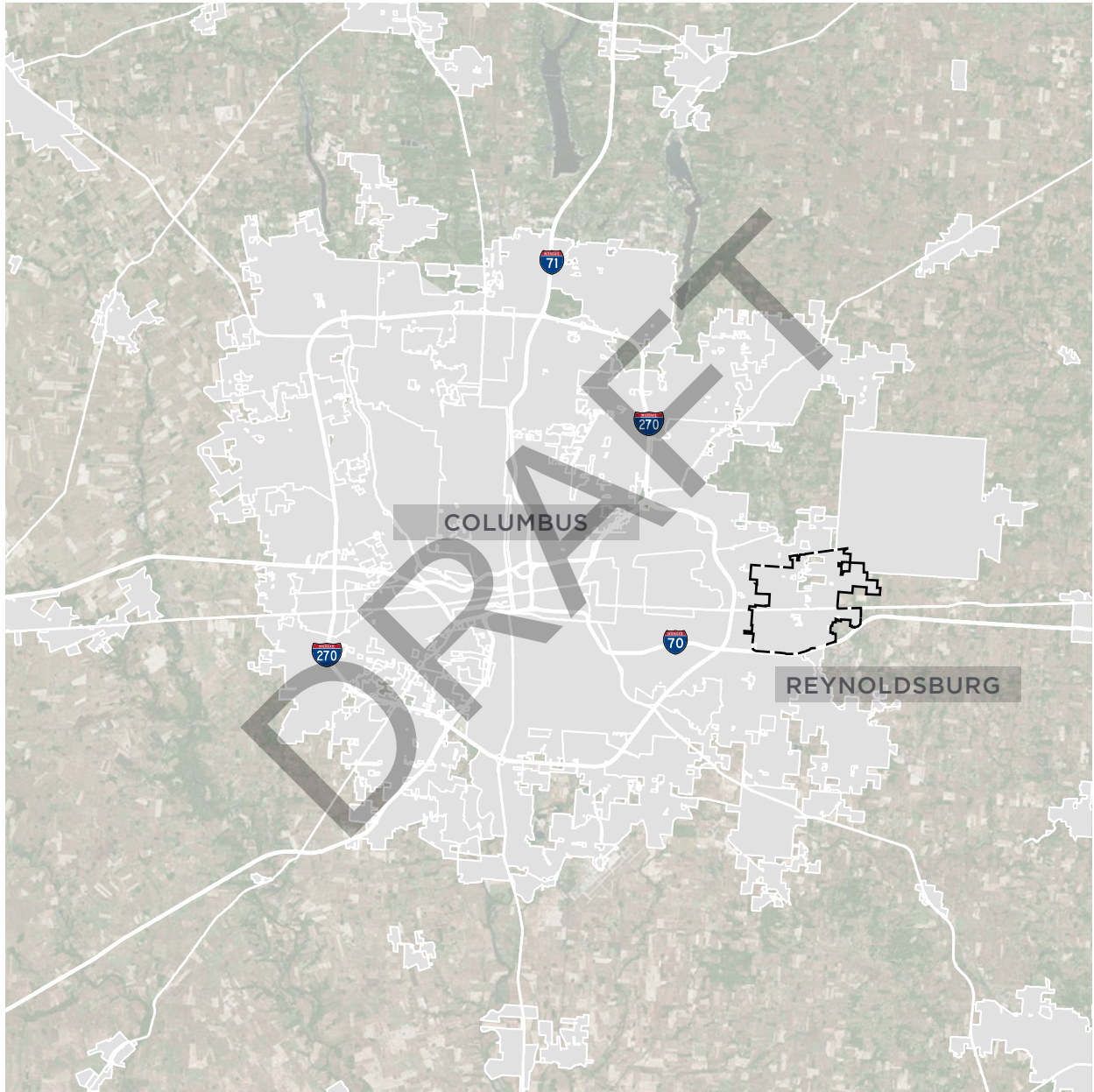


Figure 3: Regional Context Map



02

COMMUNITY OVERVIEW
AND PUBLIC ENGAGEMENT

Community Vision

OVERVIEW

The planning team solicited ideas, questions, and feedback from Reynoldsburg residents and employees throughout the planning process. A summary of the findings are on the following pages. Full results of the Aimpoint telephone survey are contained in an Appendix to this Plan.

Small Group Meetings: The planning team facilitated four group workshops with different community members. The workshops were high-level conversations designed to understand the pulse of the community.

Public Meetings: The planning team held an open house at the Reynoldsburg farmer's market. This event was used to gain specific feedback from residents on a number of the different concepts presented throughout the steering committee process.

Telephonic Survey: In collaboration with Aimpoint, a local market-research firm, the planning team conducted a survey designed to get a perspective on how and where the City should grow.

Online Engagement: The online survey was replicated on the project website for those not surveyed by phone.

ENGAGEMENT BY THE NUMBERS

TELEPHONIC SURVEY

300 responses

ONLINE SURVEY

117 responses

SMALL GROUP WORKSHOPS

50+ stakeholders

OPEN HOUSE

100+ attendees

STEERING COMMITTEE

10 regular attendees

500+ PEOPLE ENGAGED

REYNOLDSBURG COMPREHENSIVE PLAN

WHAT WE HEARD

Small Group Meetings

The following is summary of key issues and opportunities facing Reynoldsburg that were identified in each small group meeting.

CHAMBER OF COMMERCE

Issues and Opportunities:

- » “We don’t have an identity.”
- » “Big-Box vacancies.”
- » “Downtown is not an established space.”
- » “Promote walkability in Olde Reynoldsburg.”
- » “Celebrate the City’s diversity.”

FOCUS AREAS:

Olde Reynoldsburg:

- » Make Olde Reynoldsburg a destination.
- » Strengthen design standards.

Kroger Site:

- » An opportunity for office, or medical office.

RELIGIOUS LEADERSHIP

The Big Opportunity:

- » Strong Downtown = Strong Identity.
- » Strong enthusiasm for enhancing the Downtown, adding a public space.

STUDENTS

Issues and Opportunities:

- » “The vacant buildings give us a poor image.”
- » “There are no job opportunities for youth.”
- » “Our parks need to have something to do.”

First Open House-Farmer’s Market (June)

At the first open house, the planning team presented draft concepts of the focus areas and the future land use plan to the public, in order to validate what the team had heard from the community in the survey.

The planning team received positive responses about the draft concepts. In smaller conversations, and voting exercises, over 100 visitors endorsed the focus areas outlined in Chapter 7 and a draft of the future land use strategy as seen in Chapter 3.

Second Open House-Farmer’s Market (September)

As the plan evolved, the planning team went back to the farmer’s market to present refined concepts to the public. These concepts included new recommendations for Olde Reynoldsburg, along with a refined policy framework. Residents expressed enthusiasm around the new concepts and ideas.



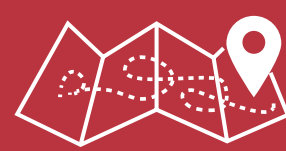
KEY FINDINGS



Transform vacant and underperforming retail.



Create a cohesive community feel throughout the City.



Grow Olde Reynoldsburg as a local and regional destination.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

Telephonic Survey

A statistically valid telephone survey was conducted to gather input from the community. The demographics of survey respondents were designed so that the sample size properly reflected the demographics of Reynoldsburg residents, drawing generalizations which statistically fit the community at large. A summary of the results is provided below.

QUALITY OF LIFE

In general, survey participants are satisfied with living in Reynoldsburg. The majority of respondents (over 60%) believe that the community is heading in the right direction. When asked to rate the quality of life in Reynoldsburg, approximately 86% of respondents gave a rating of 6 or above with the overall average at 7.16.

Residents' overall satisfaction translates to a desire to remain in the community. Around 70% of respondents said that they see themselves living in Reynoldsburg in the next five years, including nearly half of those ages 18 to 34 and the majority of all other age groups. The relatively high percent for those planning to remain in the City may further indicate a need to ensure a diverse housing stock and amenities to serve a range of ages, lifestyles, and household sizes.

IDENTITY

Slightly more than half of survey respondents believe that Reynoldsburg has a distinct identity and cited the City as friendly, family-oriented, and multi-cultural. For those who did not believe the City had an identity, they were asked what they would like the identity to be. Respondents emphasized similar themes of family, community involvement, and diversity.

PROFILE OF SURVEY RESPONDENTS

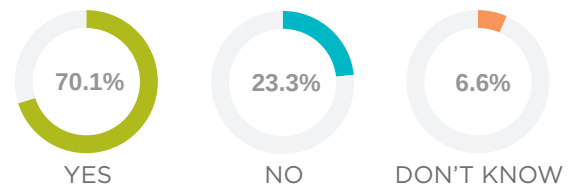
300 RESIDENTS



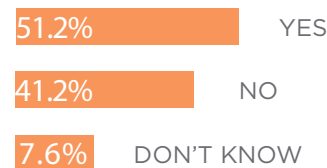
Q: ON A SCALE OF 1-10, HOW WOULD YOU RATE THE QUALITY OF LIFE IN REYNOLDSBURG?



Q: DO YOU SEE YOURSELF IN REYNOLDSBURG IN THE NEXT 5 YEARS?



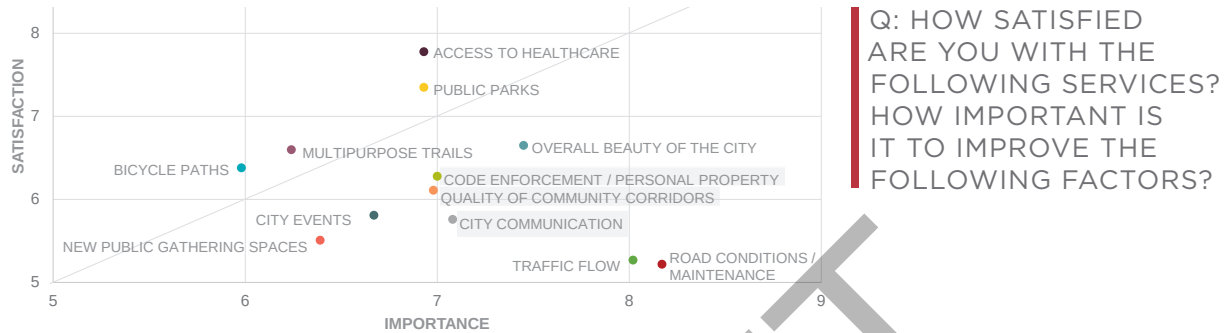
Q: DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



REYNOLDSBURG COMPREHENSIVE PLAN

CITY SERVICES

When asked the most significant challenge facing Reynoldsburg, the most common response was infrastructure conditions. In many communities this is regularly considered a top issue by residents. Other services that rated lower satisfaction and higher importance by survey respondents included city communication, quality of community corridors, code enforcement, and overall beauty of the city.

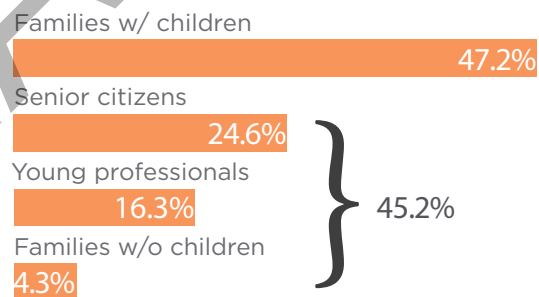


GROWTH AND HOUSING

According to survey results, Reynoldsburg should focus on redeveloping existing properties and growing businesses over the next 30 years. Over half of respondents said that redeveloping existing properties is the most or second most important factor, suggesting a desire for a new vision on existing sites.

As residents consider future housing needs, high quality materials, a range of options, cost, and diversity in housing types. When asked whether families with or without children will need more children, survey respondents were nearly split, indicating a need for Reynoldsburg to ensure a diverse housing stock into the future to accommodate all types and sizes of households.

Q: WHAT GROUP OF PEOPLE MIGHT NEED MORE HOUSING WITHIN REYNOLDSBURG OVER THE NEXT TEN YEARS? (ONLY SELECT ONE)



KEY FINDINGS



Reimagine primary corridors throughout the City.



The City should re-enforce the community's identity.



Housing diversity is important to many residents.

COMMUNITY OVERVIEW AND PUBLIC ENGAGEMENT

PLAN GOALS AND FRAMEWORK

The results from the public engagement process, along with the existing conditions analysis (incorporated throughout the next four chapters) guided the development of the following plan principles. These principles inform the structure of the plan, the mission of the focus areas (Chapter 7) and the policy and implementation framework (outlined in the appropriate chapters and the appendix).



1. PROMOTE A DIVERSE MIX OF HOUSING OPTIONS

Encourage a mix of housing options that support existing and future residents and increases the character of the community (see page 22).



2. DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING DISTINCT CHARACTER.

Support development that aligns with strategic land use goals (see page 28).



3. PROVIDE A RANGE OF MOBILITY OPTIONS.

Improve and expand the transportation network to safely and efficiently support all modes of travel (see page 50).



4. COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED DEVELOPMENT CHANGES.

Ensure infrastructure supports the long-term needs of the community (see page 66).



5. DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

Create and grow a unique image and brand within the community through physical improvements and messaging. (see page 76).

DRAFT

03

HOUSING, ECONOMY, AND LAND USE

Housing

OVERVIEW

Housing conditions in Reynoldsburg are an important factor in shaping the social and economic health of the community. Reynoldsburg currently has a diverse range of housing options, with a large share of rental units and aging multi-family properties. Rents are fairly affordable, but the City has an opportunity to offer newer housing units to both retain current residents while attracting newcomers.

In This Section:

- » **Existing Conditions and Trends:** Housing Tenure, Age, Type, and Cost. Anticipated Population Growth in Central Ohio. The Missing Middle.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement

EXISTING CONDITIONS AND TRENDS

Housing Tenure

At 56%, the majority of housing in Reynoldsburg is owner-occupied. However, the City has a higher percentage of renters than comparable communities in Central Ohio. Its share of renters has also increased since 2000. (See Table 1) This is a trend shared by many communities nationwide, as prospective homeowners have chosen to rent smaller, more flexible housing units in the aftermath of the Great Recession.

Housing Age

According to 2016 census data, the median age of housing in Reynoldsburg is 33 years old. Franklin County Auditor data shows that multi-family

Table 1: Growth in Renters

2000	34.9% renters
2010	36.6% renters
2016	41.1% renters

The share of Reynoldsburg's population that rents has risen steadily since 2000, a byproduct in part of the recession.

REYNOLDSBURG COMPREHENSIVE PLAN

housing in Reynoldsburg is even older, with a median age of 40 years old. Older properties present challenges related to higher maintenance costs, lower quality amenities, limited efficiency, and lower rents. Communities around Central Ohio, from Worthington, to Grandview Heights to Gahanna, have allowed for new investments in multi-family housing, a move that has helped change the image and brand of their respective communities, retain current residents who may prefer to downsize, and attract new residents, specifically the growing number of Central Ohio households without children.

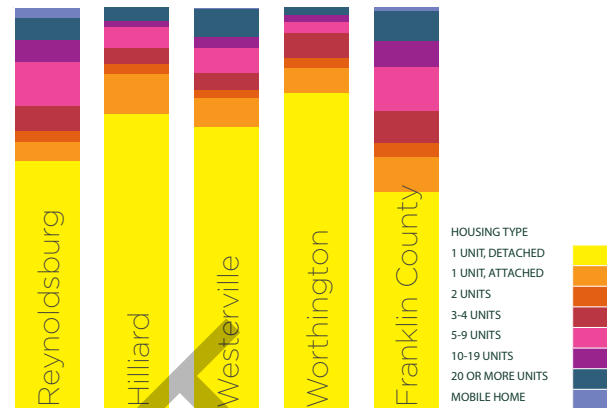
Housing Type

Figure 3 shows Reynoldsburg has a lower share of single-family detached housing than other nearby suburban communities. Reynoldsburg has the existing diversity in its housing stock to begin meeting the expected increase of smaller household sizes. However, the median multi-family housing unit is approximately 40 years old, presenting a strong opportunity to begin offering a new housing product on the market.

Housing Costs

When looking at the cost of rent, housing in Reynoldsburg is comparable to other communities in Central Ohio. Table 2 shows the median rent of select communities within the region, as well as

Figure 4: Housing by Unit Type, Reynoldsburg and Select Area Communities



Compared to select area communities, Reynoldsburg has a diverse range of housing types.

Source: 2012-2016 American Community Survey 5-Year Estimates

the metro area. A look at future market demand provides an insight into how these rent comparisons may hold in the coming years. As shown in Table 4, the forecasted growth in rents projected by the U.S. Department of Housing and Urban Development will be greater across Delaware and Franklin counties than median rents in Reynoldsburg. The estimated demand figures reflect a growing attitude that some people are willing to spend more for a desirable rental property than pursue ownership. This demonstrates Reynoldsburg's opportunity to pursue new residential development that charges higher incomes.

Table 2: Area Median Rents, (Studios, 1 bedroom and 2 bedroom housing units)

	Reynoldsburg	Worthington	Westerville	Hilliard	Columbus MSA
Median Gross Rent (All Units)	\$948	\$882	\$927	\$1004	\$855
Median Gross Rent (Studio)	\$593	\$843	\$1375	\$675	\$600
Median Gross Rent (1 bedroom)	\$723	\$548	\$674	\$791	\$683
Median Gross Rent (2 bedroom)	\$903	\$858	\$854	\$1041	\$860

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

HOUSING, ECONOMY, AND LAND USE

Table 3 outlines Reynoldsburg's potential to capture new residential development. Expected monthly rent for newly constructed apartments throughout Central Ohio is commanding rents much higher than the average rents in Reynoldsburg. Furthermore, the development of new multi-family residential development may help repurpose underutilized commercial sites throughout the City.

Anticipated Preferences for New Residential and Walkable Spaces

As the region anticipates adding up to 1 million people by 2050, the growth will be defined by a few important characteristics. According to a recent demographic projection by Dr. Arthur Nelson, **87% of the growth in households by the year 2030 will be households without children.** Furthermore, **56% of the population growth over the same time period will be from senior households.** Nationally, older households, and households without children (which tend to be younger) prefer attached, smaller lot homes over homes with larger lots. (See Figure 4).

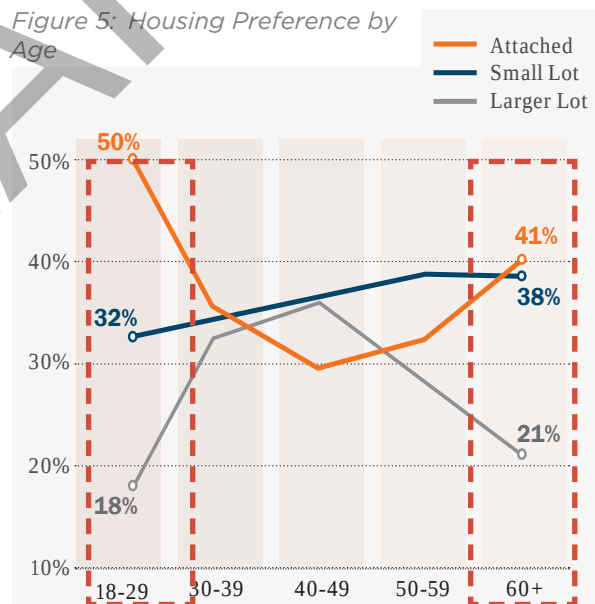
Furthermore, according to survey data accompanying the Insight 2050 analysis, a majority of Ohioans have expressed a desire to live in walkable places and neighborhoods. Currently, 20% of residents believe that they have this option. Reynoldsburg's best opportunity to develop new residential districts is along major commercial corridors (i.e. East Main Street and Brice Road), that have the potential to transform into walkable districts.

Table 3: Estimated Demand for New Market-Rate Rental Housing

One Bedroom		Two Bedroom	
Monthly Gross Rent	Units of Demand	Monthly Gross Rent	Units of Demand
\$900 - \$1,099	1425	\$1,200 - \$1,399	1425
\$1,100 - \$1,299	1425	\$1,400 - \$1,599	1425
\$1,300 - \$1,499	1425	\$1,600 - \$1,799	1425
\$1,500 +	470	\$1,800 +	470

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Market Analysis, April, 2016

Figure 5: Housing Preference by Age



Nationally, those in the 18-29 year range and those above 60, prefer attached homes and smaller lots sizes. This represents a significant portion of Reynoldsburg's current and future population.

Source: National Association of Realtors (2011)

REYNOLDSBURG COMPREHENSIVE PLAN

The “Missing Middle”

As seen in Figure 4, baby boomers and millennials, who together make up about half of the U.S. population, and a significant portion of anticipated growth in the Central Ohio region, share similar housing preferences. Both groups increasingly prefer housing options in walkable neighborhoods. Survey data indicates that over half of Ohio residents prefer to live in walkable neighborhoods, while only 20% feel like they currently live in a walkable neighborhood.



Finding opportunities to offer this housing type throughout Reynoldsburg can help attract and retain residents. Middle housing includes townhomes, duplexes, quadplexes, condos, carriage houses, etc.

- » Middle housing that does exist in U.S. cities tends to be outdated and aging.
- » Middle housing allows for a housing stock which is diverse, affordable, and sustainable and meets a growing demand for an urban, walkable lifestyle.
- » Middle housing can function as an entry-point to individuals and families who may become single-family homeowners.
- » Because the “missing middle” is a market problem, cities which appropriately diversify their housing stock have a competitive edge.

KEY FINDINGS-HOUSING



Existing Conditions

- » Central Ohio is expected to grow by up to one million people by 2050. East Main Street is expected to be a priority corridor for this growth. (*Insight 2050*).
- » The City of Reynoldsburg has a more diverse, but old, housing stock (i.e. less single-family homes) than select Central Ohio communities. (*Franklin County Auditor*).
- » The older housing stock is not commanding the rents that newer multi-family buildings throughout the region are charging. (*U.S. Census Bureau, HUD*).
- » Moving forward, there will be demand for new residential options in the region. Reynoldsburg has the physical space to accommodate this population growth.



Public Engagement

- » When residents are thinking about new housing options, the three most important factors are: high quality materials, a range of housing options, and cost. (*Aimpoint Survey*)
- » Half of residents think that families with children should be targeted for new housing; half think that households without children should be prioritized. (*Aimpoint Survey*)
- » Residents think that the City should focus on redeveloping existing property and growing new businesses. (*Aimpoint Survey*)

HOUSING, ECONOMY, AND LAND USE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Housing.

RESPONSIBLE PARTIES	
	City Council
	Planning Department
	Planning Commission
	Parks & Recreation Department
	City Auditor
	Public Service Department
	Community Organizations

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 1 (*Housing*)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 1.1: Promote a mix of housing options.		
Action 1.1.1: Plan for new senior housing options that are integrated with parks, recreation facilities, trails and other community amenities.		
Action 1.1.2: Promote a mix of housing types such as flats, townhomes, cottages, etc., that cater to those who would like to live or remain in Reynoldsburg but would prefer not to live in a single-family home.		
STRATEGY 1.2: Create new standards that will define the character and level of quality for future residential development.		
Action 1.2.1: Any new single-family or multi-family residential development should integrate quality greenspace.		

GOAL 1 (Housing)

PROMOTE A DIVERSE MIX OF HOUSING OPTIONS.

	TIMEFRAME	POTENTIAL PARTNERS
Action 1.2.2: New residential developments should strengthen the street character. New multi-family buildings should have minimal setbacks. New single family developments should have rear-facing garages and rear-loaded alleyways where possible. New residential developments should incorporate sidewalks and integrated, accessible greenspace.		
STRATEGY 1.3: Target new multi-family developments in the Focus Areas outlined in this Plan.		
Action 1.3.1: Promote residential development and mixed-use development near Brice and Main street.		
Action 1.3.2: Continue to find opportunities to add residential development in or around Olde Reynoldsburg.		
STRATEGY 1.4: Strengthen existing single-family neighborhoods and multi-family districts.		
Action 1.4.1: Bolster code enforcement in older, or more targeted neighborhoods. This includes strengthening existing City rental inspection programs.		
Action 1.4.2: Continue to maintain and invest in infrastructure with a high-level of service throughout these neighborhoods.		
Action 1.4.3: Pursue neighborhood improvement and grant programs to provide needed assistance in neighborhoods.		

03

HOUSING, ECONOMY,
AND LAND USE

Economy

OVERVIEW

Reynoldsburg's location in Central Ohio provides many economic opportunities for the local economy. Easy access to I-70 and I-270 allows companies that locate in Reynoldsburg to distribute their goods and services to providers across the region. However, Reynoldsburg's should consider national trends both in retail and workplace automation as it seeks to reposition its economy in the 21st century.

Retail makes up a significant portion of Reynoldsburg's local economy. A vibrant retail sector

can help build a city's brand and identity. Like many communities across the country, Reynoldsburg has a retail footprint that is largely auto-oriented and does not fit the needs of a 21st century economy. Likewise, new technologies are driving shifts in the labor force, rewarding certain skillsets and education backgrounds while posing challenges to traditional "blue-collar" jobs. An evolving 21st century economy and changing technologies will continue to have a significant impact on Reynoldsburg's economy.

In This Section:

- » **Existing Conditions and Trends:** Retail Typologies and Implications for Reynoldsburg. Existing Employment and Trends in Automation. Economic Incentives in Reynoldsburg.
- » **Key Findings:** Existing Conditions, Trends, and Public Engagement



The old K-Mart site on Brice Road and East Main Street is unlikely to return to its original use as a big-box retail site. Successful big-box stores in Central Ohio now locate in clusters, such as Polaris and Easton.

EXISTING CONDITIONS & TRENDS

Communities across the U.S. are suffering the physical, financial, and social consequences of having a surplus of commercial and retail space. This is at least in part due to growth in online shopping, consumer spending on travel, eating out, and a preference for experiences over goods. Data from the Bureau of Economic Analysis shows spending on travel, recreation, and eating out has steadily increased over the last decade while spending on household goods, clothing, and other goods has steadily dropped. Similarly, according to research from the Harris Group, nearly 80% of millennials say they would choose to spend money on an experience or event as opposed to an item or good.

Spending on travel, recreation, and eating out has steadily increased over the last decade. Spending on household goods, clothing, and other similar items has steadily dropped.

aging strip malls also fail to provide the “experience” that many consumers are seeking. This has a fiscal impact on Reynoldsburg’s ability to remain competitive.

The Rise of Online Shopping

Online shopping is shifting the physical shape of retail. According to the Pew Research Center, only 22% of Americans had made any online purchase in the year 2000 compared to 2015 when 45% reported shopping online at least a few times a month. Retail expert Jan Rogers Kniffen argues that 50% of all retail not tied to bars and restaurants will be purchased online by 2030. This increase in e-commerce has brought competition to the brick-and-mortar retail market not anchored in an experience. Simultaneously, the majority of purchases made at brick-and-mortar retail stores, start with an online search. Although e-commerce will likely continue to grow, supporting healthy brick and mortar retail will remain valuable to the local economy.

RETAIL TYPOLOGIES

Big-Box Stores

Regionally, big-box stores manage to stay competitive by locating in experiential or destination locations (e.g. the Easton Town Center and Polaris). Others now offer cooking or fitness classes, community gathering spaces, restaurants, and service amenities, beyond traditional shopping. Vacant big-box properties in Reynoldsburg are generally isolated from these types of uses and are located in a format that is functionally obsolete. The Focus Areas chapter explores strategies to address specific big-box vacancies within the City.

Strip Malls

Strip Malls in Reynoldsburg have higher occupancy rates than big-box stores. However, existing strip malls in Reynoldsburg are not anchored in destination locations like Polaris and Easton. These

Implications for Reynoldsburg

Reynoldsburg’s aging commercial centers, combined with the projected trends in the retail landscape, guide many of the land use recommendations throughout this document. The Future Land Use section of this chapter includes comprehensive land use recommendations on a city-wide scale. Chapter 7 outlines redevelopment strategies for some of the key underutilized sites along primary commercial corridors. Furthermore, the chapter includes targeted zoning code recommendations that will allow the recommended concepts to move forward.

HOUSING, ECONOMY, AND LAND USE

EMPLOYMENT

Existing Employers

Retail jobs make up the highest share of the total employment in Reynoldsburg, which is not surprising given its significant presence throughout the City. A breakdown of employment by sector for the top four industries is shown in Table 5. The Retail Trade sector is also the top third industry in the state of Ohio. As shown in Table 6, the top four employers in the City has changed slightly in the last decade, but retail and civic or government related employers continue to employ the most workers. As the City looks to update the condition and character of retail in the community, attracting employment from a diverse range of industries will be important. The Brice and Livingston focus area in Chapter 7 addresses this diversification issue through a recommended land use shift.

Trends in Automation

More generally, advances in technology and automation will significantly shift the needs of employers and their workforce in the future. A study published in the fall 2017 by the McKinsey

Table 4: Reynoldsburg Top Employment by Industry

Industry	Share
Retail Trade	24.2%
Health Care & Social Assistance	16.6%
Accommodation & Food Services	15.4%
Administration & Support, Waste Management and Remediation	11.7%

Source: U.S. Census Bureau, Center for Economic Studies, 2015 Reynoldsburg Work Area Profile Report

IN 2016, **6 OF THE TOP 10** EMPLOYERS IN REYNOLDSBURG WERE **RETAIL BUSINESSES.**

Table 5: Reynoldsburg Top Employers Over Time

2007	Rank	Employer	Nature of Business	# of Employees
	1	Limited Logistics Services	Retail Sales	3,218
	2	Reynoldsburg City Schools	Public Education	830
	3	Walmart	Retail Sales	420
	4	Limited Service Corporation	Retail Sales	406
2016	Rank	Employer	Nature of Business	# of Employees
	1	Mast Logistics Services Inc. (The Limited)	Distribution	3,704
	2	Reynoldsburg City Schools	Public Education	981
	3	State of Ohio	Government	680
	4	Walmart	Retail	445

Source: City of Reynoldsburg Comprehensive Annual Financial Report, 2016

REYNOLDSBURG COMPREHENSIVE PLAN

Global Institute is typical of many. Namely, that a very large number of workers in the United States may need to shift occupational categories and learn new skills in the near future, as up to one-third of job activities may be automated or replaced by technology (See Figure 6). The jobs most susceptible to automation include those which are predictable in nature such as operating machinery, preparing fast food, or processing data. The top employer in Reynoldsburg is a distribution business which may experience a rise in automation of jobs. Within the different industries, the lower-wage jobs, primarily those related to service, are also at a high risk of automation.

For labor which is not directly replaced by automation, technological advances may still require higher education and experience levels than are presently demanded, meaning that even the lower-wage jobs will be out of reach for

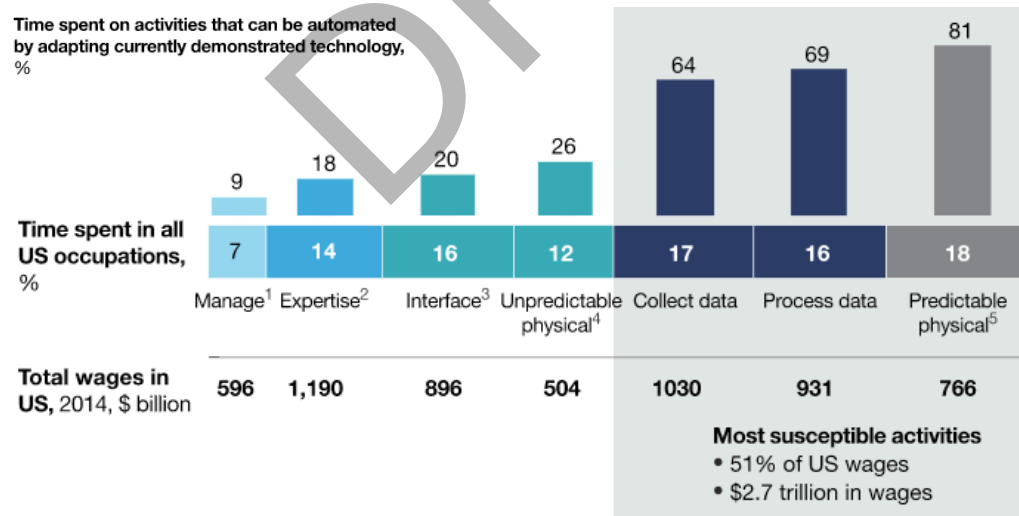
some of the most vulnerable populations. While many Reynoldsburg employees currently work in fields that require human talents and interpersonal skills, such as education, there is still potential for automation within these sectors. Additionally, the residents of Reynoldsburg, regardless of where they work, may need additional workforce training.

Reynoldsburg's current top employer is a distribution company, a field that is highly susceptible to automation of work moving forward.

Reynoldsburg should look to engage with workers in the community most at-risk of being displaced by automation and technological change. Workers with a high school diploma or less will be less resilient in adapting to forecasted changes than their neighbors with a higher educational attainment.

Ensuring access to job training for residents and workers, as well as collaboration and coordination with educational institutions and employers across Central Ohio, will be important for the City's economic and social well-being moving forward.

Figure 7: Automation Potential By Type of Work



Source: McKinsey Global Institute, 2017

HOUSING, ECONOMY, AND LAND USE

ECONOMIC INCENTIVES

Opportunity Zones

Opportunity Zones, created in 2017, are located in economically distressed areas where new investments may be eligible for preferential tax treatment. They were created to help encourage investment in disadvantaged communities by providing tax benefits to investors. Reynoldsburg has an Opportunity Zone located at Brice and Main. This area encompasses the previous site of Kmart, which currently sits vacant and ready for development.

TIF's and JEDD's

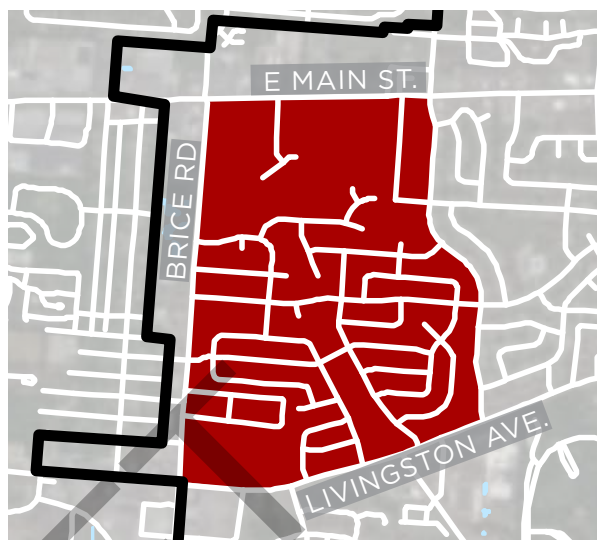
Two economic development tools that can have a significant impact on economic development are Tax Increment Financing (TIF) and a Joint Economic Development District (JEDD). TIF's can be used by local governments to finance public infrastructure improvements and residential rehabilitation. Within a district, a certain percentage of property taxes will go into a fund for public improvements in that area in an effort to make needed improvements and increase property values. Currently the City has a TIF on nearly every commercial property on East Main Street, Brice Road, and Broad Street.”

JEDD's are an arrangement where a municipality and township may develop township land for commercial or industrial uses. Both the township and municipality will share taxes within the property and the water and sewer service may be extended into to the property without annexation.

The City currently has a JEDD with Etna Township that was established in 2017 under Ordinance 92-17. The purpose of the JEDD is to work with the Township to collaboratively share the costs of operating and improving the district.

The first JEDD encompasses 5 parcels totaling approximately 230 undeveloped acres of land east of Mink Street & south of Refugee Road (just north of the Prologis Park – 70 Etna development). The agreement overlays the City of Reynoldsburg's 1.5% income tax on the future employees of the defined

Figure 8: Brice and Main Opportunity Zone



site as well as on the net profits of the companies located on the property. Per the agreement, funds are distributed between the three contracting entities as follows: 20% to the City of Reynoldsburg, 70% to Etna Township, and 10% to the JEDD board.

The second JEDD includes multiple parcels of land totaling about 330 acres to the east of Mink Road, between Refugee Road and Rt. 40 and near Etna's existing corporate park.

CIC's

Community Improvement Corporations (CIC) are economic development entities or land banks that promote, encourage, and facilitate economic and civic development. This can be done through promoting existing opportunities in the City, working to attract and retain businesses, creating public-private partnerships, and developing funds for land acquisitions, incentives, etc. Many communities throughout Ohio have CIC's to assist with economic development.

KEY FINDINGS-ECONOMY



Existing Conditions

- » Based on an estimate using GIS analytics, there is roughly 50 s.f. of retail and space per person in Reynoldsburg. This is significantly higher than the national average of approximately 25 s.f. of retail space per person.
- » Moving forward, the demands for retail space will change. Shopping online and spending money on “experiences” as opposed to goods, will drive down demand for traditional retail.
- » Specifically, Reynoldsburg has two types of retail that will impacted by national and regional trends:
 - » Big-Box – Today, successful big-box stores tend to locate next to other big-boxes (such as Polaris and Easton), rather than succeed in isolation (such as the former K-Mart site).
 - » Strip Malls – This retail form is becoming less desirable, largely because they are not anchored in an experience, which is where people are increasingly spending their time and money.



Public Engagement

- » Redevelop in existing infill corridors, rather than building large scale retail. (Survey)
- » Reynoldsburg should accommodate population growth by growing new businesses (Survey).
- » Shopping and supporting Downtown to create a strong Downtown (with vibrant retail) is important for a strong identity. (Stakeholder Groups)

Future Land Use

OVERVIEW

The Future Land Use Plan is a critical component of the Comprehensive Plan. It is used to guide city staff, planning commission, and private citizens and the development community on future development throughout the City. The planning process revealed a set of priorities reflected in the Future Land Use Plan. This includes accommodating shifting population demographics, the changing fundamentals of retail, and the continued need to diversify the local economy.

Future Land Use Plan Objectives

The Future Land Use Plan shown on the following page is composed of nine districts. Each of these districts has recommended land uses, design characteristics and key features to guide development within the district.

There are a number of City-wide objectives supported in the Future Land Use Plan. The top priorities include:

- » **Reimagining the East Main Street corridor.** East Main Street is largely lined with auto-oriented retail. Trends in retail and population growth (as previously discussed) indicate that this is not the highest and best use of land along this corridor. Diversification of uses along this corridor is a priority.

- » **Diversifying the local economy.** Currently, Reynoldsburg is heavily reliant on the tax base from The Limited. Transforming the Brice and Livingston intersection from retail into a mixed-use center focused on logistics will help diversify local income tax revenues.
- » **Strengthening Olde Reynoldsburg.** Olde Reynoldsburg is the heart and soul of the City. The Future Land Use Plan offers a guide to define and strengthen the District.

Using the Future Land Use Plan

While each of the districts have broad requirements to help guide development, some issues facing the City require a more detailed approach. These include specific issues related to site design, public improvements, and open space. These issues are addressed in the policy implementation section of this plan.

The Future Land Use Plan is not a zoning map, nor do the recommendations take the place of the existing zoning districts or designations. However, it is recommended that the zoning code be updated to reflect the proposed characteristics and uses of the adopted Future Land Use map. Future land use and zoning changes should be in alignment with the map and recommendations herein.

REYNOLDSBURG COMPREHENSIVE PLAN



HOUSING

Reynoldsburg's Existing Housing

A diverse, but aging housing stock.

Reynoldsburg has a diverse housing stock (e.g. a well-distributed number of single-family, duplex, and multi-family units). However, the median age of multi-family housing in Reynoldsburg is approximately 40 years old, making it difficult to compete with other Central Ohio communities for residents.

Potential to capture higher rents. Data from the U.S. Department of Housing and Urban Development shows that forecasted rents for new apartments in Central Ohio are significantly higher than existing rents being charged in Reynoldsburg.



RETAIL

Reynoldsburg's Existing Retail

Reynoldsburg has an overbuilt retail sector.

Many experts say that the U.S. has an overbuilt retail sector, with estimates as high as 25 s.f. per person. An UrbanFootprint estimate revealed that Reynoldsburg has a higher retail footprint per capita than the U.S. at over 50 s.f. per person (UrbanFootprint Estimates).

The style of Reynoldsburg's retail is becoming obsolete. Big-box stores and strip malls, which dominate Reynoldsburg's retail landscape, are not necessarily meeting the needs of Reynoldsburg's future businesses.

Housing and Population trends

Growing region with smaller household sizes.

Central Ohio is growing rapidly. Approximately 87% of the population growth through 2030 will be households without children.

A growing preference for walkable places. In Ohio, survey data shows a majority of residents would prefer to live in walkable places. Currently, about 20% believe they currently live in a walkable place.

Retail Trends

Consumer preference for "experiences." The Harvard Business Review, among other sources, indicate that a significant growth area in retail moving forward will come from eating out and "experiences," such as the ability to shop, eat out, and go to events in a downtown or neighborhood.

Rise in online shopping. Shifting trends in supply-chains and distribution mean that businesses no longer need stores with larger footprints.

Key Takeaways

1

DEVELOP NEW HOUSING STOCK THAT MEETS POPULATION SHIFTS AND MARKET DEMAND.

2

TRANSFORM OBSOLETE COMMERCIAL AREAS INTO VIBRANT RESIDENTIAL AND COMMERCIAL DESTINATIONS.

HOUSING, ECONOMY, AND LAND USE

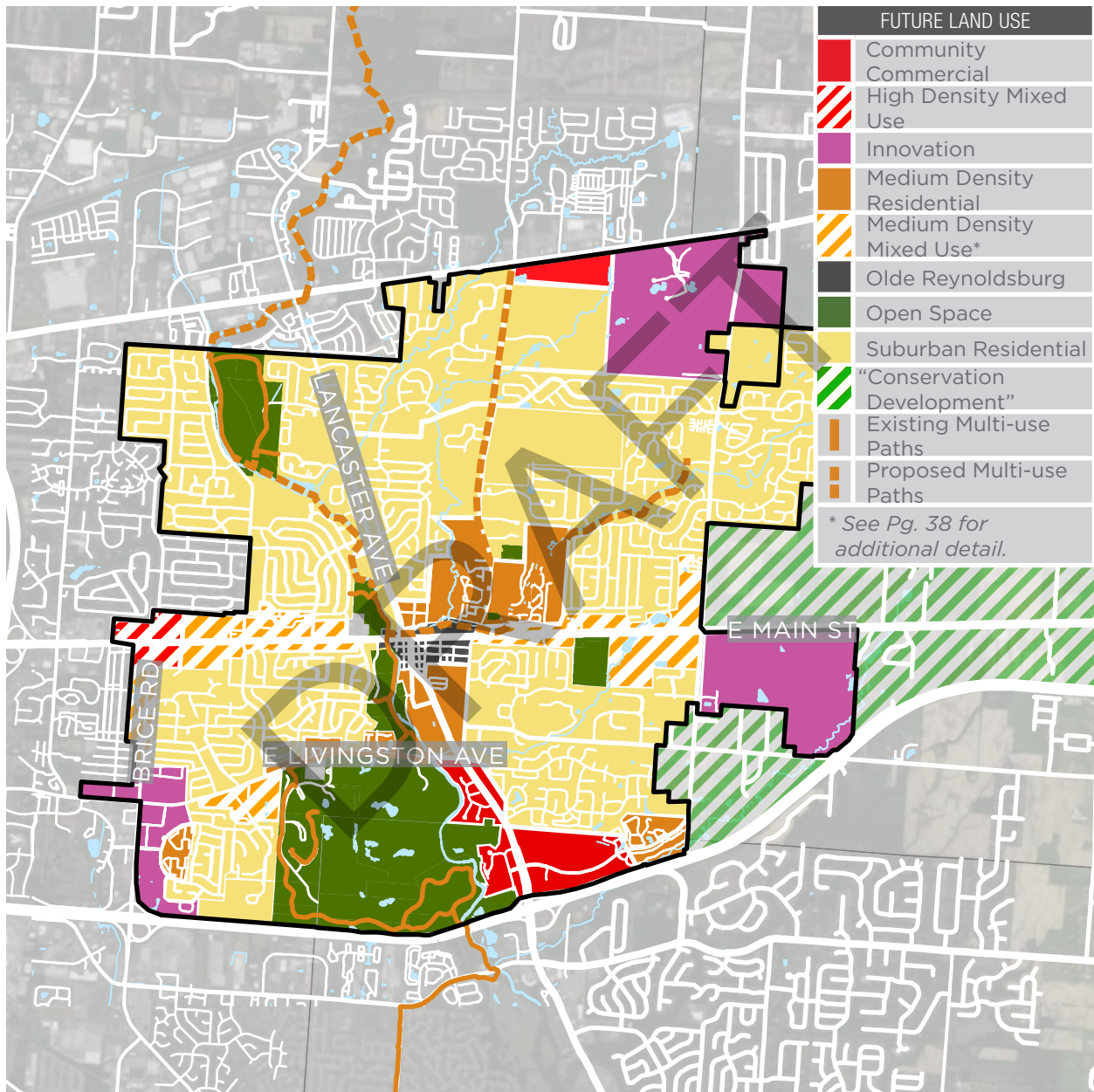


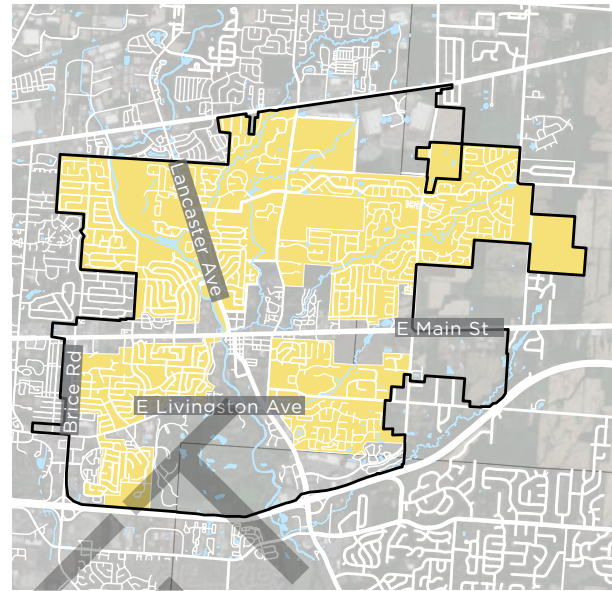
Figure 9: Future Land Use Map



SUBURBAN RESIDENTIAL

Suburban Residential Districts should largely consist of single-family homes situated on medium-sized lots. The Suburban Residential Districts highlighted in the map to the right are largely developed; however, future development should be characterized by a few different traits.

Walkability is an important trait in Suburban Residential Districts. This starts with the street network, which should have sidewalks, street trees, and short block lengths to promote walkability. Furthermore, walkable neighborhoods aren't exclusively pleasant places to walk within. They need to have destinations to walk to. Where possible, each home should be within a half-mile from a park or significant open space, to provide residents the opportunity to walk to recreational activities. Integrating institutional uses, such as schools and day-care centers, are complementary and encouraged in residential districts. Connecting new residential development to trail systems where appropriate is highly encouraged.



Key Features

- » Walkable neighborhoods with street trees and sidewalks
- » Short blocks with frequent connections to adjacent developments or future development
- » Local parks and green space with walking paths, benches, play structures, etc., accessible to each residence
- » Institutional uses, including neighborhood schools, may be integrated throughout the site

Development Character

Development Intensity	3-6 units / acre
Parking	Rear or side facing garages Alley access where appropriate
Front Setback	25-30 ft
Suggested Uses	• Single-family detached • Single-family attached • Duplex • Schools • Religious Institutions



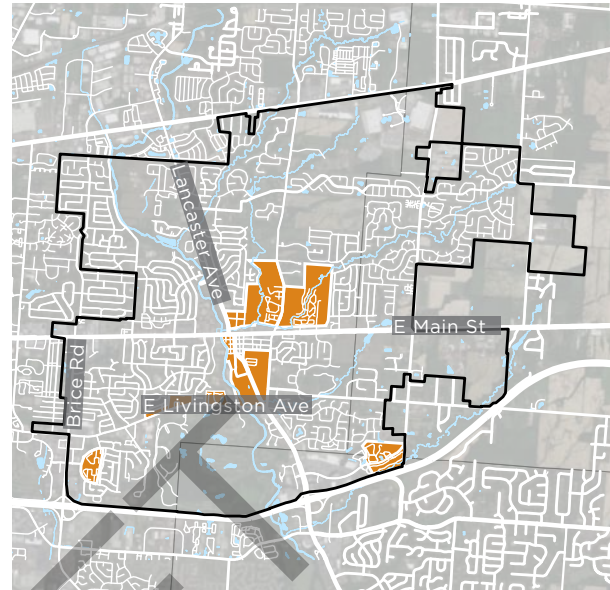
HOUSING, ECONOMY, AND LAND USE

MEDIUM DENSITY RESIDENTIAL

Medium Density Residential Districts are dispersed throughout the community and complement single-family residential by accommodating a more diverse range of housing options.

Future development in Medium Density Residential Districts should be well integrated with surrounding uses while allowing for more compact development to accommodate growth, smaller household sizes, an aging population, and a growing number of households without children. Two-unit buildings are encouraged where appropriate. Developments may include a range of housing options with different price points and styles including townhomes, dense single-family, row houses, and apartments.

High quality, pedestrian-friendly roadway networks between Medium Density Residential Districts and adjacent areas should be a top priority to allow continued and cohesive development throughout the City of Reynoldsburg.



Key Features

- » Short walkable blocks with common open spaces
- » Senior-friendly residential options
- » Shared recreational amenities
- » Variety of unit types (townhome, duplex, flat, etc.)
- » Smaller setbacks and improved streetscape to promote walkability

Development Character

Development Intensity	7-12 units / acre
Parking	Rear or side facing parking lots On-street parking Alley access where appropriate
Front Setback	0-20 ft
Suggested Uses	• Single-family attached • Multi-family • Duplex • Townhome

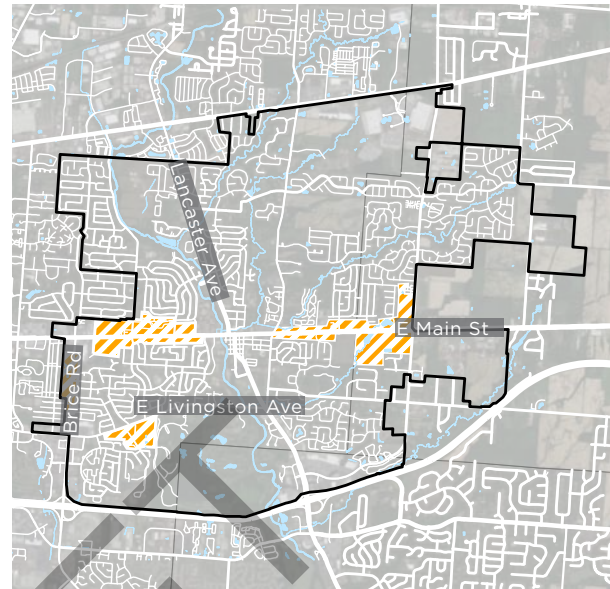


MEDIUM DENSITY MIXED USE

Medium Density Mixed Use Districts are situated along heavily traveled corridors on East Main Street and Brice Road and include a well-integrated mix of housing, neighborhood-oriented retail, and public space, all connected by a network of comfortable, pedestrian-friendly streets.

Future development in Medium Density Mixed Use Districts should connect gateways into Reynoldsburg with the downtown, as well as serve commercial needs scaled to accommodate the immediate neighborhoods. The districts should incorporate a mixture of small commercial and office uses, residential units, and retail uses, including shopping and dining. Development should integrate public spaces, such as pocket parks, and the structures should help define the character of the street.

Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development. Sidewalk cafes, awnings, and landscaping are encouraged to help define the character of the development.

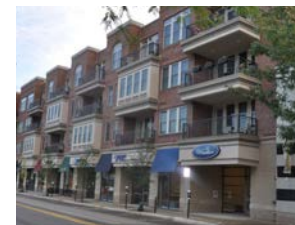


Key Features

- » **Along East Main Street, from Brice Road to Olde Reynoldsburg, only commercial uses (office and retail) should be allowed on the first floor. East of Olde Reynoldsburg to Taylor Road, residential is a conditional use on the first floor.*
- » Smaller retail and office users that support local residents and provide experiences at cafes, restaurants, and retail
- » Medium density residential above retail and office where appropriate

Development Character

Development Intensity	20,000 - 25,000 sf / acre (residential units at 10 to 20 units per acre)
Parking	Placed to the rear or side of buildings, well-screened On-street parking
Front Setback	10-20 ft
Suggested Uses	• Duplex/Quad-plex • Multi-family • Dense single-family • Neighborhood commercial • Neighborhood office



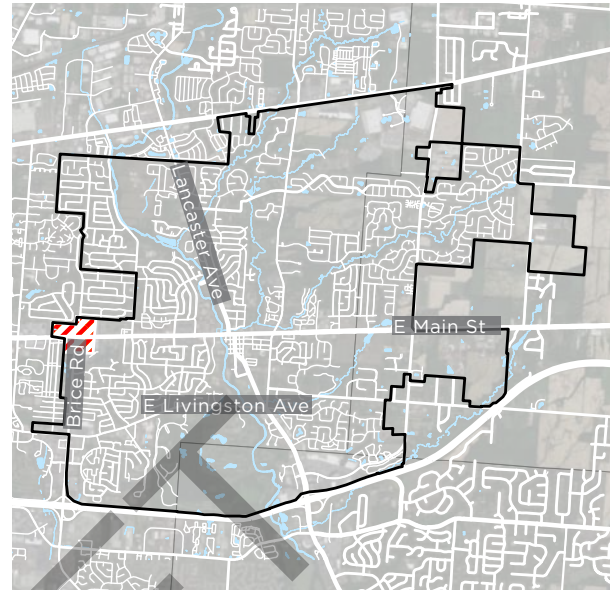
HOUSING, ECONOMY, AND LAND USE

HIGH DENSITY MIXED USE

High Density Mixed Use Districts serve similar functions as Medium Density Mixed Use Districts, but should be located at strategic gateways which are best positioned to accommodate higher-intensity development.

Future development in High Density Mixed Use Districts should be four to five stories with high-quality architecture, minimal setbacks, and pedestrian-friendly site design. Building facades and entrances should be oriented to the street with parking accessible from the rear or side of the building. Signage and wayfinding should be included, as appropriate, to welcome and direct visitors to Reynoldsburg and key community assets.

Residential uses should be intermixed among commercial and office uses. Public parks and green spaces should be integrated throughout future developments and include places for play, pets, and recreation.



Key Features

- » Internal street network within development
- » Pedestrian-friendly streets with high quality streetscapes
- » Residential uses include mid-rise apartment and condo buildings, and units above retail or office
- » Identifiable character, branding, and signage
- » Multi-modal transportation network within close proximity.

Development Character

Development Intensity	20,000 - 40,000 sf / acre (residential units at 15 to 20 units per acre)
Parking	Placed to the rear or side of buildings, well-screened Podium parking where appropriate On-street parking
Front Setback	0-20 ft
Suggested Uses	• Multi-family • Condominium/Townhome • Neighborhood commercial • Institutional Office

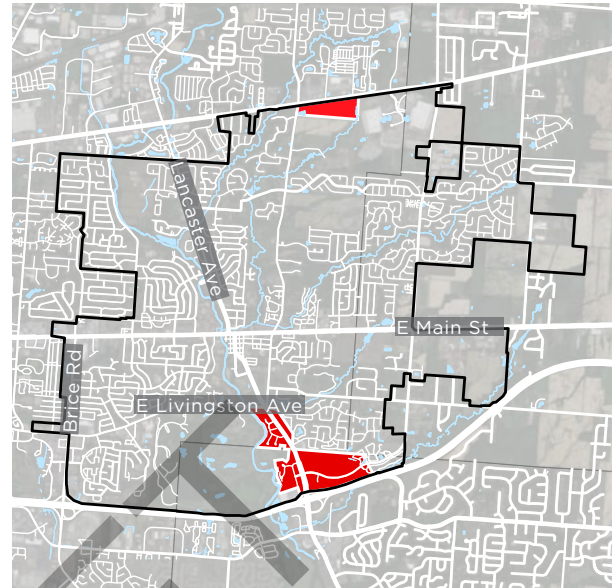


COMMUNITY COMMERCIAL

The Community Commercial District is intended to serve residents of Reynoldsburg and the surrounding areas. With easy access to I-70 and I-270, the districts should promote businesses that rely on a larger geographic market area for their consumer base, along with offices and companies with a regionally-based workforce that can access the district from adjacent, heavily-traveled corridors.

Traditionally, big-box retail has been developed on large lots with ample surface parking. However, changes in online shopping and distribution, along with the imminent rise of automated delivery and autonomous vehicles, will likely diminish the demand for this type of retail in the future.

Future development in the Community Commercial District should accommodate these changes in retail and transportation. Smaller lots and smaller footprints will allow flexibility for current retailers while providing stronger opportunities for adaptive reuse. Streets should be developed as adaptable, interconnected grids, and introduction of other uses may be needed to allow these areas to be successfully repositioned for the future.



Key Features

- » High quality streetscape and roadway materials throughout the district
- » Well-designed buildings with distinct architectural character
- » High quality building standards and abundant landscape treatments within sites, including parking lots, to reflect the brand of the district

Development Character

Development Intensity	15,000-20,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	25-30 ft
Suggested Uses	• Regional Commercial • Flex Office

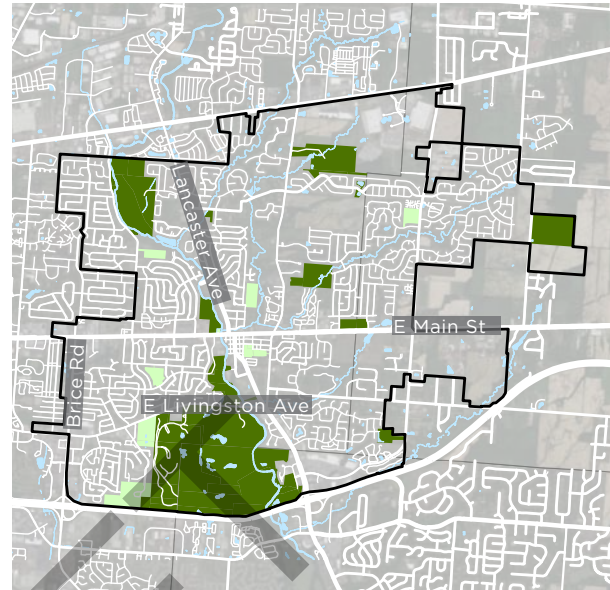


HOUSING, ECONOMY, AND LAND USE

OPEN SPACE

Parks, trails, and open spaces are critically important to the health and well-being of Reynoldsburg's residents. The Open Space District can include a variety of open spaces such as golf courses, ball fields, playgrounds, natural passive areas, and neighborhood pocket parks. These parks vary in their users, from attracting people across the region to a smaller, neighborhood scale.

Moving forward, Reynoldsburg should continue to develop green space with both active and passive uses. Trails are an increasingly popular recreational amenity in communities. When planning for trail improvements, trails should connect key destinations in the community, including Olde Reynoldsburg, civic uses, and existing parks. Schools and residential developments without a significant park within a half-mile of residents should be considered a priority for new open space. (The map to the right highlights existing walk access times to existing public spaces and schools throughout Reynoldsburg and can be used as a tool for future open space planning efforts).



Key Features

- » Shared-use paths as corridors connecting neighborhoods
- » Play structures, picnic areas, recreational fields
- » Open space for City programming or leisure activities
- » Community gardens and dog parks
- » Educational opportunities and facilities
- » Natural wildlife habitats and preserves

Development Character

Development Intensity	N/A
Parking	Off-street where appropriate
Front Setback	N/A
Suggested Uses	• Neighborhood Parks • Golf Courses • Athletic Fields • Shared-Use Paths • Natural/Conservation Areas • City Parks



REYNOLDSBURG COMPREHENSIVE PLAN

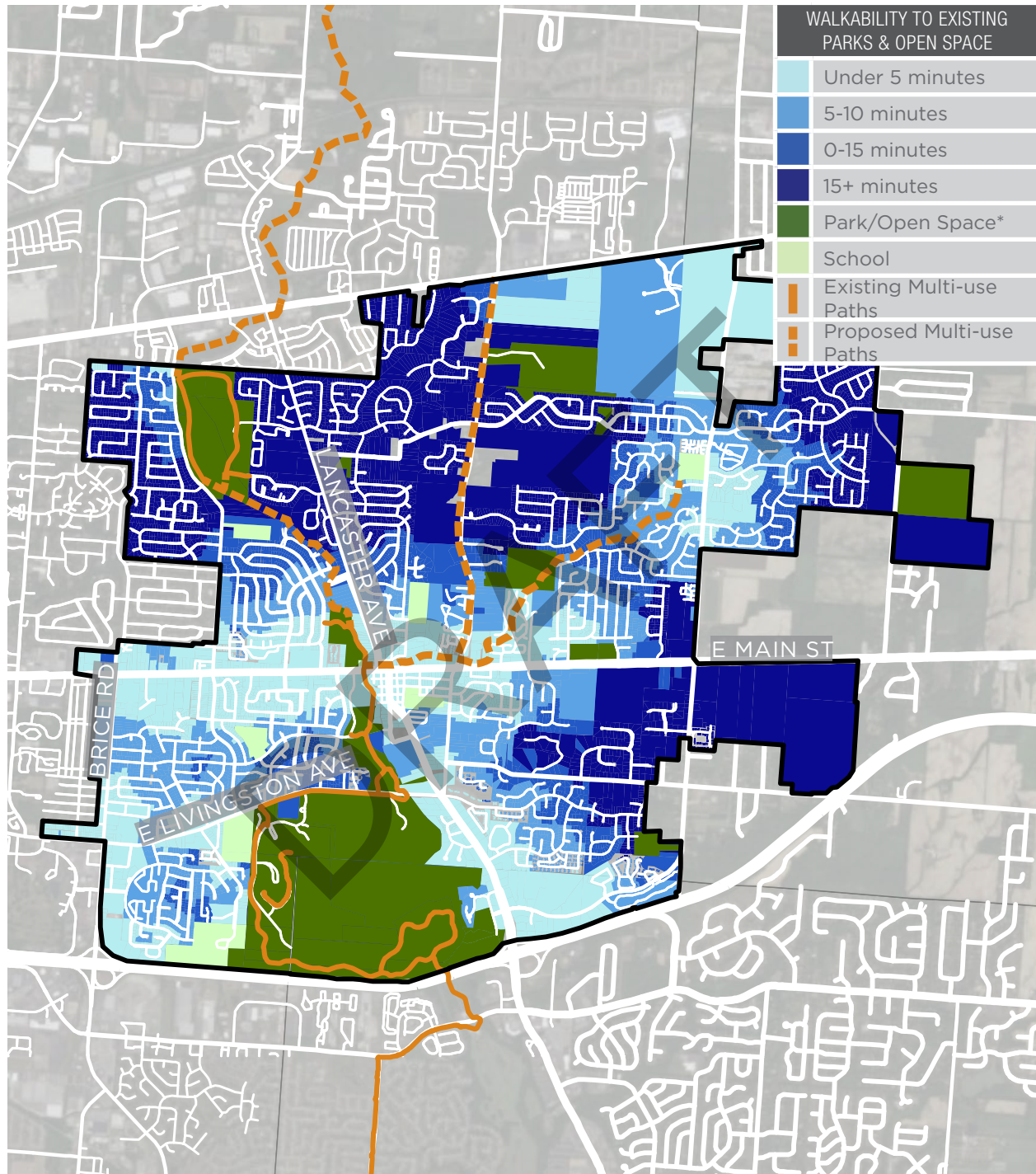


Figure 10: Walkability to Open Space*



*School grounds included as open space.

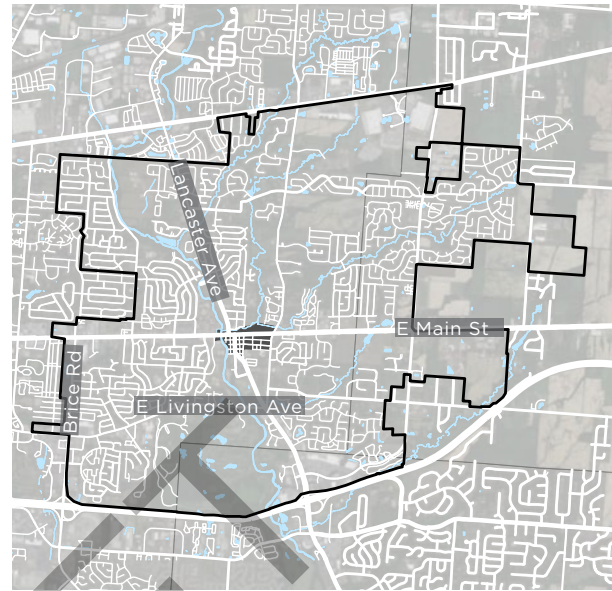
HOUSING, ECONOMY, AND LAND USE

OLDE REYNOLDSBURG

Olde Reynoldsburg is the heart and identity of the City. With a blend of historic buildings, walkable retail and restaurants, small offices, and government buildings, the District is an important gathering place for Reynoldsburg residents and helps strengthen the identity and brand of the city.

Future development in Olde Reynoldsburg should strengthen the historic character of the District. Historic buildings, facades, and public spaces should be maintained in accordance with best practices for historic preservation. Interesting and stimulating pedestrian environments should be a primary feature of the District. Sidewalk cafe seating is encouraged, ground-floor retail with large windows should be promoted whenever possible, and pedestrians should feel safe and comfortable on the streets and sidewalks throughout the district. New residential development is highly encouraged to help bolster and support the vibrancy of the downtown.

The boundaries of this district extend west, over Blacklick Creek, to include the current municipal buildings and campus. Incorporating the civic uses, including the YMCA, of this area into Olde Reynoldsburg can strengthen the mix of uses in the area, promoting a diverse and vibrant place.



Key Features

- » Identifiable character, branding, and signage
- » Walkable streets with sidewalks, short blocks, and a high quality streetscape
- » Public spaces with attractive landscaping, public art, and pedestrian access
- » Integration of retail, office, and residential uses in a true mixed-use approach

Development Character

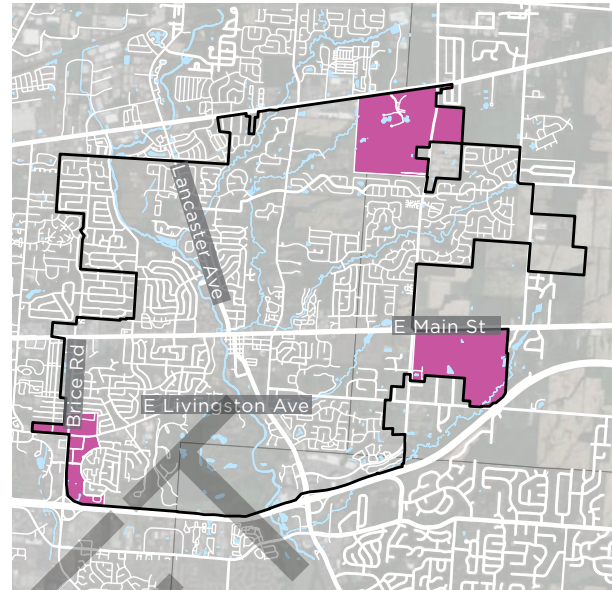
Development Intensity	20,000 - 40,000 sf / acre (residential - varied)
Parking	Located to the rear or side of the building, well-screened On-street parking
Front Setback	0-15 ft
Suggested Uses	• Neighborhood Retail • Bars and Restaurants • Small-Scale Office • Multi-family Residential • Municipal Buildings • Community Centers and Civic Uses



INNOVATION DISTRICT

Innovation districts include a mix of industrial and office uses intended to serve as economic centers for Reynoldsburg and surrounding communities. Professional office users such as research and development, laboratory, and technology businesses, among others are encouraged. Light industrial, manufacturing, and warehouse uses may be appropriate near major roadways. (In particular, the intersection of Brice Rd. and East Livingston Ave. is a strong opportunity for warehousing and logistics companies to locate and take advantage of the close proximity to I-70 and I-270 to distribute their goods to market. See Chapter 7 for additional information).

Buildings and sites should be well designed, incorporate green infrastructure, have distinct architectural character, and be well integrated with surrounding development and amenities. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network. Pedestrian crossings should be provided along adjacent streets throughout the districts.



Key Features

- » Signature buildings should serve as a gateway into Reynoldsburg
- » Attractive landscaping and green infrastructure features such as ponds, fountains, small parks, bioswales, etc., are encouraged
- » Small to mid-sized manufacturing warehouses with limited noise and toxin pollution
- » Signage and branding elements incorporated throughout the district

Development Character

Development Intensity	20,000 - 25,000 s.f. per acre
Parking	Rear parking lots, or well-screened side lots
Front Setback	10-25 ft
Suggested Uses	• Industrial • Office • Logistics • Warehousing

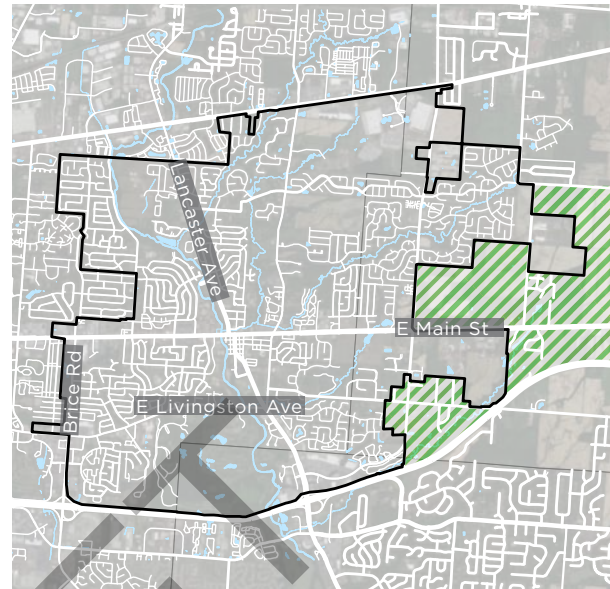


HOUSING, ECONOMY, AND LAND USE

CONSERVATION DISTRICT

As Reynoldsburg's boundaries are currently drawn, the vast majority of land and neighborhoods within the City are already developed. However, if land along the eastern portion of Reynoldsburg's boundary gets incorporated into the City, it should be developed in a clustered pattern that preserves farmland, natural features, and open space. Furthermore, clustered residential development often requires less roadway, water, and sewer infrastructure to design, providing potential cost savings to the City.

The district can offer a number of housing types, from single-family detached, to attached, to townhomes. Open space should promote both passive spaces that preserve farmland or wooded areas, areas for green infrastructure, and more active recreational areas. Both greenspace and residential development should be connected through off-road bicycle and pedestrian trails.

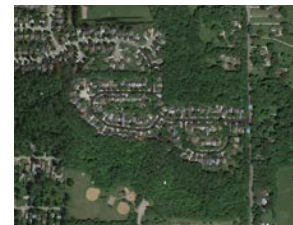


Key Features

- » Clustered single-family development that preserves natural features
- » Typically, 50%-70% of the District is conserved
- » Integrates quality landscaping and green infrastructure throughout the developed portion of the district

Development Character

Development Intensity	4 to 6 units per acre
Parking	Rear parking lots, 2 spaces per unit
Front Setback	10-20 ft
Suggested Uses	• Detached/Attached Single-Family • Schools • Community Centers • Research/Office Parks • Office/Warehousing



REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Economy and Land Use.

RESPONSIBLE PARTIES	
	City Council
	Planning Department
	Planning Commission
	Parks & Recreation Department
	City Auditor
	Public Service Department
	Community Organizations

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 2 (Economy and Land Use)

DIVERSIFY AND BALANCE A MIX OF LAND USE TYPES THAT CREATES ECONOMIC RESILIENCY WHILE PROMOTING A DISTINCT CHARACTER.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.1: Update codes, regulations, and plans to align with the Future Land Use Map.		
Action 2.1.1: Update the City's Zoning Code to align with the Future Land Use Map and district descriptions and regulations.		
Action 2.1.2: Align updates of the Capital Improvements Plan with the Comprehensive Plan.		
Action 2.1.3: Coordinate MORPC's regional planning initiatives with future planning documents and studies.		

HOUSING, ECONOMY, AND LAND USE

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 2.2: Transition the Brice and Main area to a unique and dynamic mixed-use development.		
Action 2.2.1: Work with public and private agencies (e.g. REDI) to promote redevelopment of focus areas.		
Action 2.2.2: Use existing TIF's and create new ones as needed to finance future capital improvements associated with development in the area.		
Action 2.2.3: Leverage the potential of the Opportunity Zone to attract future private investment in the Brice Road area.		
Action 2.2.4: Work with MORPC and COTA to integrate future mass transit plans into a future overall development in the area.		
STRATEGY 2.3: Grow Olde Reynoldsburg as the cultural and entertainment center of the community.		
Action 2.3.1: Create new public space areas that will serve to create a sense of place and provide opportunities for gathering and entertainment.		
Action 2.3.2: Embrace the waterways in all future design decisions.		
Action 2.3.3: Explore the opportunity to create on-street parking on East Main St. to expand parking options and improve walkability.		
Action 2.3.4: Consider implementing tools to promote the growth and reinvestment of the Downtown District, including Tax Increment Financing, Designated Outdoor Refreshment Area (DORA), or a Special Improvement District, among other programs.		
Action 2.3.5: Create gateways that define and brand Olde Reynoldsburg, including arches, signage, public art, etc.		
Action 2.3.6: Expand off-street parking options with high-quality landscape screening.		
STRATEGY 2.4: Transition the Brice Rd. and Livingston Ave. area to a light industrial, innovation, and logistics center that capitalizes and builds on access to the I-70 corridor.		
Action 2.4.1: Partner with the City of Columbus to transition outdated commercial uses into spaces competitive in the marketplace.		
Action 2.4.2: Develop a unique brand to promote the innovation in this district.		

REYNOLDSBURG COMPREHENSIVE PLAN



DRAFT

04

MOBILITY

04

MOBILITY

Mobility

OVERVIEW

Mobility in Reynoldsburg covers a variety of transportation modes. Beyond a traditional examination of traffic counts and whether or not roadway design can accommodate these traffic counts, this Chapter addresses safety and comfort for pedestrians, transit riders, and automobile drivers. While the future of transportation technology continues to evolve, a focus on developing a comfortable street and pedestrian network for all users will remain essential to helping Reynoldsburg maintain a strong quality of life. The intent of future transportation planning in Reynoldsburg is to balance function and character.

In This Chapter:

- » **Existing Conditions and Trends:**
Roadway, Non-motorized Transportation, Complete Streets, Regional Mobility Efforts
- » **Planned Roadway Improvements**
- » **Implementation Strategy**

As Reynoldsburg accommodates population growth and new development, strengthening connectivity and leveraging infrastructure investments will be critical. High quality streetscape design, improved pedestrian safety, and trail connectivity are important investments. Furthermore, the City can coordinate planned infrastructure investments, particularly along East Main Street, with other public and private investments, occurring locally and regionally.

The transportation component of this plan builds upon the principles and land use recommendations to define a vision for the future transportation network. It establishes a hierarchy of streets and street design criteria to support the land use vision and provides strategies to continue to expand the City's road network, bikeway system, transit service, pedestrian infrastructure and other mobility needs over the next 30 years and beyond.

Survey data indicates that Ohioans increasingly prefer to live in walkable communities. Figure 11 (to the right) indicates areas of strength and opportunity across Reynoldsburg.

REYNOLDSBURG COMPREHENSIVE PLAN

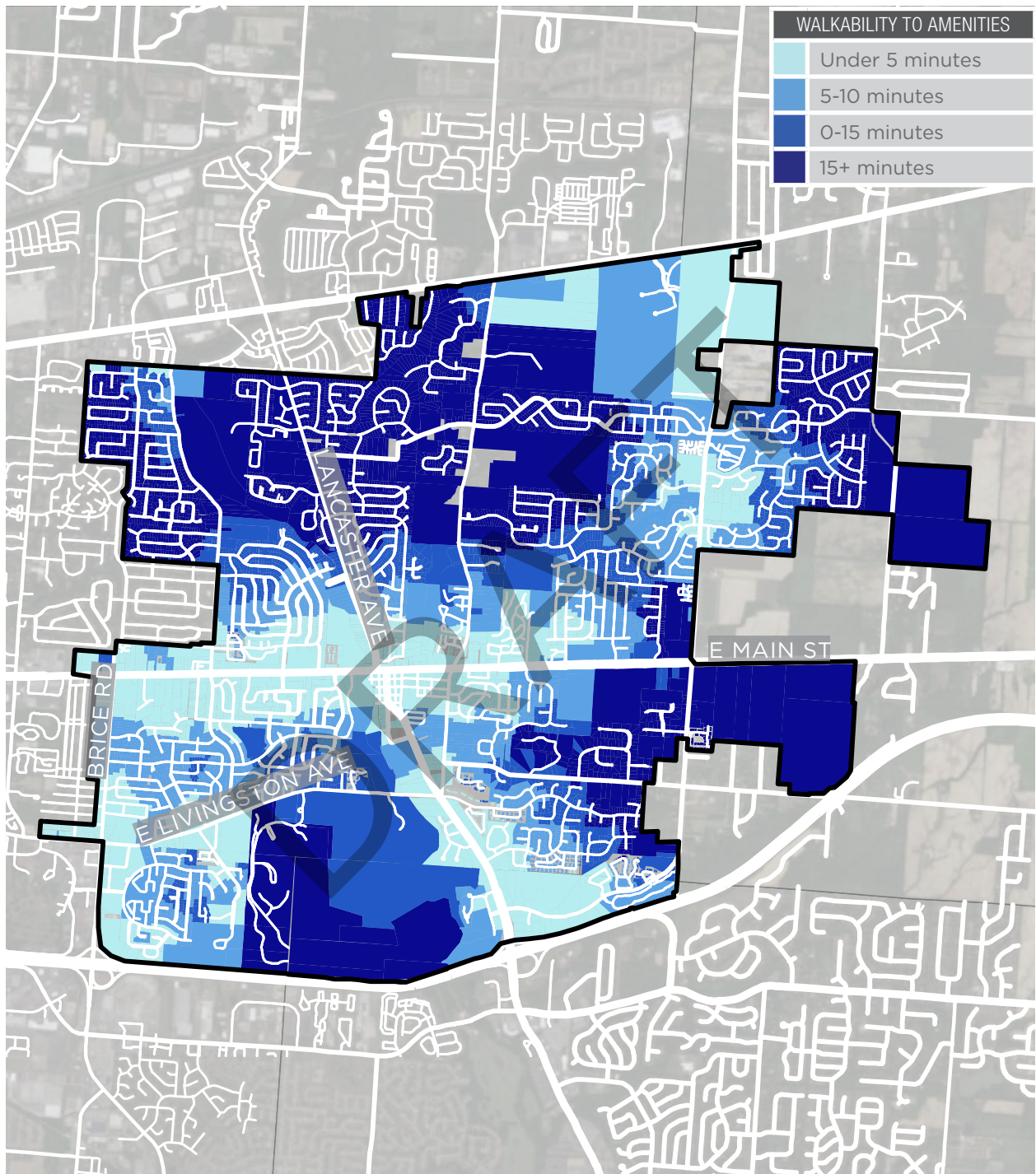


Figure 11: Walkability to Amenities



MOBILITY

EXISTING CONDITIONS AND TRENDS

ROADWAY

High Crash Locations

The transportation network must be designed to safely accommodate all modes of travel. More heavily traveled corridors will inherently have more crashes due to the higher volume of cars. However, examining the context of crashes helps identify potential improvements. The map on the following page shows areas marked in the top 100 crash locations in Central Ohio by MORPC. They experience both heavy traffic and have multiple curb cuts in close proximity with little to no access management (shared entrances and access drives).

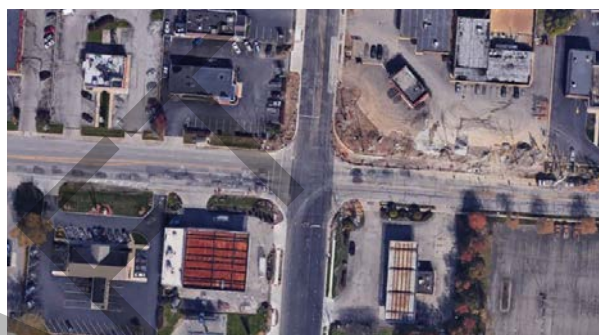
Traffic Volumes

While Reynoldsburg has several heavily traveled corridors, traffic volume is not as high in comparison with other suburbs. Traffic volumes are measured in terms of average vehicles per day or Average Daily Traffic (ADT). ADT varies considerably based on roadway context and design. High ADT corridors are often attractive for retail development, while less attractive for residential development. Corridors with certain levels of traffic may employ different designs (number of lanes, lane width, intersection type, etc.) depending on context. The new roadway network guidelines will ensure that even roads with high traffic volumes can develop in a safe way for all users.

The East Main Street corridor carries more than 32,000 vehicles per day and Lancaster Avenue nearly 25,000. While these are the busiest roadways in Reynoldsburg, ADT is lower than the busiest



Waggoner Road and Broad Street (#24 on Figure 12.)



Brice Road and East Livingston Avenue (#49 on Figure 12).



Brice Road and East Main Street (#90 on Figure 12.)

roadways in communities such as Dublin and Westerville, which have ADTs between 35,000 to 45,000 vehicles. Despite the high ADT's in these communities, both Dublin and Westerville's downtowns are still vibrant and walkable with a mix of uses. (See recommendations for Olde Reynoldsburg in Chapter 7).

REYNOLDSBURG COMPREHENSIVE PLAN

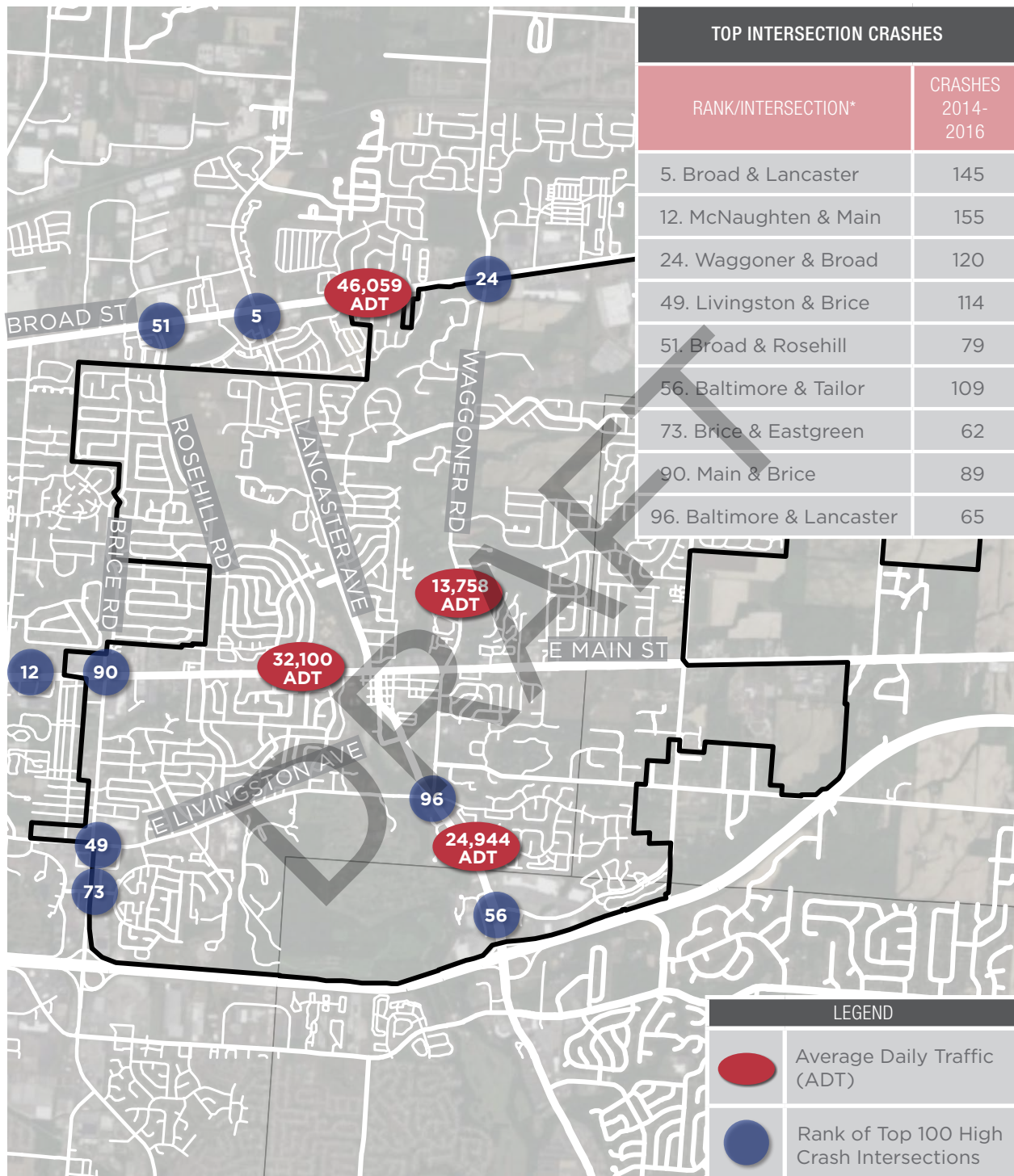


Figure 12: Traffic Counts and High Crash Data Locations



*Intersections are ranked on total crashes and crash severity.

MOBILITY

NON-MOTORIZED TRANSPORTATION

Existing Trail Network

The City has an extensive and growing bikeway network connecting to the regional trail and greenway network. As highlighted on the map on the following page, many of the City's parks and schools are connected to the existing bikeway network, and there are plans to provide additional connectivity between the remaining schools, parks, and future bicycle networks.

As Reynoldsburg plans future facilities, there are two different types of trails and paths that can be implemented: off-road trails and on-road bike lanes and facilities. Recommended off-road trails are highlighted here. Integrating on-road facilities into a Complete Streets philosophy and network are highlighted on the following page.

Columbus Area Active Transportation Plan

The 2016-2040 Columbus Area Metropolitan Transportation Plan also included the Columbus Area Active Transportation Plan to help identify regionally significant active transportation projects that include pedestrian, bicycle and transit accommodations.

The draft plan, completed in October 2015, includes tools such as an interactive map and cost estimator for construction costs for active transportation facilities. The interactive map identifies major transportation corridors with recommendations for appropriate transportation facilities for each type. As Reynoldsburg plans for future non-motorized facilities, this plan should be consulted.



A two-way bicycle lane (shown here in Columbus), is a safe, on-road facility protected from automobile traffic by parked cars.



Green painted lanes are an effective way to draw attention to cyclists, particularly at intersections.

Implications for Reynoldsburg

Off-road bicycle and trail facilities, while more expensive to construct than on-road bicycle lanes, are safe facilities for users of all ages. The map to the right highlights the parks, schools, and Olde Reynoldsburg. Many of these locations are currently connected by off-road bicycle trails. Filling in the missing links, along with prioritizing construction on trails that connect some of these uses, should be a priority for the City moving forward.

REYNOLDSBURG COMPREHENSIVE PLAN

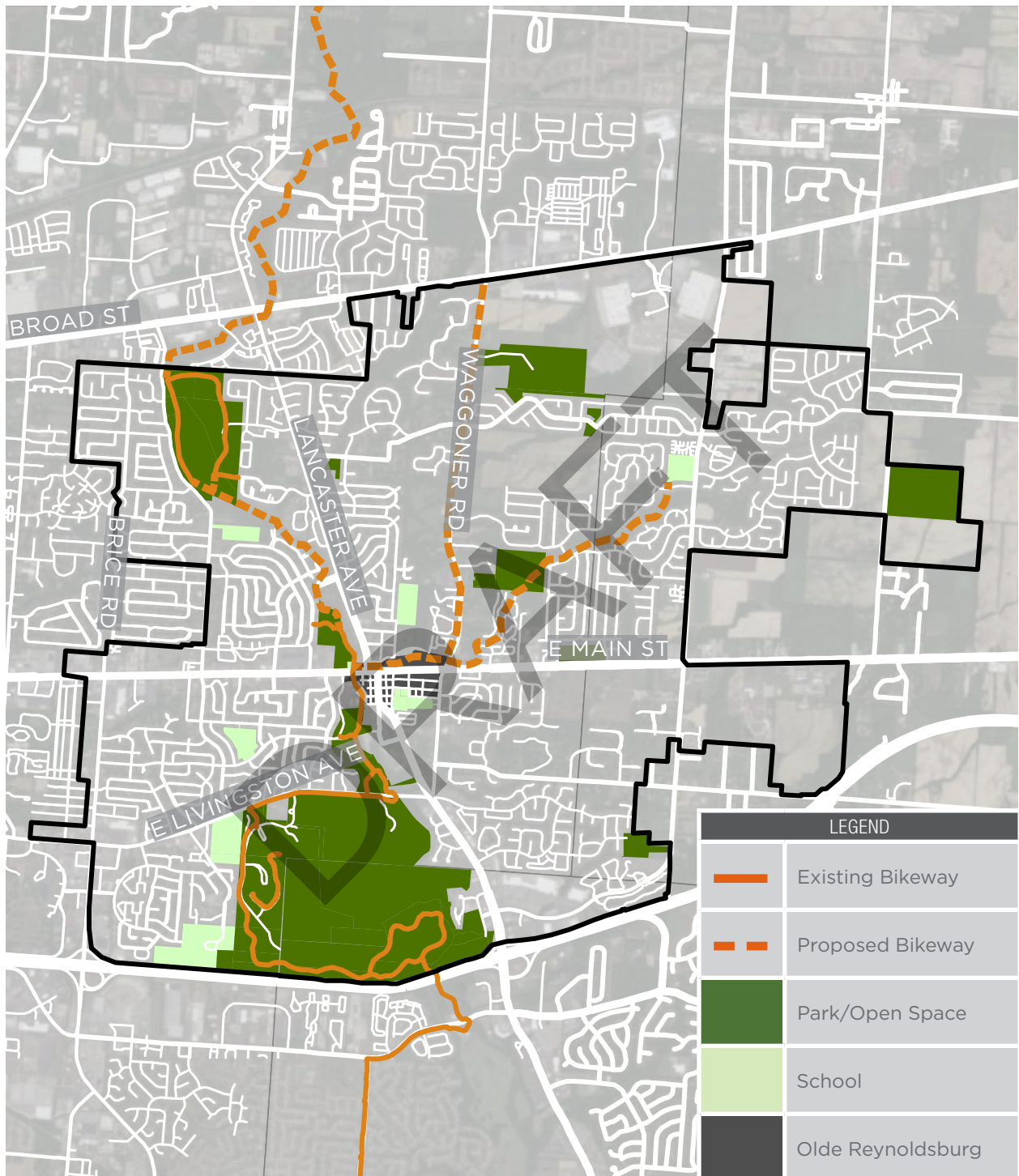


Figure 13: Non-Motorized Transportation Planning



MOBILITY

COMPLETE STREETS

Complete Streets is a philosophy used by cities to accommodate the need for an integrated, connected street network that serves users of all ages and abilities, including motorists, bicyclists, pedestrians, and transit riders.

Throughout the process, Reynoldsburg residents indicated a preference for walkability. A Complete Streets policy can help support walkability.

Appropriate design standards and engineering requirements must be balanced to meet users' needs within the context of the street. Safe, quality street design must consider travel speed, volume, horizontal and vertical alignments, and sight lines, and how those elements impact various users and the surrounding character.

The design of a "Complete Street" depends on its context. For example, a Complete Street in a rural area may not include sidewalks and curbs, but could feature a multi-use path on one side of the street to provide a meaningful transportation option in that setting. For that reason, not all "Complete Streets" will look the same.

Features of Complete Streets may include:

- » Sidewalks and bike lanes
- » Comfortable and accessible public transportation stops
- » Frequent and safe crossing opportunities, with accessible pedestrian signals
- » Curb extensions and median islands
- » Narrower travel lanes, and roundabouts

The priority roadway networks, highlighted in Figure 14, indicate roadway networks where a Complete Streets approach may have the most significant investment.

Roundabouts

Intersections typically require stop signs or traffic signals when traffic counts warrant. However, modern, low-speed roundabouts can reduce crashes, accommodate more traffic than traffic signals, cost less, and require less pavement than signalized intersections. Pedestrian crosswalks are located behind the "pause" line for automotive traffic. Although not all intersections are candidates, the roundabout is a viable traffic management tool.

- » **Safety:** Reduction of crashes and fatalities due to slower speeds and no left turns.
- » **Improved traffic flow:** Congestion is alleviated through continuous traffic flow.
- » **Complex intersection solution:** Roundabouts are ideal for 5-legged, sharp intersection and other unusual intersections.



Roundabouts are becoming increasingly common in Central Ohio. Newark, Ohio (above) installed four roundabouts around its Downtown square.

- » **Less conflict:** Roundabouts offer fewer points of conflict where crashes may occur.
- » **Easy maintenance:** Given the lack of traffic signals, roundabouts are easier to maintain and more energy efficient than signaled intersections.

REYNOLDSBURG COMPREHENSIVE PLAN

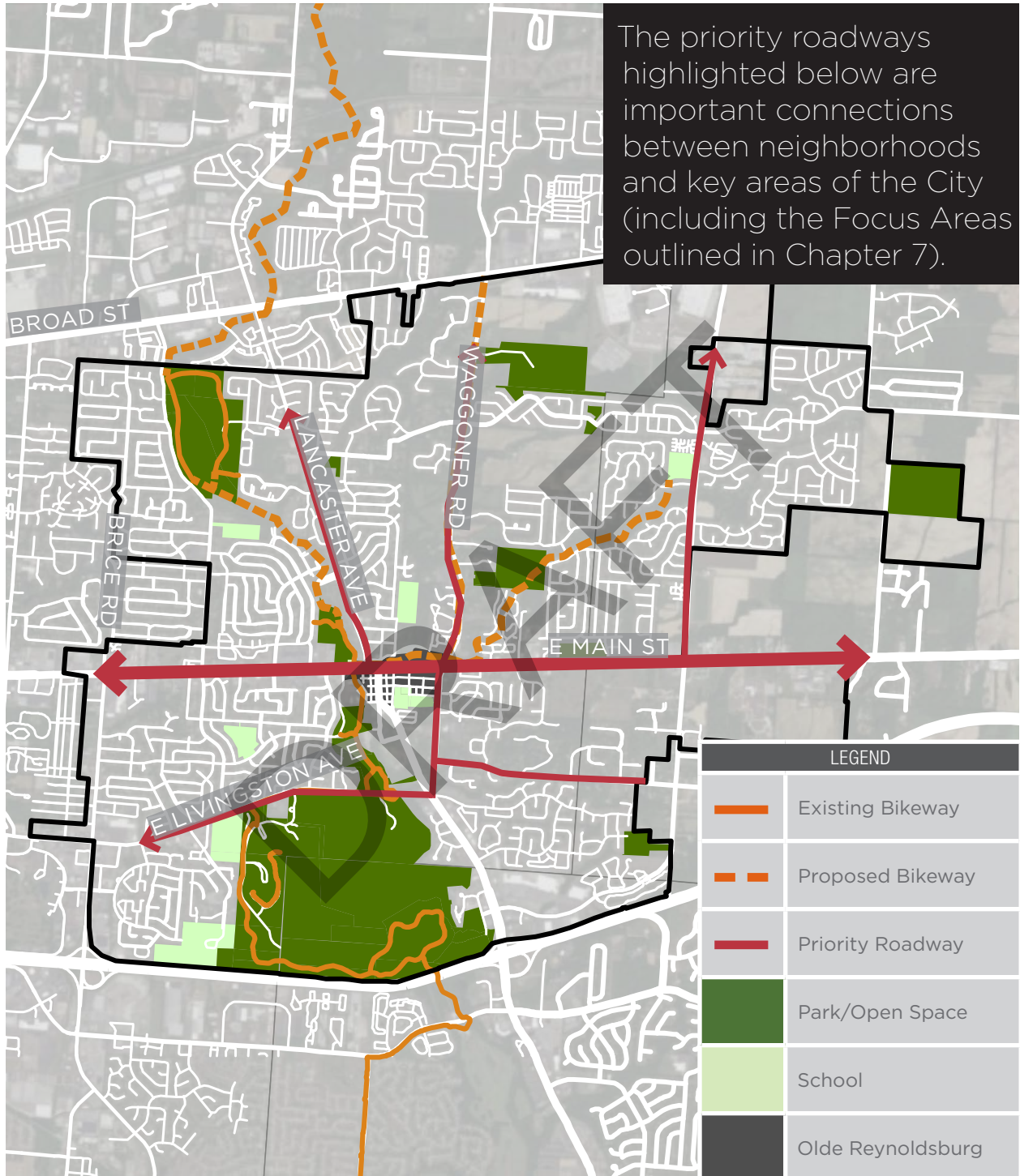


Figure 14: Major City Thoroughfares



See appendix for planned roadway improvements.

MOBILITY

REGIONAL MOBILITY EFFORTS

Throughout the Central Ohio region, several planning initiatives are underway that will help shape the future of mobility in Reynoldsburg. These key projects, likely to impact future development, land use, and transportation in Reynoldsburg, are highlighted below.

Insight 2050

The Insight 2050 planning process conducted by the Mid-Ohio Regional Planning Commission (MORPC) has estimated that Central Ohio is expected to grow by up to one million people by the year 2050. As part of planning for that population growth, MORPC has initiated a follow-up planning study that considers long-term land use and transportation strategies on five key corridors. These corridors are likely to accommodate significant population growth throughout the Central Ohio.

East Main Street, specifically the portion of the corridor from Downtown Columbus to Reynoldsburg, is one of these five corridors. Local staff and elected officials from jurisdictions along the corridor, along with regional planning officials and transit leaders, have begun planning for the implications of population growth. This includes identifying key nodes of residential development, public space investments, and future transportation options along the corridors.

NextGen

The Central Ohio Transit Authority (COTA) recently completed a long-range planning effort called NextGen to identify public transportation needs and opportunities through the year 2050. NextGen considers how future population growth and other trends will shape demand for public transportation. COTA recently reconfigured many of their routes to offer more frequent and faster transit service. The plan's Vision 2050 also includes 13 potential high capacity transit corridors centered

on some of Columbus' most dense corridors. East Main Street has been identified as a high-capacity corridor, with the potential for future Bus Rapid Transit services.

Smart Columbus

Municipal governments around the country are at the beginning stages of integrating technologies to improve city functionality and the overall quality of life for residents. In 2016, the City of Columbus won the U.S. Department of Transportation (USDOT) \$40 million Smart City Challenge with additional funds from private and philanthropic sectors. Smart Columbus aims to achieve the following:

- » Improve access to jobs through expanded mobility options in major job centers.
- » Compete globally through smart logistics.
- » Connect Columbus residents to safe, reliable transportation that can be accessed by all.
- » Better connect visitors to transportation options.
- » Develop a more environmentally-sustainable transportation system.

As Smart Columbus continues to evolve, the City of Reynoldsburg may be able to apply lessons learned to the future of mobility in Reynoldsburg.

Implications for Reynoldsburg

These regional mobility efforts have identified East Main Street as an important corridor, both for the City of Reynoldsburg and the region. Currently, East Main Street is the main transit corridor in the city (see map to the right). Redevelopment concepts for underutilized areas along this corridor, which can be found in the Focus Areas Chapter, reflect the efforts to accommodate future population growth and increase mobility options along this corridor.

REYNOLDSBURG COMPREHENSIVE PLAN

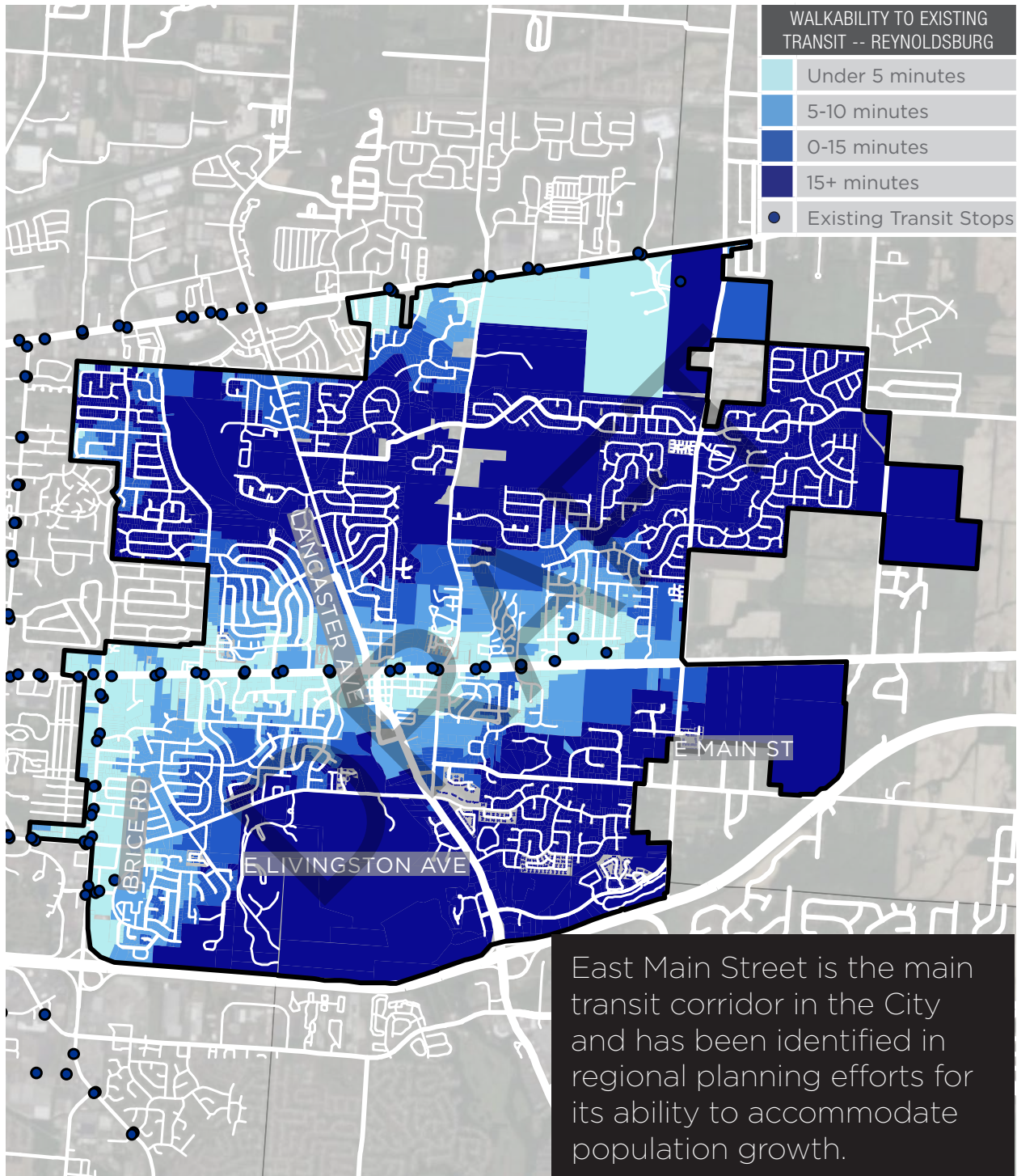


Figure 16: Walkability to Existing Transit



MOBILITY

KEY FINDINGS-MOBILITY



Existing Conditions

- » The City has an extensive bikeway network with additional connections planned to better link schools, parks, and destinations.
- » East Main Street, Reynoldsburg's main commercial corridor, continues to be a focus of regional planning efforts and local improvements:
 - » As a result of Insight 2050, local stakeholders are studying East Main Street as a corridor that is likely to accommodate significant population growth over the next 30 years.
 - » In the short term, East Main Street has plans for capital improvements by 2022. Infrastructure and streetscape improvements should be designed with the understanding that more residents will live along East Main Street in the future.
 - » East Main Street will be repaved in Olde Reynoldsburg in 2019. A new streetscape should include well-defined pedestrian markings and on-street parking to improve the safety, energy, and access in Olde Reynoldsburg. (U.S. Route 23 goes through the heart of Olde Reynoldsburg, it is a walkable street with on-street parking).



Public Engagement

- » Residents noted low satisfaction and high rate of importance for road conditions and traffic flow (Aimpoint).
- » Residents noted a preference for walkability throughout the process.
- » Improving trail connectivity throughout the City is important (Stakeholders). Multi-purpose trails and bicycle paths were moderately important to survey respondents. (Aimpoint).

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Mobility.

RESPONSIBLE PARTIES	
	City Council
	Planning Dept.
	Planning Commission
	Parks & Rec Dept.
	City Auditor
	Public Service Department
	Community Organizations

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.1: Create multi-use paths along at least one side of new roadways. While many residential streets may be appropriate for onstreet bike facilities, busier streets with higher vehicle counts are better suited for off-street paths.		
Action 3.1.2: Establish partnerships with area jurisdictions and state agencies and organizations on bikeways and trails. Coordinate the extension of bikeways and trails into adjacent townships and municipalities by collaborating with Central Ohio Greenways, MORPC, Metroparks, City of Columbus, Townships, and other entities. Collaborative efforts may enable special funding or cost-sharing opportunities.		

MOBILITY

GOAL 3 (Mobility)

A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK THAT INCLUDES A RANGE OF MOBILITY OPTIONS

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.1: Expand the sidewalk and bikeway networks to provide connectivity within Reynoldsburg and the region.		
Action 3.1.3: Require that bicycle parking facilities (bike racks or shelters) are included on new development plans where appropriate. Include requirements for bike parking facilities within the suggested update to the City's zoning code.		
STRATEGY 3.2: Reduce congestion and improve quality of main corridors and intersections.		
Action 3.2.1: Manage access points onto parkways and boulevards (arterials and major collectors). Access management should be applied on all boulevards and parkways and on avenues in commercial settings to provide for adequate, safe and properly designed entrances and exits to and from developments.		
Action 3.2.2: Consider the use of roundabouts at local intersections. Modern roundabouts have been demonstrated to improve efficiency and safety at critical intersections. The City should consider roundabouts at intersections where appropriate.		
Action 3.2.3: Require traffic impact studies for most development proposals. Development proposals that meet certain criteria should be required to submit a traffic impact study as part of the review process. Traffic impact studies are used as tools by many central Ohio municipalities to negotiate shared responsibility for transportation improvements.		
Action 3.2.4: Develop partnerships to leverage the work of the City of Columbus' Smart City Grant. The Smart City Grant (from the US Department of Transportation), has made Columbus an epicenter for testing "intelligent" transportation systems. Reynoldsburg should be active in following the Smart City initiative and look for ways to bring new transportation and traffic management technologies to Reynoldsburg.		

REYNOLDSBURG COMPREHENSIVE PLAN

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 3.3: Expand public transportation options.		
Action 3.3.1: Continue to coordinate with the Central Ohio Transit Authority (COTA). Meet with COTA officials at least annually to identify opportunities to improve public transportation in the City. As needed, share significant development proposals to assess their design with regard to viability of transit.		
STRATEGY 3.4: Ensure that new developments are connected into the existing transportation network.		
Action 3.4.1: Require street and trail connectivity between developments. Update the land development regulations to require that development plans include street and trail connections to adjacent development. At the edge of the City, stub streets should be included in subdivisions with the expectation that those streets will be connected to future development.		
STRATEGY 3.5: Expand trail connectivity in and around Olde Reynoldsburg.		
Action 3.5.1: Develop a trail connection west of the Main Street Bridge, on the north side of the street, to connect to the Blacklick Trail.		
Action 3.5.2: Develop and implement a trail network through Old Reynoldsburg along the French Run Creek.		
STRATEGY 3.6: Ensure Reynoldsburg is prepared for the adoption of autonomous and connected vehicles.		
Action 3.6.1: Ensure that a zoning code update incorporates anticipated changes in land use and parking requirements as a result of autonomous vehicles.		
Action 3.6.2: Planning Commission should consider the impact of autonomous vehicles in development review.		

DRAFT

05

UTILITIES AND INFRASTRUCTURE

Utilities and Infrastructure

OVERVIEW

Reynoldsburg's sewer, water and drainage systems are critical in providing for the public health and safety for residents, employees, and students within Reynoldsburg. Homes, businesses, schools, and institutions all benefit from the development, operations, and maintenance of Reynoldsburg's infrastructure.

The goal for Reynoldsburg's public utilities is to maintain excellent service with all utilities while utilizing proven technologies and best practices to make the City's systems more efficient and sustainable. The City's utilities are currently functioning at a high level, but there are opportunities in future development projects to continue to improve the systems' functionality.

In This Chapter:

- » **Existing Conditions:** Sanitary System, Storm System, Water System, Sewer Service Area, Fiber
- » **Best Practices:** Green Infrastructure and Street Design
- » **Implementation Strategy**

EXISTING CONDITIONS

Sanitary System

Reynoldsburg sanitary sewer lines perform the essential function of collecting household and commercial wastes and conveying them to points of discharge – primarily into the City of Columbus for treatment. The construction and management of a sanitary sewer system is a major component of the City's public works infrastructure network and imperative to community health.

The City of Reynoldsburg has a contractual agreement with the City of Columbus for sewage treatment. The existing sanitary sewer lines in the City are connected to Columbus. The City programmatically includes sanitary sewer line improvements in conjunction with street rehabilitation projects.

As Reynoldsburg plans for sewer service, areas that can flow by gravity to the existing subtrunks are the most efficient areas to serve. Areas that cannot be served via gravity lines can be accessed with lift stations, but these are expensive.

Sewer planning uses the Equivalent Dwelling Unit to determine future sewer needs. The 2002 study and county standards fall somewhere between 350

REYNOLDSBURG COMPREHENSIVE PLAN

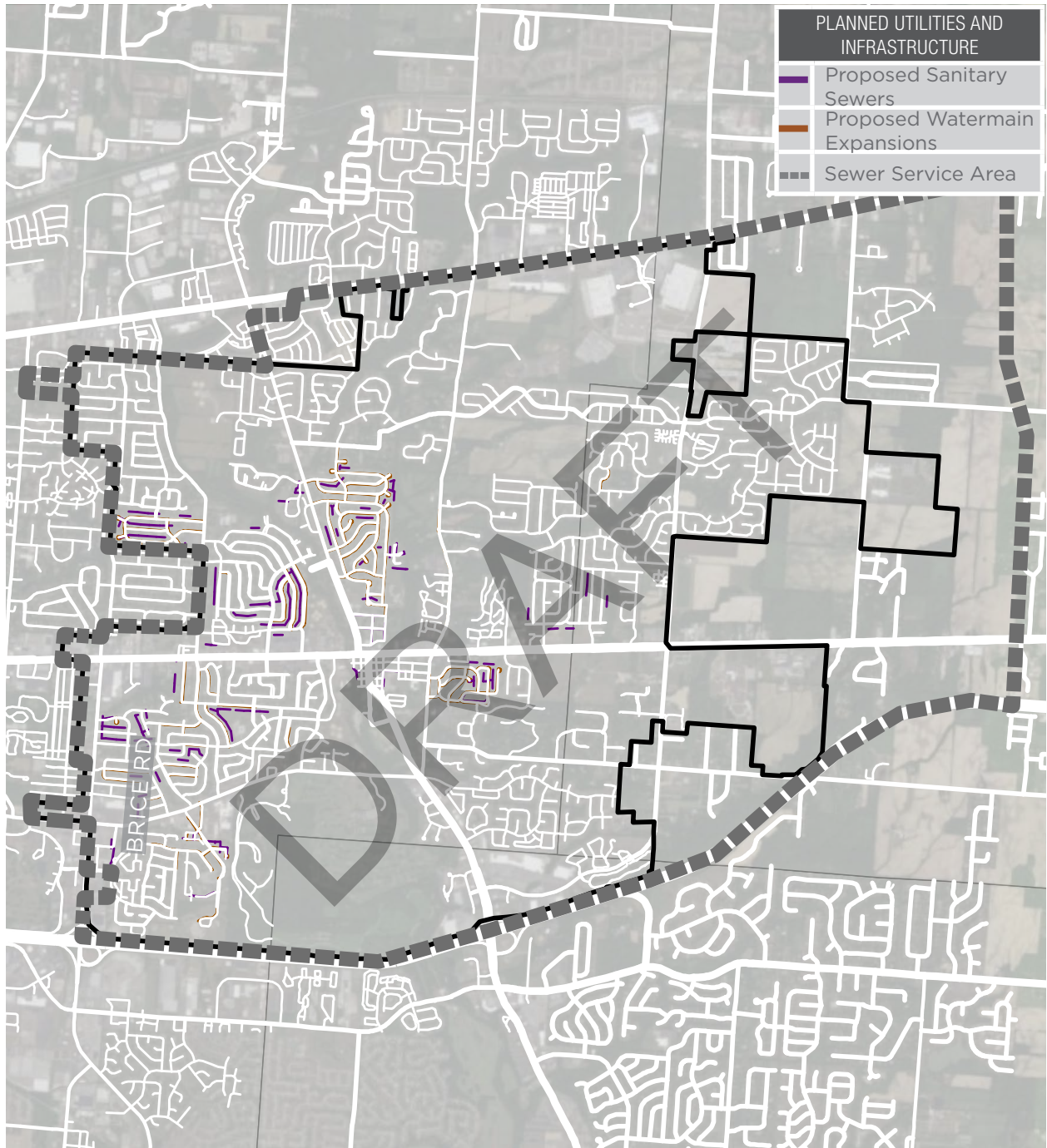


Figure 17: Planned Utilities and Infrastructure



UTILITIES AND INFRASTRUCTURE

gallons per day and 400 gallons per day. This allows for planning per housing unit. Non-residential uses are calculated based on an EDU as determined based on the specific type of use.

- » *DFFOs led to Citywide SSES Investigations*
- » *CCTV, Smoke Testing, and Manhole Investigations*
- » *Frequency and Severity of Defects produced many recommendations*
- » *Rehabilitation, Repair, or Replacement*

The additional load resulting from proposed development will require sanitary sewer line extensions for new development, some existing line upgrades in the strategic location redevelopment areas, and a holistic understanding of Reynoldsburg's needs and Columbus' capacity.

Storm System

The purpose of Reynoldsburg's storm drainage system is to deal with excess stormwater from paved streets, parking lots, sidewalks, and roofs. Projects are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.

Reynoldsburg maintains a substantial amount of both underground stormwater drainage pipes, and continues to incorporate stormwater requirements into every public and private development proposal.

Reynoldsburg has practiced sustainable urban drainage, trying to replicate natural systems that lower the environmental impacts caused by dirty surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into water courses. These sustainable urban drainage systems require little or no energy input (except from environmental sources such as sunlight, etc.), are resilient to use, and are environmentally as well as aesthetically attractive. However, they do require regular maintenance, as any landscaped feature does.

The table below shows the city's current stormwater management strategies and the quantity of each type of asset.

Existing stormwater system drainage pipes are sufficient for the proposed growth in this plan, yet all new development will require a storm sewer system that mitigates any water quantity or quality impacts. All development proposals must consider downstream impacts. Stormwater management is reviewed by the City as part of the subdivision platting process. Commercial development plans also must be reviewed for proper stormwater treatment and discharge.

Water Main System

Water quality is extremely important, as all public and private development proposals, especially in the Blacklick Creek corridor, must consider the effects of the built environment on the City's water supply. The water distribution system provides reliable water service to customers in the quantities they desire, at the quality level that meets or exceeds both customer and regulatory standards.

Reynoldsburg owns and maintains its own water supply. Water supply comes from the City of Columbus. All water is treated by Columbus and is then master metered as it enters the City of Reynoldsburg and is distributed to residents and businesses.

Currently, the City of Reynoldsburg maintains a water distribution system serving local homes and businesses and over a million feet of pipe infrastructure with the pressures and capacities necessary to support the City's fire hydrants to ensure proper fire protection for properties within the City. Much of this infrastructure has been replaced in the past 20 years, as improvements in technology have led to increased longevity (the system is expected to last for the next 75 years) and capacity (the diameter of the piping). The high quality drinking water produced by Reynoldsburg consistently meets all water quality regulations.

REYNOLDSBURG COMPREHENSIVE PLAN

Water Use Trends

Over the past decade, Reynoldsburg and other Midwest water utilities have experienced a trend of declining water use per capita. This trend has been attributed to increased water use efficiencies in new appliances (such as toilets, washing machines, shower heads, etc.), public water conservation awareness and increasing water/sewer bills. The declining use has more than offset the increases due to population growth. Future per capita use is predicted to remain about the same or slightly decreasing. When average household size (of people and square feet) decreases, so does water

use. When a portion of the projected growth is based upon multi-family, even less water is used, as landscape irrigation and car washing is usually nonexistent.

Based on predicted use patterns and existing infrastructure, Reynoldsburg is well positioned to accommodate the projected growth. The water utility has the supply capacity and the distribution system to support the additional residents and businesses. Certain sections of the water main network will require replacement pipes, valves, fire hydrants, and meters in the near future.

Fiber

Internet usage has evolved dramatically in the last few years, changing how we all shop, bank, and search for services, among other things. Residents and businesses are increasingly reliant on the Internet for their daily needs. The expectations for internet performance (speed and capacity) continue to increase and that trend is expected to accelerate. A number of communities in Central Ohio, are turning to municipally provided broadband internet service, or fiber, as a means to promote economic and social development within their communities. Fiber connectivity has proven to be an essential utility to support business operations and economic and educational development.

A public utility is a service viewed as an everyday necessity to the public at large. Fast internet (1 Gbps), at an affordable price, has become and will grow as an everyday necessity for businesses and

residents. As such, the public utility model needs to be seriously considered, to ensure equitable and inclusive access. It is recommended that the city establish fiber connectivity for residents, ensuring equitable access to and inclusion for all residents. Experts at the Fiber to the Home (FTTH) Council say fiber-to-the-home connections are the only technology with enough bandwidth to handle

projected consumer demands during the next decade reliably and cost effectively.

Media companies (Time Warner Cable, AT&T, Verizon, Comcast, etc.) echo the FTTH Council in their assessment,

claiming that existing services will not be able to handle the demand at the rate is growing. To remain competitive in attracting and retaining the brightest and best to live and work in our community, the city needs to extend the public utility infrastructure to support the needs of an information society.

Focus Area #4 at Brice and Livingston is an ideal location for implementing fiber infrastructure.

UTILITIES AND INFRASTRUCTURE

BEST PRACTICES

Green Infrastructure

Green infrastructure and low impact development strategies can minimize storm sewer improvement costs to support development and can also be implemented with complete streets. Low Impact Development (LID) is a stormwater management approach modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead

of conveying and managing stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at

Green infrastructure can be incorporated within complete street design.

the lot level. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment projects.

Permeable Surfaces

Over time, as pavement is replaced in the city, permeable surfaces like pavers and porous asphalt can be used to reduce the quantity of stormwater that runs directly into the storm system. Permeable pavers allow stormwater to flow through pavers and infiltrate the ground, rather than into the stormwater system.

POTENTIAL LOCATIONS:

- » Sidewalks
- » Curb-bumpouts
- » Medians
- » Parking lots



Street Medians

The primary benefit of street medians is to give pedestrians a stopping point when crossing from one side of the street to the other. However, street medians are an ideal location to integrate green infrastructure into a street, while adding an element of visual interest.

POTENTIAL LOCATIONS:

- » Locate on busy streets to narrow the feel of the street while reducing traffic speeds
- » Locate in between crosswalks separated by long distances.



REYNOLDSBURG COMPREHENSIVE PLAN

Bioswales and Rain Gardens

Rainwater that runs off from Reynoldsburg's streets can be diverted into bioswales and rain gardens, which reduce the quantity of water entering the storm system, improve water quality, and provide landscaping elements.

POTENTIAL LOCATIONS:

- » Curb-Bumpouts
- » Medians
- » Parking lots and on-street parking
- » Plazas or parks adjacent to the street



KEY FINDINGS-UTILITIES & INFRASTRUCTURE



Existing Conditions

- » The City's utilities are functioning at a high level. To continue this high functionality, future development should increase the efficiency and sustainability of the system.
- » Fast internet at an affordable price, has become and will grow as an everyday necessity for businesses and residents.
- » Green infrastructure can be incorporated into stormwater and roadway projects to increase water quality and reduce the burden on the stormwater system.



Public Engagement

- » Residents are open to expanding the City's boundaries to the east to accommodate income-generating uses. (Aimpoint Survey)
- » Residents cited infrastructure conditions as a primary concern in the City. (Aimpoint)

UTILITIES AND INFRASTRUCTURE

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Utilities and Infrastructure.

RESPONSIBLE PARTIES	
	City Council
	Planning Dept.
	Planning Commission
	Parks & Rec Dept.
	City Auditor
	Public Service Department
	Community Organizations

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 4 (*Utilities and Infrastructure*)

COORDINATE FUTURE INFRASTRUCTURE INVESTMENTS WITH ANTICIPATED GROWTH AND DEVELOPMENT

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.1: Explore opportunities around implementing fiber infrastructure.		
Action 4.1.1: Explore the business model for the delivery of 1 GB of affordable fiber optic service to every house.		
Action 4.1.2: If a fiber network is implemented, it should be implemented and maintained in an equitable manner.		

REYNOLDSBURG COMPREHENSIVE PLAN

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 4.2: Examine wastewater collection capacity to ensure it meets future needs.		
Action 4.2.1: Perform sanitary sewer system capacity analyses. Development can be constrained by sewer capacity. Study scenarios need to be conducted to determine the future growth and to help adjust the budget as needed to include the remedies found in the analyses. The analyses will also help the continual improve of inflow and infiltration to minimize impact to facilities. The studies will also evaluate the downstream loads based on projected locations and density development.		
STRATEGY 4.3: Ensure stormwater quality is improved as Reynoldsburg's population continues to grow.		
Action 4.3.1: Establish processes to ensure detention and retention facilities and water quality features are maintained. A review of current monitoring process should be completed and recommendations made to ensure maintenance is being performed as needed.		
Action 4.3.2: Employ sustainable methods for roadway construction. Utilize sustainable methods in the design of streets, as recommended in this Plan.		
Action 4.3.3: Coordinate Reynoldsburg's stormwater policies with neighboring jurisdictions. Watersheds have geographic limits that are not constrained by jurisdictional boundaries. The City should understand the efforts of neighboring jurisdictions to better maintain stormwater runoff at the current levels and improve the stormwater quality.		
Action 4.3.4: Create an education program to guide individual citizens on how to reduce stormwater runoff and improve water quality. Collaborate with Franklin Soil and Water Conservation District on education and outreach to the public through mailings, social media, in-person workshops and other methods as to how citizens can reduce stormwater runoff and improve water quality (rain barrels, rain gardens, planting of trees and grasses along waterways, etc.).		

DRAFT

06

COMMUNITY IMAGE AND BRAND

Community Image and Brand

OVERVIEW

A community's image and brand describes the overall impression, culture, and feel of a community. It reflects its values and encompasses almost every aspect of a city. How well-maintained is a city? Does it offer places to gather publicly? Are its streets invested in? A brand is cultivated through physical efforts such as signage, streetscape design, or architecture, as well as marketing by the City including digital messaging, community events, and social media. The following chapter includes strategies that can continue to help define and enhance the City of Reynoldsburg's image and brand.

Ultimately, the City of Reynoldsburg needs to take an active role in cultivating its own brand and identity. If the City isn't, someone else is. This could be residents on social media, or through local media outlets. The City of Reynoldsburg is competing against communities across Central Ohio, each of whom are actively shaping their own identity in a unique way. The creation and delivery of Reynoldsburg's image is a strategic process which requires comprehensive attention and long-term sustainability.

In This Chapter:

- » **Existing Conditions and Trends:** Current perception of brand, brand development, and signature places
- » **Signage Overview:** Function, Concepts, and Locations
- » **Key Findings:** Existing Conditions and Trends, Public Engagement
- » **Implementation Framework:** Goals and Strategies

A community's image and brand helps establish a sense of place and tells a compelling story of its vision for the future.

EXISTING CONDITIONS AND TRENDS

Current Perception of Brand

Understanding how residents and visitors currently view Reynoldsburg is helpful in determining how to create an effective brand moving forward. According to the Aimpoint survey responses, 41.2% of residents do not believe the City has a distinct identity, while 7.6% are unsure. Those who do think that Reynoldsburg has an identity describe it as family-oriented, suburban, and diverse. Those who think the City lacks an identity would like to see its identity centered around similar themes of community engagement and family.

As the City works to cultivate its image and brand, Reynoldsburg may consider leveraging the positive attributes identified by community members while actively engaging with those who do not believe an image or identity yet exists.

Brand Development: What's In a Brand?

The City's branding serves as a promise to residents and visitors to deliver the long-term vision for the community as defined throughout this Plan. The image and brand of a city is more than a logo or banner: it tells a compelling story to targeted audiences and consistently delivers on its brand promises.

In order to deliver on the long-term vision of a city, target audiences may be identified. What is expected from a city will vary for residents, employees, and employers, but a city should aim to develop a brand promise for each audience which reinforces, and does not contradict, the others.

- » **Current and Future Residents:** As current residents age, what is their perception of the City? As Central Ohio grows, what do prospective residents think of the community?
- » **Current and Future Employees:** Will current employees who live outside of Reynoldsburg consider moving to the City? What is needed to attract prospective employees to move to the City?
- » **Current and Future Employers:** How do current businesses view the City? Does the current image and brand reflect a strong sense of identity and leverage Reynoldsburg's economic opportunities for future employers?

Image and Branding Opportunities for Reynoldsburg

Challenges Identified During Planning Process	Opportunities
Reynoldsburg residents don't agree if the City has a current brand or image.	The community can guide the development of a desired vision and brand for the future.
Not all gateways into the city are defined, nor is there consistent gateway treatments applied.	Targeted investment along main corridors and entrances to the City can simultaneously strengthen branding, economic development, and land use decisions.
The downtown does not currently serve as the cultural and entertainment center of the community.	Olde Reynoldsburg can be strengthened to serve as a civic node and experience-based commercial center.
The City is growing and diverse.	The City can celebrate the diversity which makes it different from other places while strategically planning for growth.

COMMUNITY IMAGE AND BRAND

Signature Places in Central Ohio

Signature places, such as downtowns, parks, plazas, and mixed-use environments, can define and project a city's image and brand and establish a sense of place for residents and visitors. Leveraging an effective brand of these spaces can serve as a catalyst for future investment within the city. Enhancing Olde Reynoldsburg can help shape the identity of the Reynoldsburg. The following are three examples of signature places impacting a Central Ohio city's image and brand.

Olde Worthington, Worthington, Ohio

The downtown of Worthington, Olde Worthington, is a gathering space for the City with local shops and a nearby Village Green. Olde Worthington has historic buildings and character that create a sense of place. A high quality streetscape that includes street trees and paver sidewalks supports a comfortable environment for pedestrians and outdoor diners. The character of Olde Worthington is also reflected in the City logo, further enforcing this historic area as the image and brand of the City.

Grandview Yard, Grandview Heights, Ohio

Grandview Yard is a mixed use project that brings new retail, office, and residential units while creating an urban environment that did not exist within the City. Throughout the district, signage, materials, and landscaping is cohesive, and buildings follow urban site design principles. This creates a unique and inviting gateway into the City that is well-known around Central Ohio.

Creekside, Gahanna, Ohio

Gahanna's image and brand celebrates natural beauty along with the strength of families and commitment to growing businesses. This is reflected in Creekside, in downtown Gahanna, where water elements, including a central fountain and pathways along Big Walnut Creek, are integrated within an urban, mixed use development that supports residences and local businesses. This unique, high quality space, is used for community gatherings and promoted as a destination within the City.



(Pictured: Downtown Worthington)

Cities are increasingly identified by their downtown. Focusing improvements and branding here can help create an image of Reynoldsburg across the region.



(Pictured: Grandview Yard)

Signature developments can welcome visitors to the city, while serving housing and commercial needs.



(Pictured: Creekside, Gahanna)

Parks and open space can be used for community events and gatherings which help build a city's brand.

SIGNAGE OVERVIEW

Recommended Function

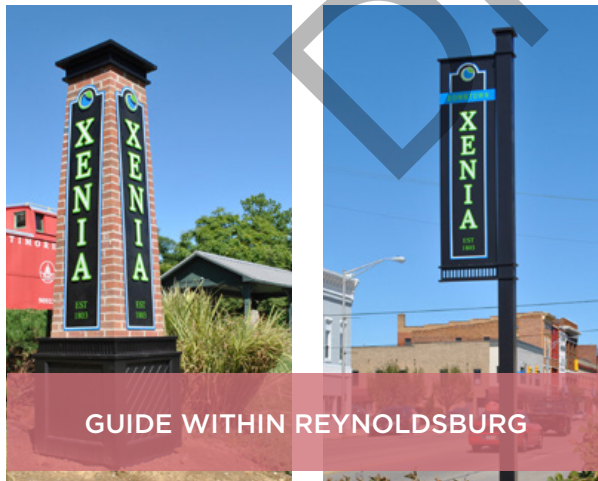
An effective branding strategy, which delivers on the promise of a long-term vision for the city, may be physically supported by appropriate signs, banners, and logos. Aligned with best practices in planning, urban design, and marketing, signage throughout the City of Reynoldsburg should meet four basic objectives:



Signage should reflect the future vision of a City. The City of South Euclid recently re-branded itself to reflect its focus on sustainability.



Branding should be amplified at gateways to the City and special districts like Downtown.



Signage should be clear and consistent across the City, but vary in design.



Creative wayfinding can navigate while adding character within a community.

COMMUNITY IMAGE AND BRAND

Signage and Gateway Concepts

As Reynoldsburg thinks about defining its signature space, Olde Reynoldsburg, distinct signage should be incorporated into the overall design and infrastructure improvements. Implementing consistent signage concepts can add to Olde Reynoldsburg's identity while bringing distinct areas of the district together.

As development continues to occur on the south side of East Main Street, including with the construction of the YMCA, safely connecting this area with historic Olde Reynoldsburg can benefit users. Signage concepts on Main Street and Davidson Drive (above) and along the Main Street bridge into Olde Reynoldsburg (right) can assist with physically tying these two areas together.

Finally, the concept can be repeated at other public spaces throughout Olde Reynoldsburg, (including parks, public spaces, and public parking lots). The concept below is designed for the parking lot at East Main Street and Lancaster Avenue.



Main Street and Davidson Drive (looking south).



Main Street bridge into Olde Reynoldsburg.



Entrance into Main Street and Lancaster Avenue parking lot (in Olde Reynoldsburg).

REYNOLDSBURG COMPREHENSIVE PLAN

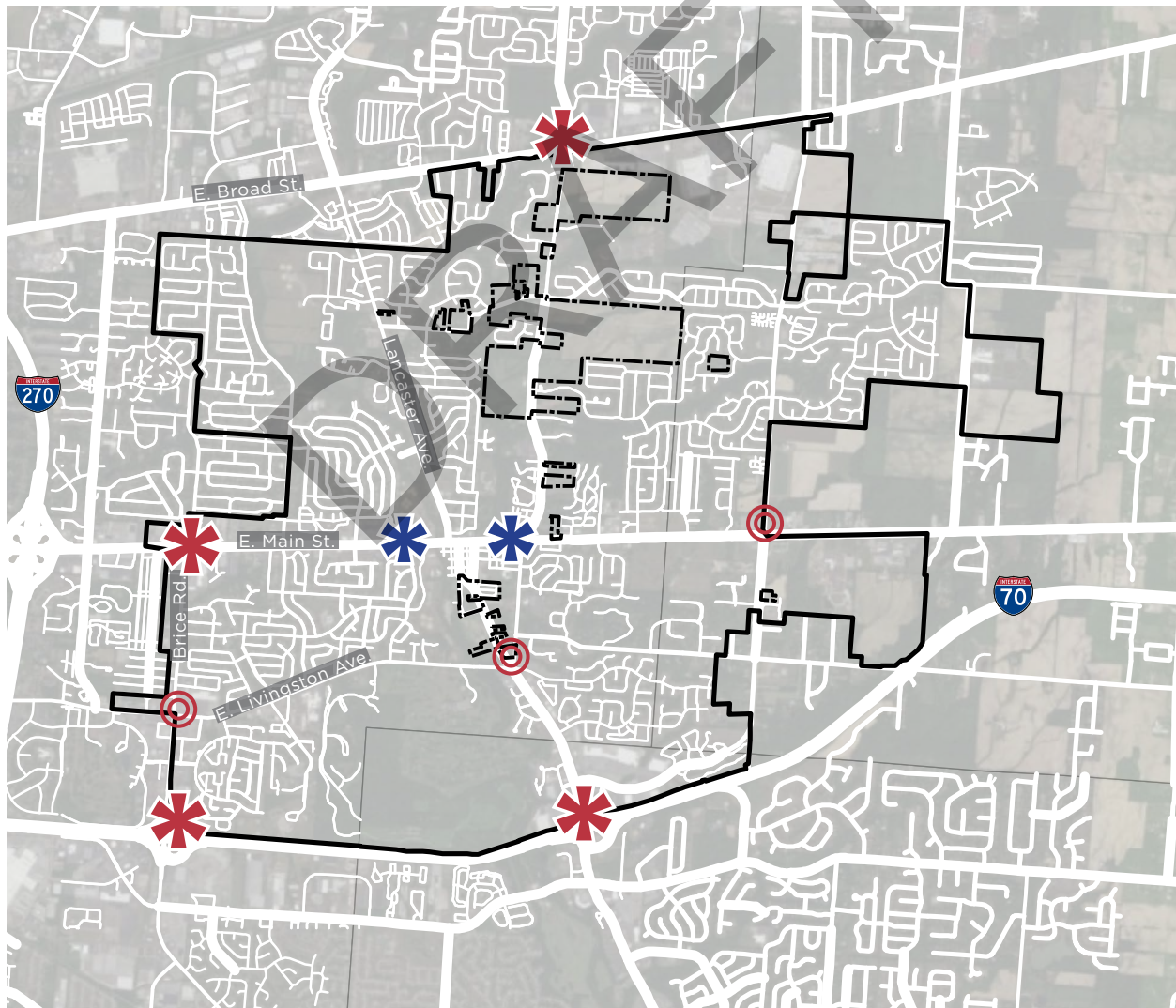
Proposed Gateway Locations

In addition to improving signage concepts throughout Olde Reynoldsburg, there are also opportunities to promote the Reynoldsburg brand at key entrances across the city.

Recommended locations for gateway signage are located on the map below. Primary gateways should help introduce residents and visitors into the City of Reynoldsburg, while secondary gateway signage can help reinforce the City's brand.

LEGEND	
	Primary Reynoldsburg Gateway
	Secondary Reynoldsburg Gateway
	Primary Olde Reynoldsburg Gateway

Figure 18: Reynoldsburg Gateways



COMMUNITY IMAGE AND BRAND

KEY FINDINGS-IMAGE & BRAND



Existing Conditions

- » Across the region, Central Ohio communities are defining their identities based on their downtowns and public spaces. (Gahanna, Hilliard, Newark, etc.) Reynoldsburg has an opportunity to define itself with its Downtown.
- » Growth in consumer spending will come from travel, eating out, and “experiences.” A strong Downtown can help the City of Reynoldsburg develop that experience.
- » The “front door” to a community reflects the City’s image and brand to residents and visitors alike. Public and private investments on East Main Street and Brice Road can help improve the City’s image.



Public Engagement

- » Most Reynoldsburg residents feel the city has a distinct identity: it is suburban, family-oriented, and multi-cultural. (*Aimpoint Survey*)
- » Residents who don’t feel like the City has an identity would like to see an identity that is family oriented and celebrates diversity. (*Aimpoint Survey*)
- » Residents and local business leaders feel the City doesn’t currently have an identity. (*Stakeholder Groups*)
- » The City of Reynoldsburg continues to grow in diversity. How should diversity be incorporated into the brand? (*Aimpoint Survey, Stakeholder Groups*)

REYNOLDSBURG COMPREHENSIVE PLAN

IMPLEMENTATION

The implementation framework includes a series of goals with related strategies and actions for each plan area. The development of the framework is a result of the public engagement process, existing conditions analysis, and understanding of best practices. It is intended to be used regularly by staff and members of the local leadership to make informed decisions regarding where and how the City grows.

The following goal, strategies, and actions relate to recommendations around Image and Brand.

RESPONSIBLE PARTIES	
C	City Council
P	Planning Dept.
PC	Planning Commission
	Parks & Rec Dept.
	City Auditor
	Public Service Department
	Community Organizations

TIMEFRAME		
Short	S	0-1 years
Medium	M	1-3 years
Long	L	3+ years
Ongoing	O	Continuous

GOAL 5

DEFINE, GROW, AND PROMOTE THE CITY'S IMAGE AND BRAND.

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.1: Create a marketing and branding plan.		
Action 5.1.1: Issue an RFP to a marketing and brand consultant.		
Action 5.1.2: Identify and engage a variety of stakeholders, including business owners, residents, employees, and those who don't live in Reynoldsburg, to provide balanced feedback.		

COMMUNITY IMAGE AND BRAND

	TIMEFRAME	POTENTIAL PARTNERS
STRATEGY 5.2: Define and promote a consistent brand message, internally and externally.		
Action 5.2.1: Identify one person on City staff, or hire a "Public Information Officer", that is responsible for communicating the City's messaging, programming, and project updates to the community.		
Action 5.2.2: Ensure that the brand message is consistent across all mediums, including online, social media, and events and programming.		
STRATEGY 5.3: Define and apply brand elements to the public realm.		
Action 5.3.1: As part of the marketing and branding plan, create and develop a "signage package" so that updated signage and brand elements are consistent throughout the City.		
Action 5.3.2: Identify locations, particularly in Olde Reynoldsburg and entrances to the City, to locate new signage.		
Action 5.3.3: Coordinate with ODOT to explore the opportunity to promote the Reynoldsburg brand on single point interchanges and bridges over I-70.		
STRATEGY 5.4: Create new standards to guide private investment that will result in and create a consistent brand message.		
Action 5.4.1: In zoning code review, ensure that site design and landscape standards are strengthened to reflect renewed public investments in signage and branding		
STRATEGY 5.5: Continue to support and promote small, locally-owned businesses throughout the City, particularly in Reynoldsburg.		
Action 5.5.1: In zoning code review, examine and remove any unnecessary regulations that are limiting small business growth and development.		
Action 5.5.2: Collaborate with local partners, including Chamber of Commerce, on marketing the work of local businesses to the Central Ohio region.		
Action 5.5.3: Identify existing and potential incentive programs to use to leverage additional business development.		

REYNOLDSBURG COMPREHENSIVE PLAN

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07

FOCUS AREAS

FOCUS AREAS

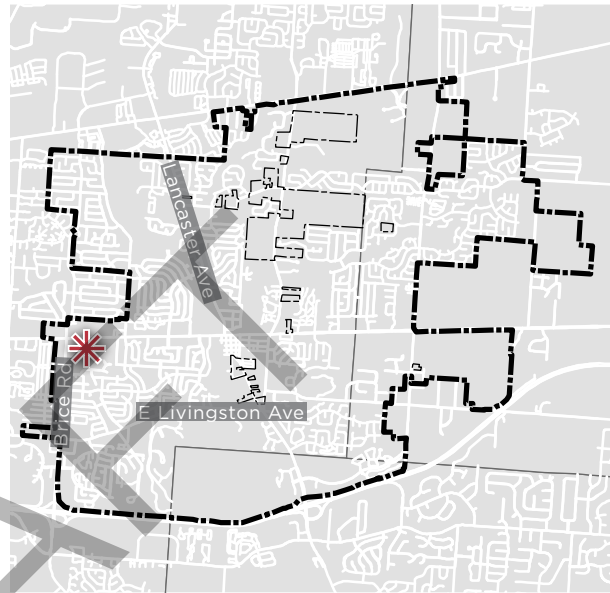
Focus Area #1

K-Mart Site

OVERVIEW

The abandoned K-Mart site at the corridor of Brice and Main represents a significant development opportunity to the City. Big-box retail, particularly developed as stand-alone stores or adjacent to strip malls are becoming increasingly obsolete as both consumer expectations and the business of receiving, storing, and shipping physical goods continues to change. Reynoldsburg has too much retail space in the City -- reducing that footprint is essential to moving the City forward.

East Main Street is a significant corridor, not just for Reynoldsburg, but for the region. Shifting the site from outdated retail to a mixed-use development with a strong residential component presents an opportunity to transform the City and the community.



EXISTING CONDITIONS



The existing structure is setback far from the street, and is difficult to reuse in an urban fabric.



Over supply of retail and a changing market can lead to increase vacancy rates.



Nearby strip malls do not create a dynamic environment that consumers are increasingly seeking.

DEVELOPMENT GOALS



Add new residential options not currently available within Reynoldsburg.



Integrate new, smaller retail footprints throughout the site.



Transform the gateway appearance to reflect the city identity

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 19: Existing Zoning

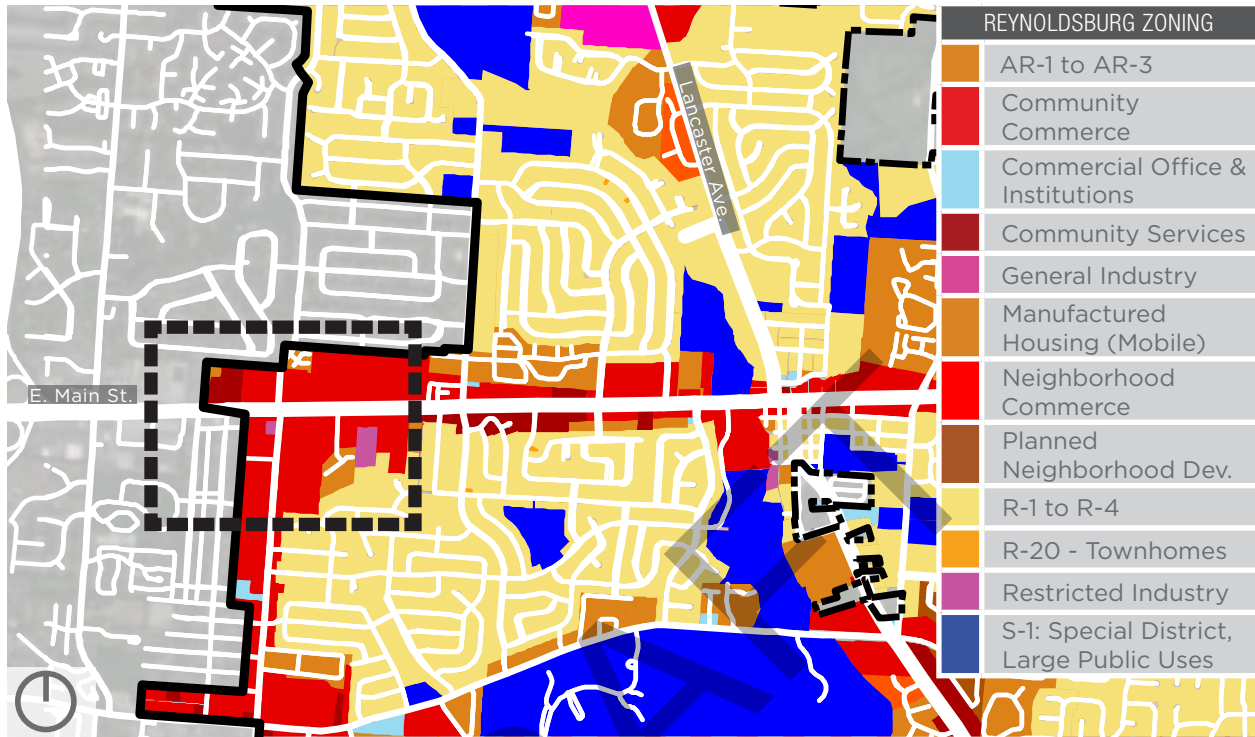
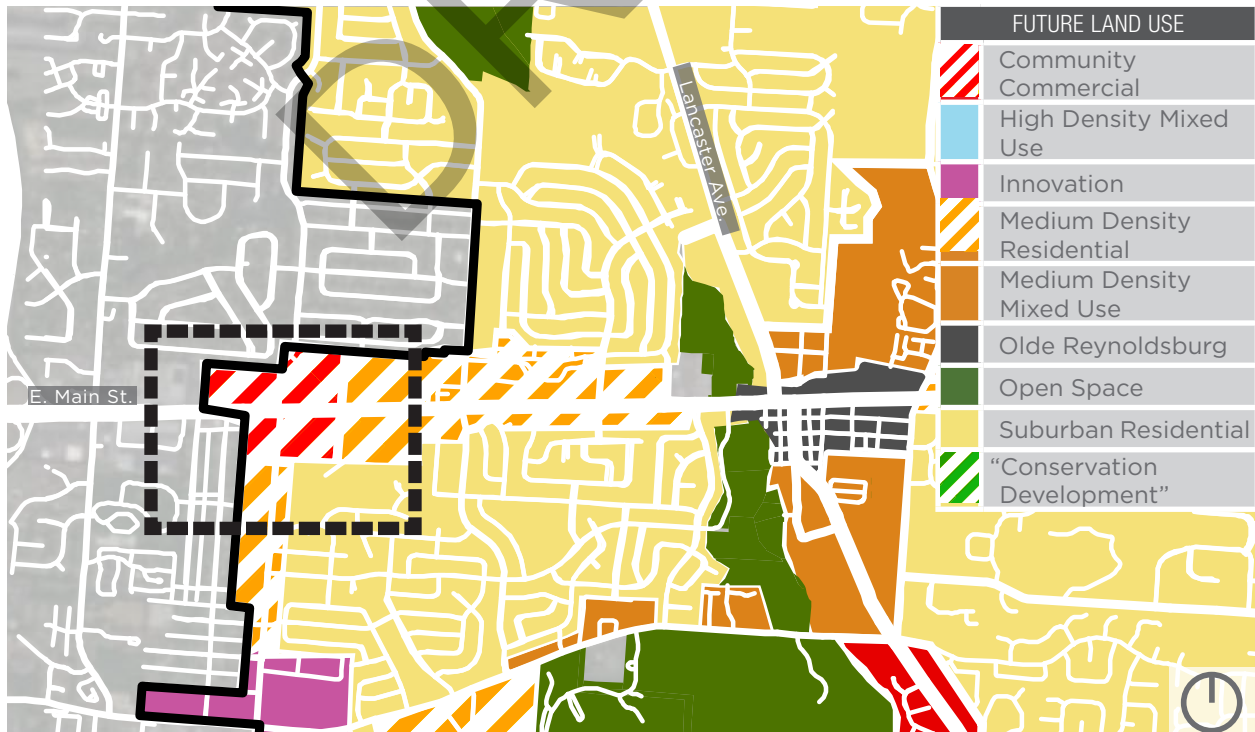


Figure 20: Future Land Use



FOCUS AREAS

THE VISION

The corner of East Main Street and Brice Road has the opportunity to transform into a dynamic entryway into the City. Anchoring one of the most visible corners of the City, a mix of quality residential, retail, and integrated greenspace could impact the character of the community.

In the concept below, first-floor retail is accessible both on East Main Street and on a new interior road off of East Main Street. There are three to four stories of residential units above, with screened parking structures, serving the residential and retail components in this area. The southern end of the site is more dense and has an urban residential neighborhood feel. A central median park with a clubhouse and a pool anchors this part of the site, servicing approximately 200+ townhomes and apartments.

RECOMMENDED ZONING CHANGES

- » Create a new, High-Density Mixed-Use District (see Future Land Use Plan chapter).
- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas.
 - » Landscape standards

Figure 21: Development Concept



NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Capacity Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes townhomes and apartments with first floor retail front the street. Parking is integrated within the building but screened from sight. Buildings are constructed with natural materials, adding to the identity and character of a gateway into the City.



FOCUS AREAS

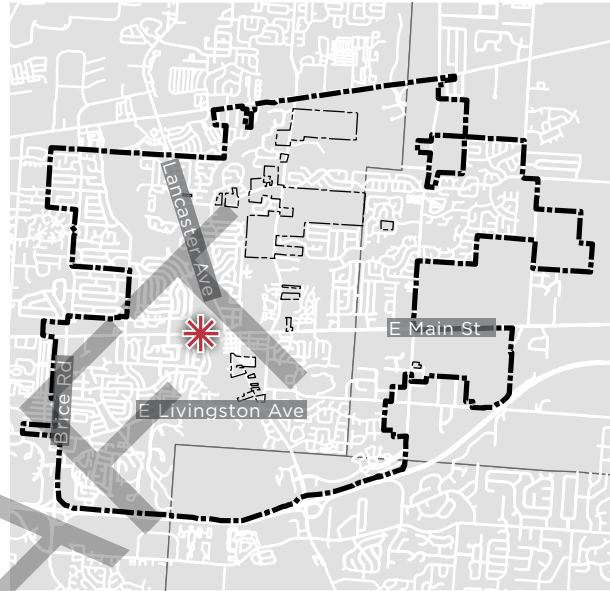
Focus Area #2

Existing Kroger Site

OVERVIEW

The existing Kroger store at Briarcliff Road and East Main Street is relocating farther east along Main Street, leaving the current strip mall without its biggest anchor. However, this is an important area in the City as the current strip mall sits within walking distance of Olde Reynoldsburg and City Hall.

Two approaches to consider with the site are to modify the existing building or completely reimagine the entire site. Modifications would not allow the site form to change with the building having a large setback from the street and smaller outparcels in front. With close proximity to Olde Reynoldsburg and the new YMCA, reimagining the site with new commercial, office, and residential development within a more urban form could revitalize the site and enhance the area near downtown.



EXISTING CONDITIONS



The existing structure has a large setback from East Main Street, making it difficult to reuse.



The new Ohio Health facility should be incorporated into any new site plan.



Strengthening the site design along East Main Street is critical for creating an identity to the development.

DEVELOPMENT GOALS



Reactivate an underutilized space with an office anchor or residential opportunities.



Increase residential options for specific groups, including seniors.



Integrate high-quality commercial space along East Main Street.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 22: Existing Zoning

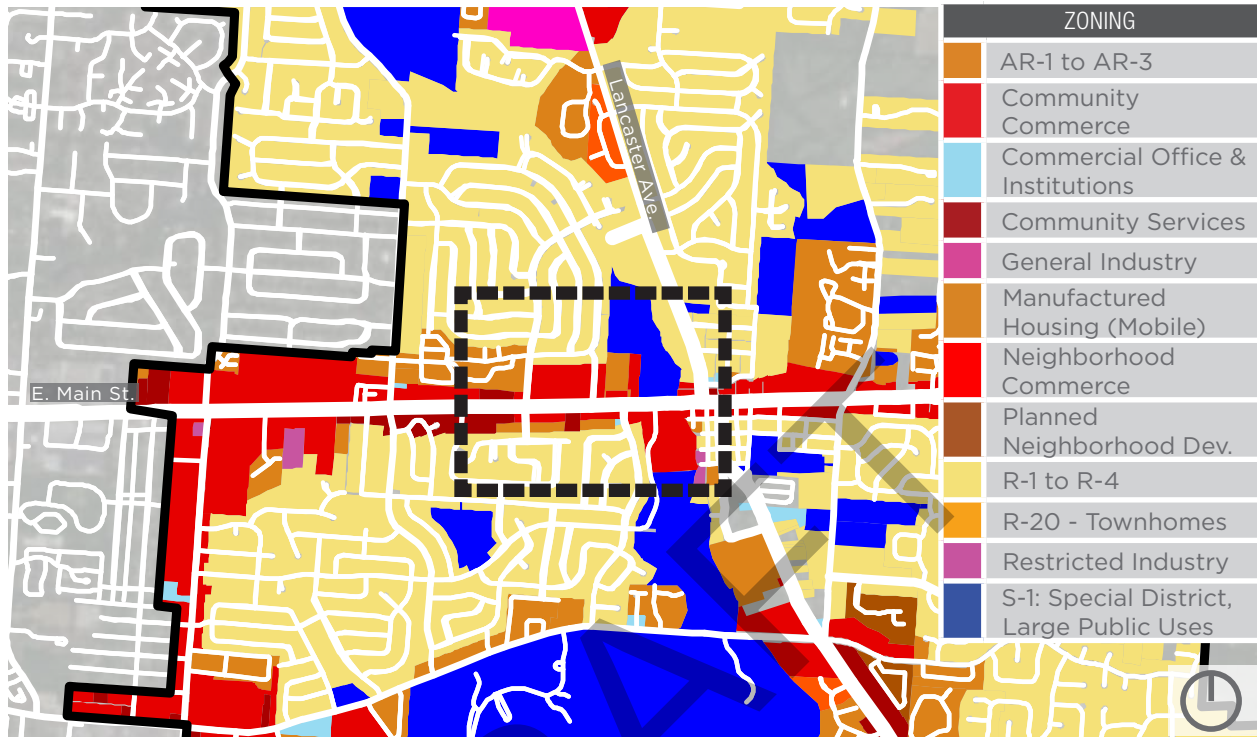
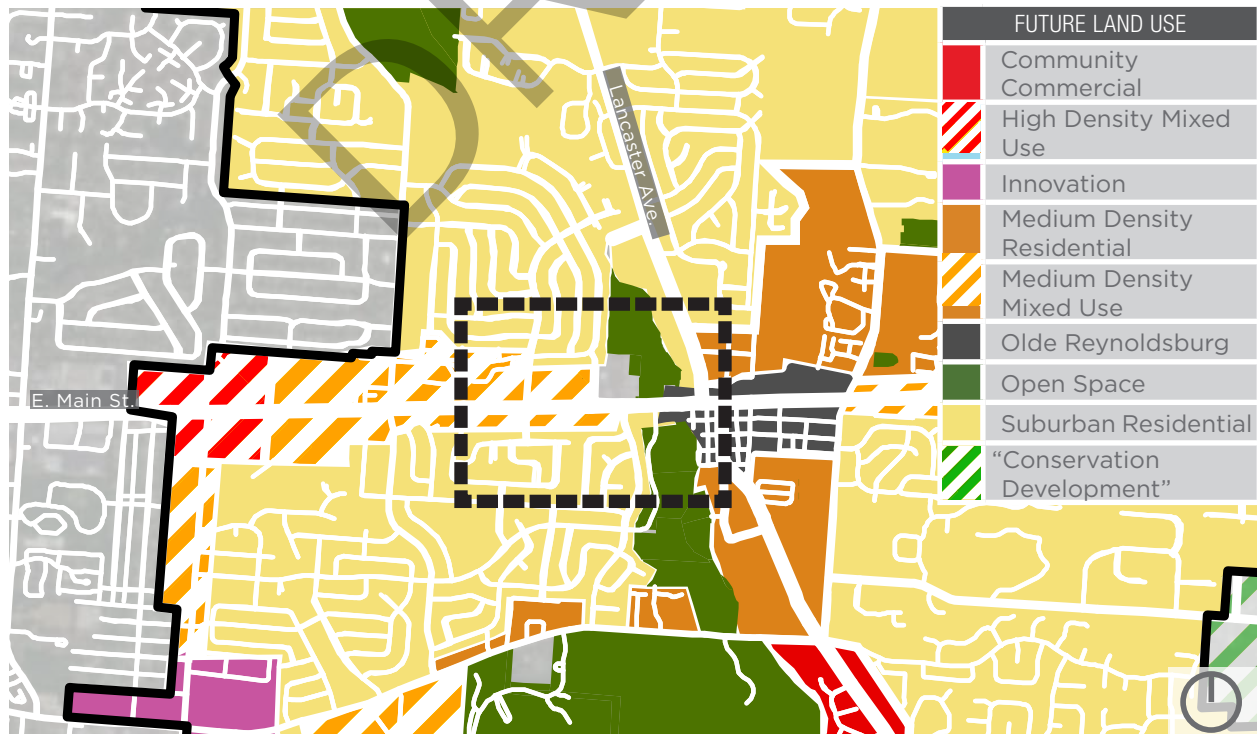


Figure 23: Future Land Use



FOCUS AREAS

VISION

The concept below reduces the big-box retail footprint along the East Main Street corridor while adding additional office or potentially residential uses within close proximity to Olde Reynoldsburg. The site is accessed through a central corridor, with three small retail footprints and an Ohio Health Center anchoring the front entrance to the site. To the rear and along the eastern edge of the site, complementary office or residential uses could function as a gateway to the residential neighborhood to the north.

RECOMMENDED ZONING CHANGES

- » Create a new mixed-use zoning district called Medium Density Mixed-Use District (see Future Land Use Chapter). The district is less

dense than High-Density Mixed-Use District and includes a mix of uses, rather than true mixed-use development.

- » Site design standards in the district should promote high-quality design and walkability through the following:
 - » Architectural massing and material standards that help brand the district as a gateway to the neighborhood.
 - » Well-screened surface and structured parking
 - » Neighborhood streets
 - » Integrated centralized public spaces and civic plazas.
 - » Landscape standards

Figure 24: Development Concept



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Capacity Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

The proposed character includes retail buildings with entryways fronting the street. New office, retail, and residential development should have a consistent architectural feel, with quality materials and lots of windows.



FOCUS AREAS

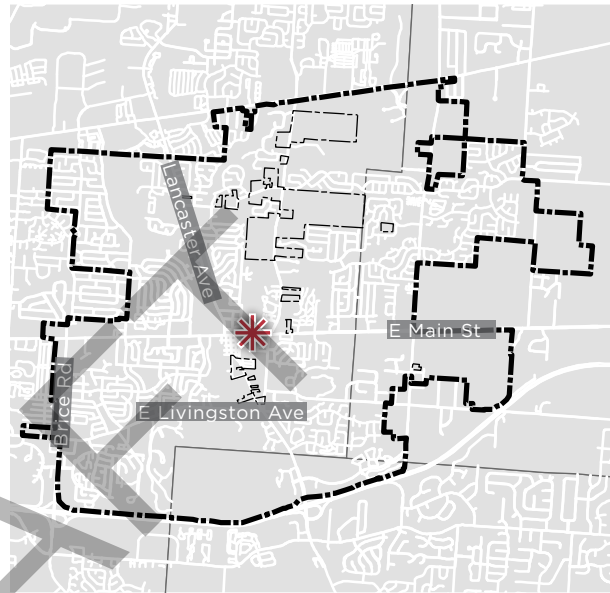
Focus Area #3

Olde Reynoldsburg

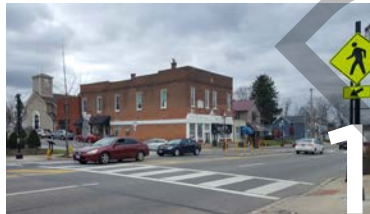
OVERVIEW

Across Central Ohio, downtowns define the identities of communities. They provide a home for residents young and old, and shops, restaurants, and parks for people to gather around. Throughout the public engagement process, residents expressed a desire to support local businesses, find new gathering places, and strengthen the City's identity. All of these objectives can be accomplished with a revitalized downtown.

Private investment is picking up along East Main Street, with new restaurants and businesses adding energy to the street. However, strategic public investments are needed to help define and strengthen the identity of Olde Reynoldsburg.



EXISTING CONDITIONS



Improving the comfort of East Main Street is critical for attracting people to Olde Reynoldsburg.



Restaurants and bars are the type of amenities important to Olde Reynoldsburg residents.



Quality site design is important for future redevelopment spaces in Olde Reynoldsburg.

DEVELOPMENT GOALS



Establish downtown to strengthen the identity of the city.



Promote walkability throughout the heart of Reynoldsburg.



Strengthen the historic character of the district.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 25: Existing Zoning

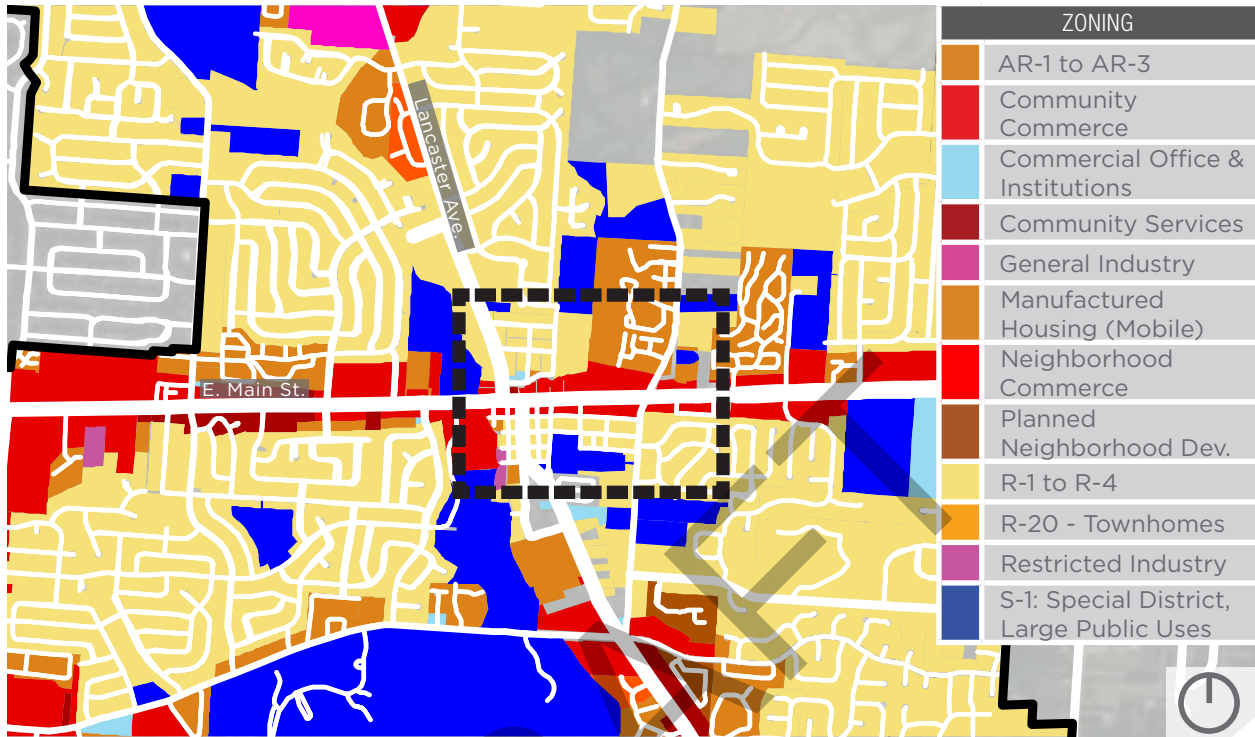
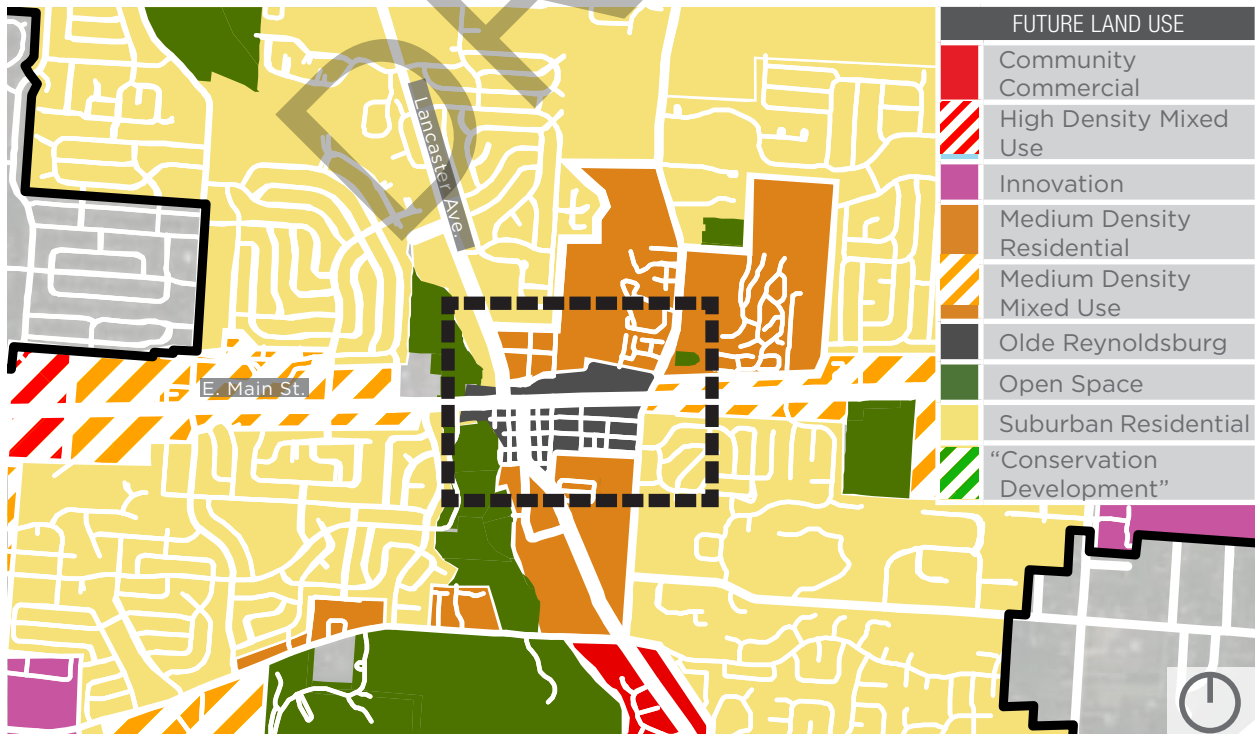


Figure 26: Future Land Use



FOCUS AREAS

VISION

Successful downtowns have a blend of public and private investments. New shops, restaurants and businesses are aided by walkable streets, accessible parking, and public gathering spaces. Olde Reynoldsburg has a number of new private businesses along East Main Street. Proposed public improvements including design improvements along the corridor, a new public parking lot, and new parks and open spaces will increase access and safety, improve the urban environment, and create destinations where people can gather.

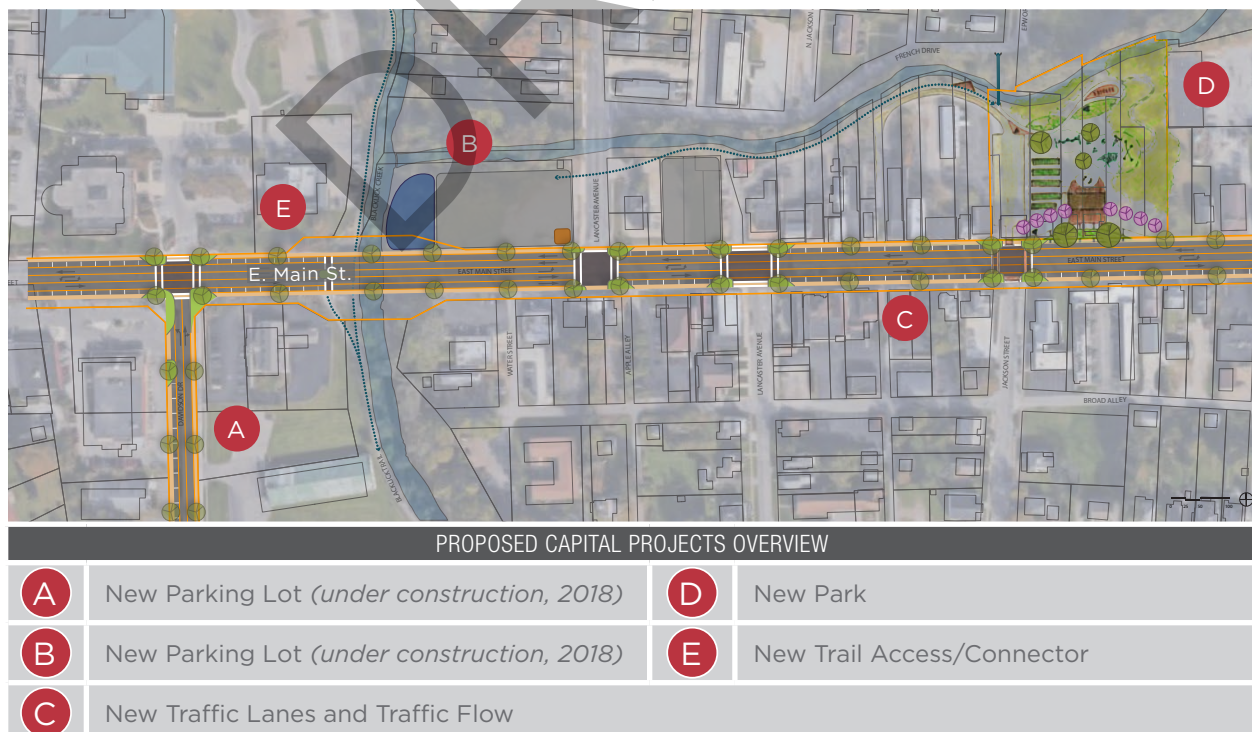
RECOMMENDED ZONING CHANGES

- » Create a new zoning district or strengthen the existing historic overlay within the community commerce district (See Future Land Use Plan).
- » Walkability and preservation can be supported through building siting where new development is encouraged to front the street. It can also be supported through design guidelines by strengthening the policies that promote the preservation and reuse of historically significant structures.

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Feasibility Study	e.g. 0-2 yrs. 3-5 yrs. 5+ yrs	City Engineer	Low
Roadway Study	3-5 years	City	High

Figure 27: Olde Reynoldsburg Capital Projects Overview



PROPOSED TRAFFIC CIRCULATION

Many successful downtowns in Central Ohio have on-street parking. The proposed traffic circulation for downtown incorporates on-street parking on both sides of Main Street. During peak travel times, parking lanes would likely be opened for travel.

On-street parking provides many benefits to the downtown while still allowing for efficient flow of traffic. This would create additional parking and easier access for local businesses compared to shared lots or parking in the rear of a building. It would also help reduce needed off-street parking, thereby conserving land for other uses. On-street parking can also increase safety by reducing vehicle speed and creating a more comfortable and safe environment for pedestrians and cyclists.

Proposed changes would need to be vetted by a full traffic study before specific recommendations have been made.

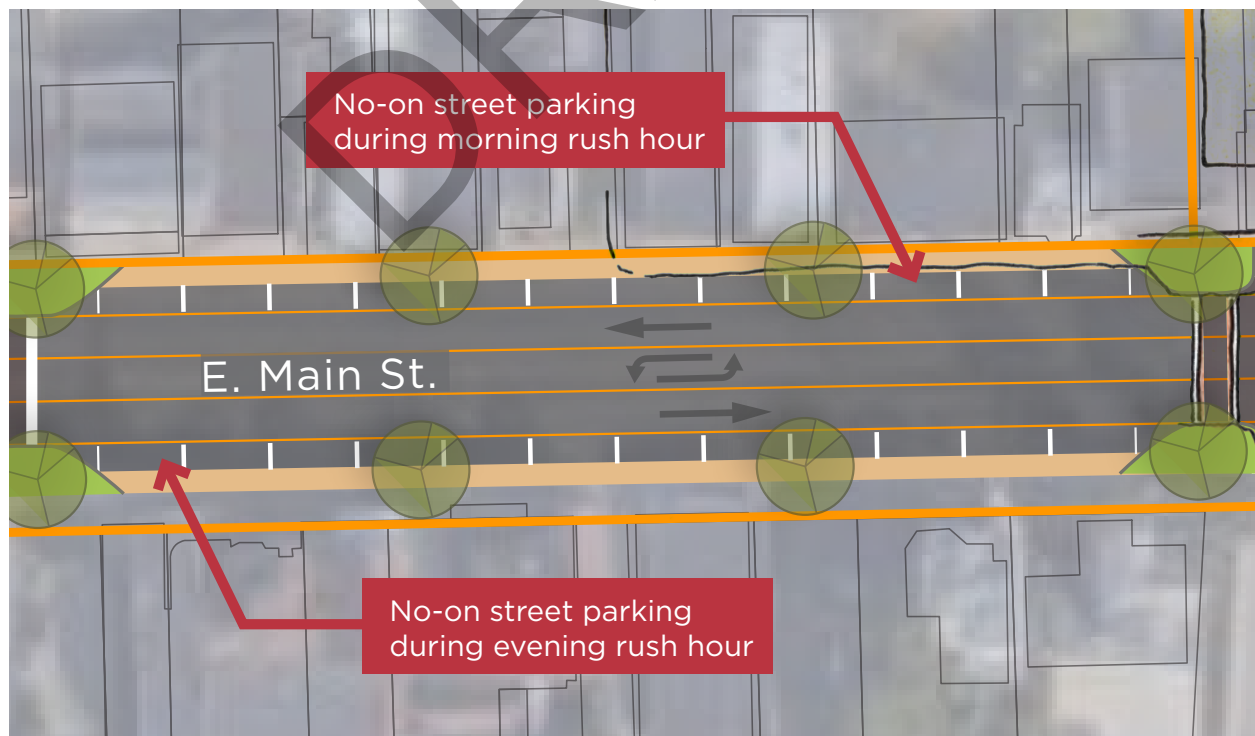


State Route 3 provides on-street parking in Uptown Westerville.



A heavily traveled corridor, U.S. 40 in Downtown Bexley allows for on-street parking.

Figure 28: Proposed Traffic Pattern with On-Street Parking



FOCUS AREAS

MAIN AND LANCASTER PARKING LOT

Alongside the planning process, OHM led the design for a new parking lot and park on the corner of Lancaster Avenue and East Main Street. The concept below, and the ultimate project, will not only add parking capacity to support businesses downtown, it will create a different type of park and gathering space, complete with various green infrastructure elements and other natural features. Furthermore, it helps anchor one of the important corners of Olde Reynoldsburg.

PARK FEATURES	
A	New Parking Lot (39 Spaces)
B	Overlook with Brick Walk
C	Overlook Structures with Seating
D	Natural Streambank with Boulders
E	Natural Streambank Area

Figure 29: Parking Lot & Park Concept



REYNOLDSBURG COMPREHENSIVE PLAN

THE PARK

Successful downtowns have public gathering spaces. Gahanna, Hilliard, Marysville, Newark, and other communities have significantly invested in parks and plazas in their downtowns. The park concept below is centrally located in Olde Reynoldsburg, adjacent to the intersection of Jackson Street and East Main Street. The park proposal embraces East Main Street with a pavilion or plaza that overlooks the entire

park. A proposed bike trailhead along the creek helps tie the park to Olde Reynoldsburg and the larger trail system. The central green is purposefully unprogrammed to provide a flexible event space in the downtown.

This rendering is one concept, and can be expanded to accommodate various program elements and opportunities. For example, if property becomes available around the park, this concept can be expanded to incorporate additional land.

Figure 30: Olde Reynoldsburg Park Concept



FOCUS AREAS

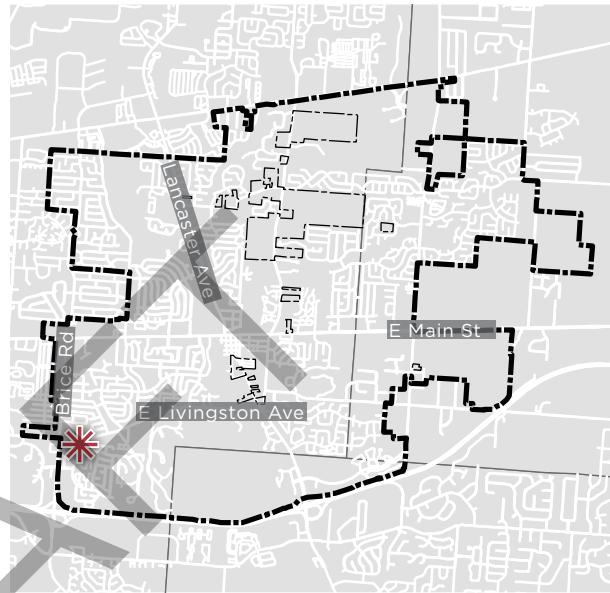
Focus Area #4

Brice and Livingston

OVERVIEW

The intersection of Brice and Livingston is a highly-visible southern gateway into the City of Reynoldsburg from I-70. The intersection, and the corridors immediately surrounding it, have suffered from a combination of disinvestment and changes to the retail marketplace, with outdated out-parcels, strip-malls, and big-box stores dominating this section of the City.

As mentioned elsewhere throughout this Plan, reducing the overall size of the City's retail footprint is essential to maintaining the City's competitiveness. There is an opportunity to reimagine the intersection with a mix of new, small-scale manufacturing that elevates the image of the area while adding to the City's revenues.



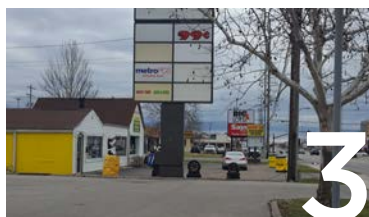
EXISTING CONDITIONS



Landscaping, parking screening, and site design standards would improve the image of the intersection.



Strip mall style developments will continue to become obsolete, and are redevelopment opportunities.



Commercial corridors leading to the Brice and Livingston intersection are in need of a facelift.

DEVELOPMENT GOALS



Strengthen the appearance of a significant gateway into the City.



Promote new income generating uses for the city.



Accommodate land uses that will generate income for the City.

REYNOLDSBURG COMPREHENSIVE PLAN

Figure 31: Existing Zoning

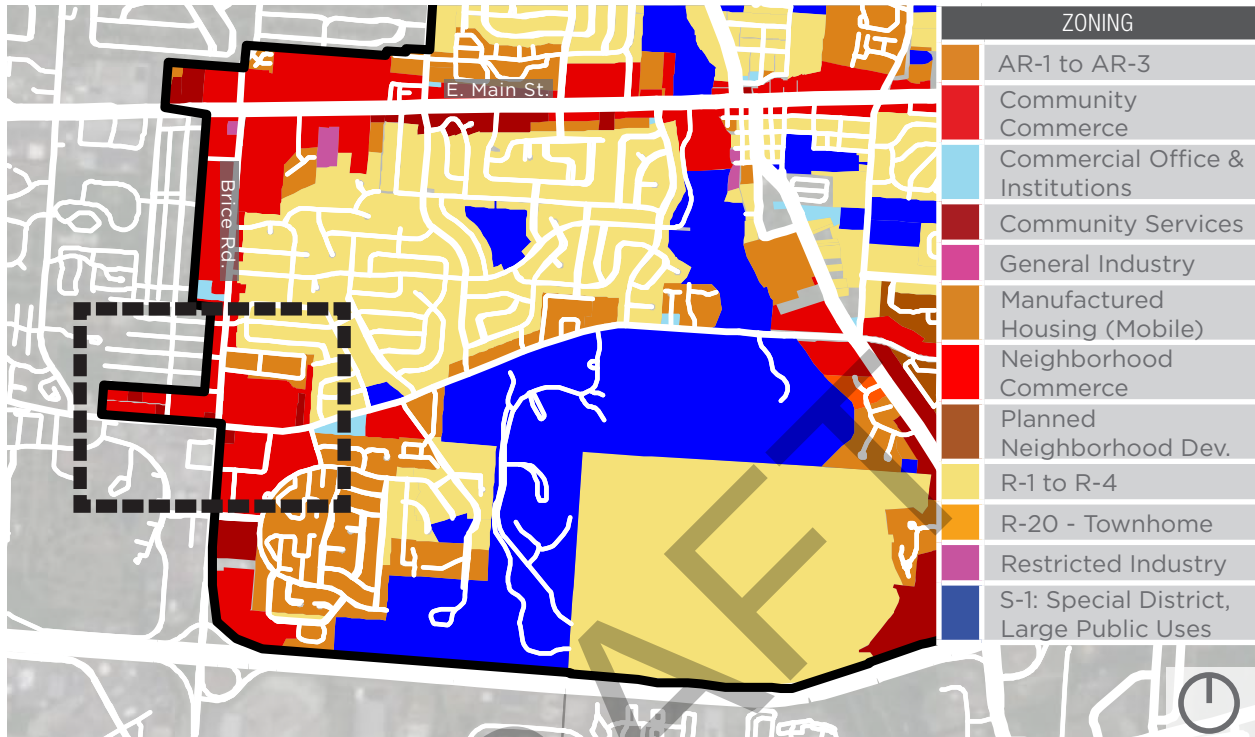


Figure 32: Future Land Use



FOCUS AREAS

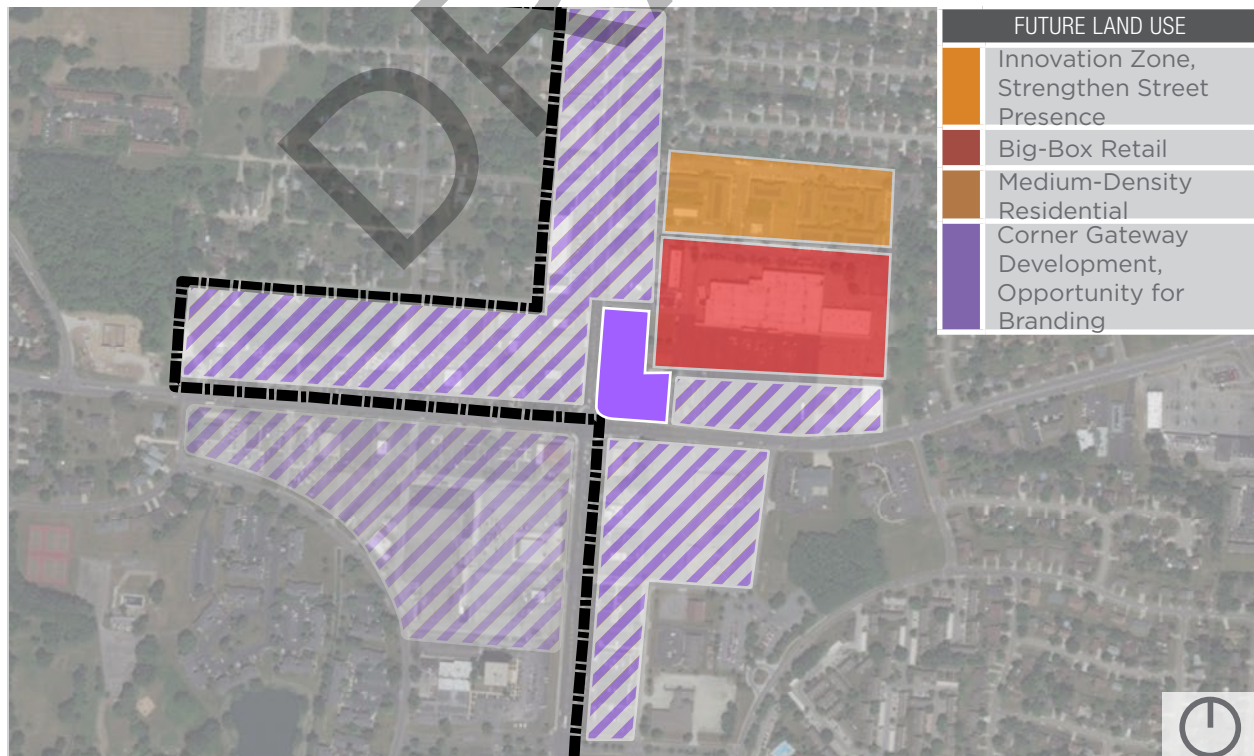
VISION

The intersection of Brice Road and Livingston Avenue has the potential to transform into a space for innovation and creativity. Uses in this district will be a range of office, research and development, and retail spaces. The design and character of the district should reflect this creativity, through the use of quality building materials and significant investment in the public realm.

RECOMMENDED ZONING CHANGES

- » Create a new, innovation district (see Future Land Use Plan chapter).
- » Site design standards in the district should promote the following:
 - » Architectural massing and material standards that can help brand the district as an innovative place in the City. This includes the use of glass and stone architectural materials.
 - » Public realm improvements: Streetscape and furnishings improvements.
 - » Screened parking and access management: a mix of industrial and retail uses will require well-managed access throughout the District.

Figure 33: Future Land Use Plan



REYNOLDSBURG COMPREHENSIVE PLAN

NECESSARY CAPITAL IMPROVEMENTS

PROJECT	TIMEFRAME	RESPONSIBLE PARTY	COST
Traffic Impact Study	0-2 years	Developer	Low
Capacity Evaluation	0-2 years	City Engineer	Low
Watermain*	3-5 years	City	Low
Sanitary*	3-5 years	City	Med
Roadway*	3-5 years	City	High
Stormwater/Drainage*	3-5 years	Developer	Medium

**Pending a capacity evaluation.*

PROPOSED CHARACTER

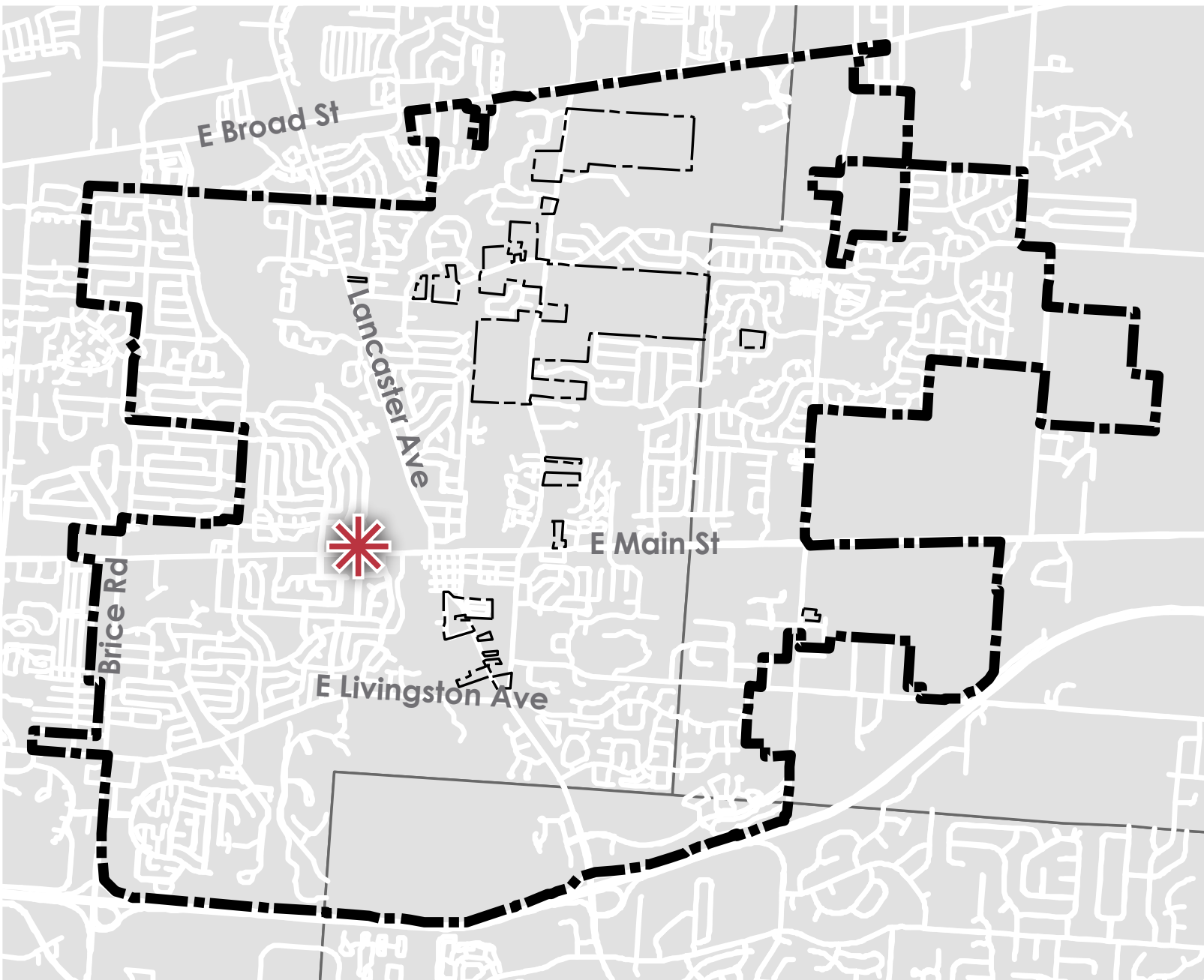
Building architecture and materials create a distinct identity for a district including using stone, metal, and glass. Although buildings are large in size and may require significant parking areas, buildings and entrances are still oriented to the street with large windows for visual interest. In areas where parking must front the street, landscaping screens parking from sight and breaks-up large lots.



DRAFT

FOCUS AREA: KROGER SITE (BRIARCLIFF RD & E MAIN ST)

Location:



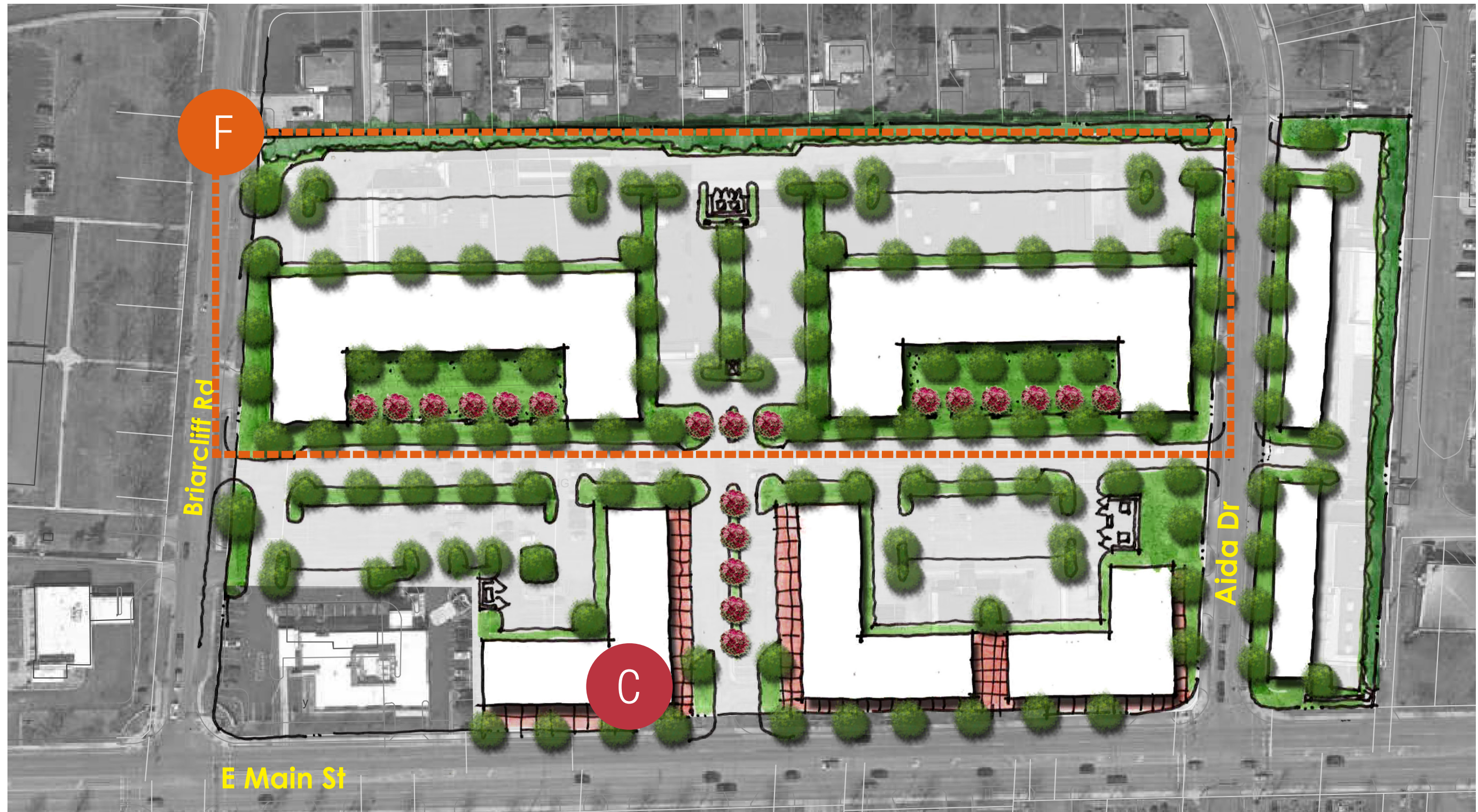
KEY FACTS:

- ~12 acre site, with new Ohio Health facility on the corner
- Kroger is building a new facility down the street, which will vacate a large tenant space
- Public survey results indicate strong preference to add senior housing options in the city
- Office users can help aid the City's tax base

Concept:

One vision for the existing Kroger site includes a mix of high-quality commercial along East Main Street with a future development phase to the rear of the site. This concept brings new retail and professional offices close to the front of the street, creating a more walkable environment along East Main Street while improving the corridor approaching Olde Reynoldsburg. Future development phases at the rear of the site could take a variety of uses, including a larger medical office complex and/or residential opportunities.

KEY	
C	Commercial - 1 story (48,000 s.f.)
F	Future Redevelopment Phase -- Office or Residential

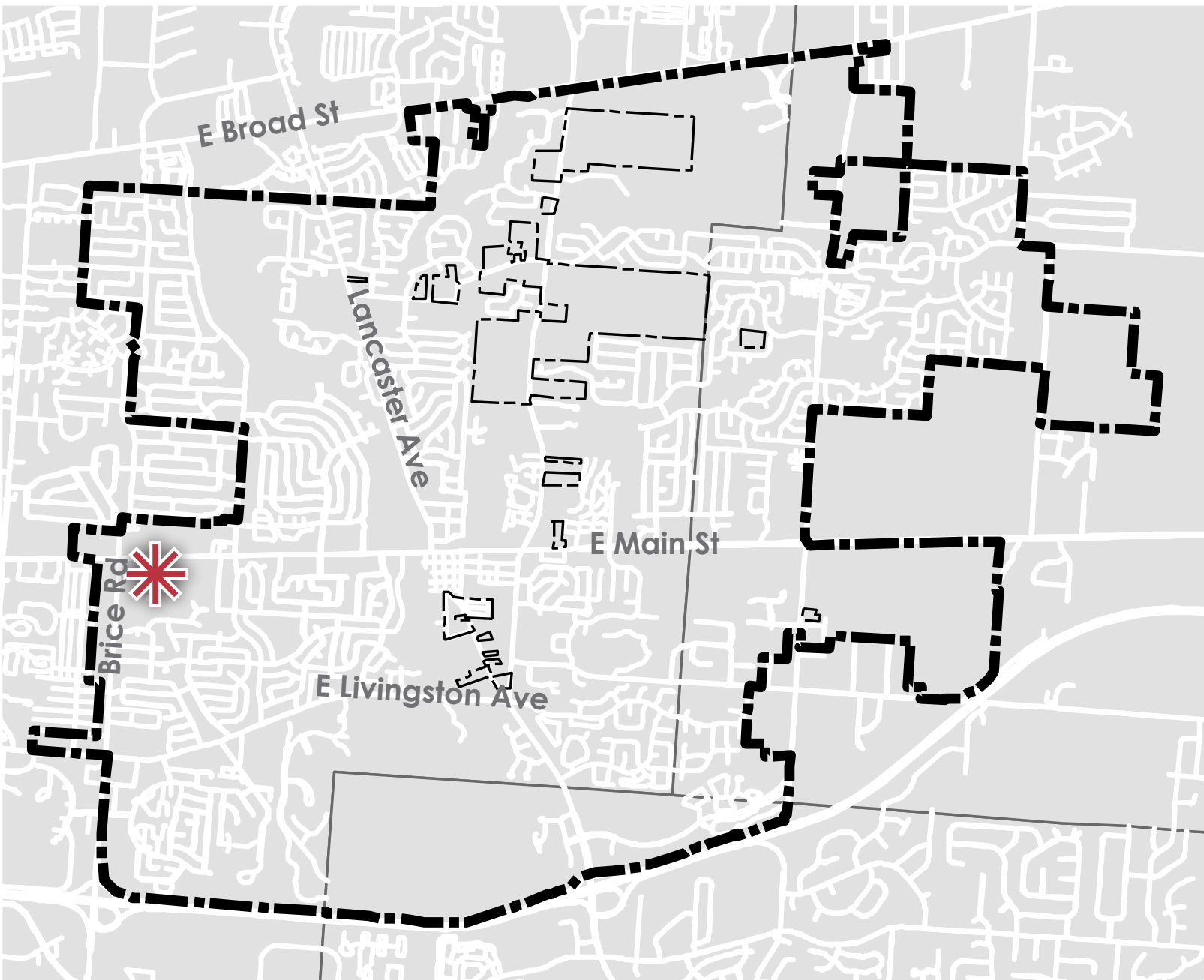


Proposed Character:



FOCUS AREA: KMART SITE (BRICE RD & E MAIN ST)

Location:



KEY FACTS:

- ~20 acre site
- ~50 % of existing retail space is occupied
- Existing library could be relocated into more centralized area of the City
- Public survey results indicate strong preference to redevelop site
- Reynoldsburg currently doesn't have many new apartments

Concept:

The former K-Mart site is an underutilized, 20-acre site that sits at the front door of the City, along a corridor (East Main Street) that is important to the entire region. A mixed-use development with retail, apartments, and park space can provide new housing options to current and future residents while transforming the entrance to the City.

KEY	
M	Mixed Use: Commercial - 1 story (69,500 s.f.) 465 apartments total (3 to 4 stories)
R	Residential - 3 to 4 stories (225 units)
P	Structured Parking - 980 spaces (plus on-street parking)

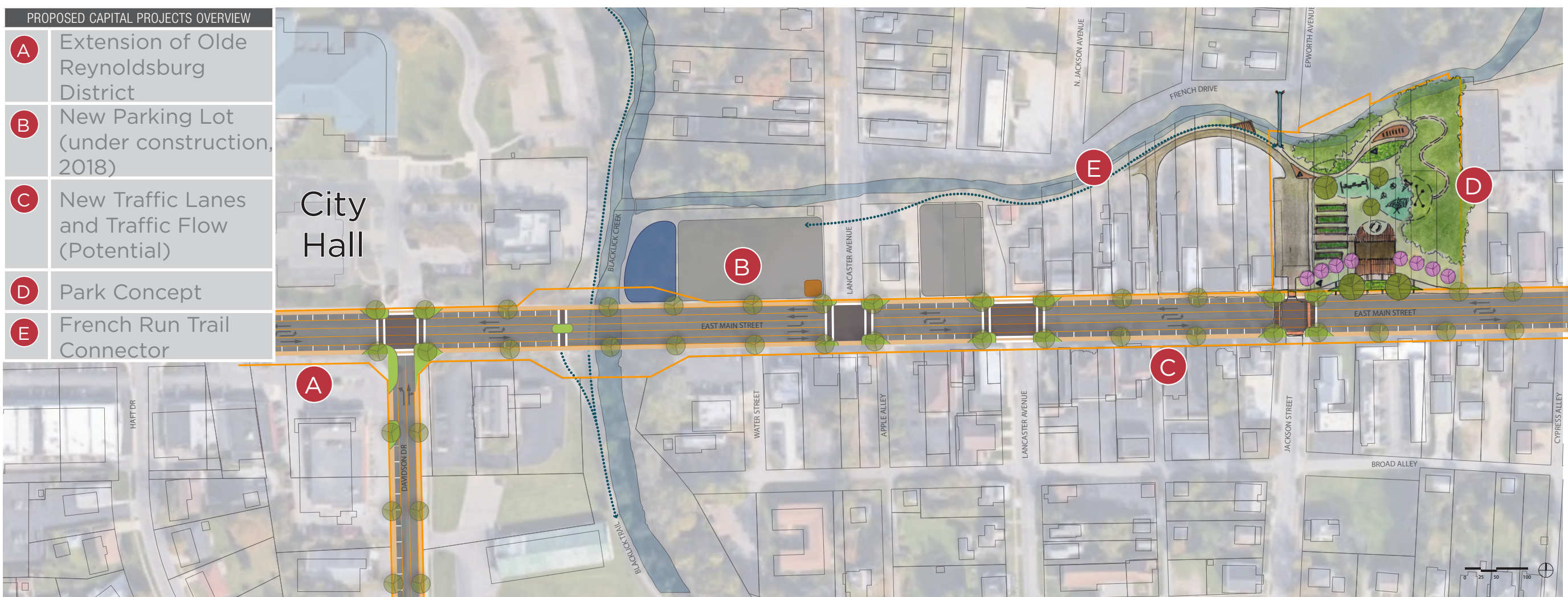


Proposed Character:



FOCUS AREA: OLDE REYNOLDSBURG

Overall Olde Reynoldsburg Vision:

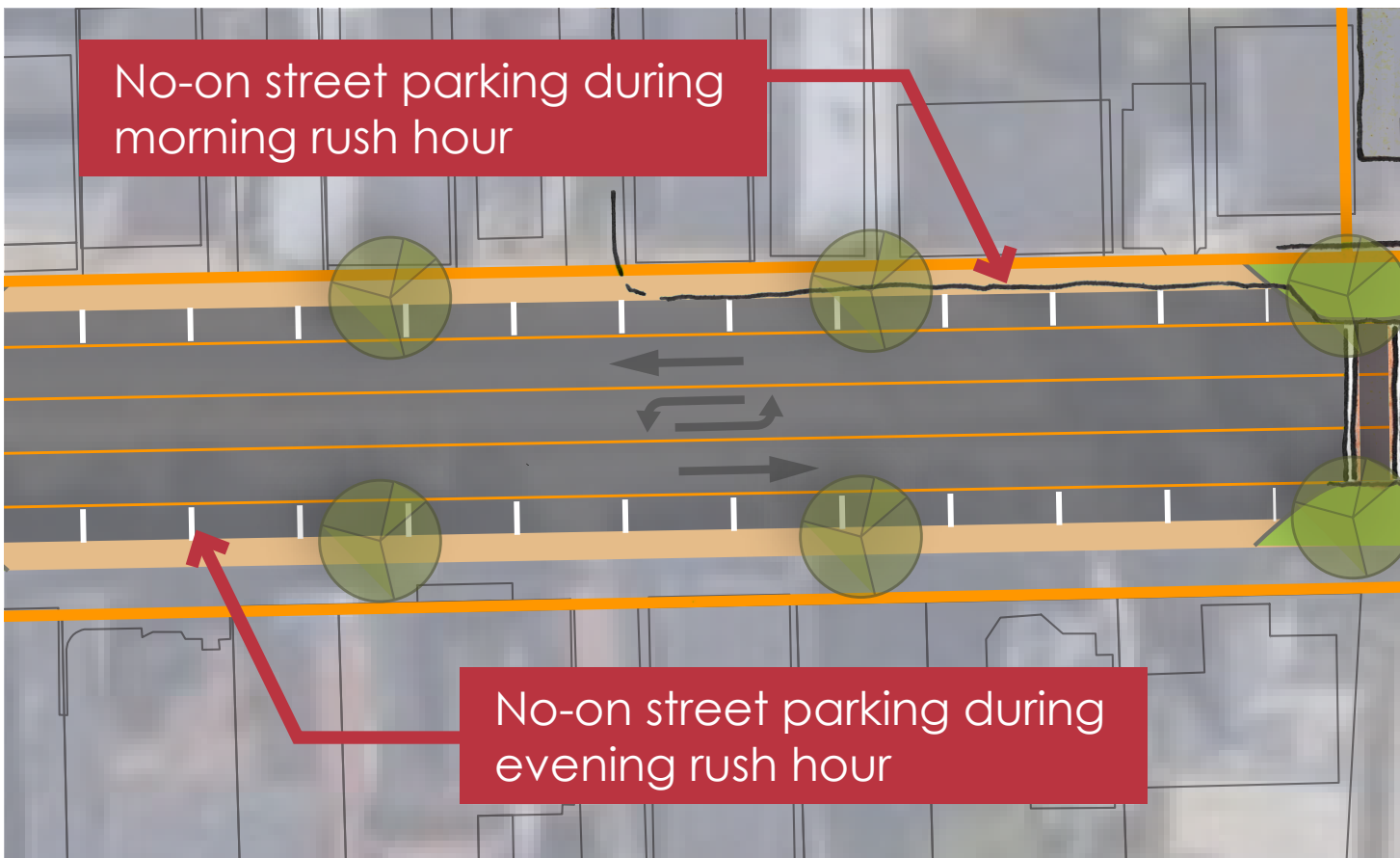


Park Concept:

- KEY CONSIDERATIONS:**
- Survey results indicate preference for supporting local businesses, many of which are in Olde Reynoldsburg.
 - Stakeholder groups indicate a preference for strengthening the walkability of Olde Reynoldsburg.
 - Olde Reynoldsburg lacks a central public gathering space.
 - *Park Concept could be adapted for other sites throughout Olde Reynoldsburg.

Alternative Traffic Scenarios:

- KEY CONSIDERATIONS:**
- Successful Downtowns across Central Ohio have on-street parking
 - Flexible parking option can open an extra lane of traffic during rush hour
 - Any proposed changes would need to be vetted by a full traffic study



Local Examples:

The following Central Ohio communities have downtowns with State or US routes and flexible parking options depending on rush hour.



State Route 3 - Westerville

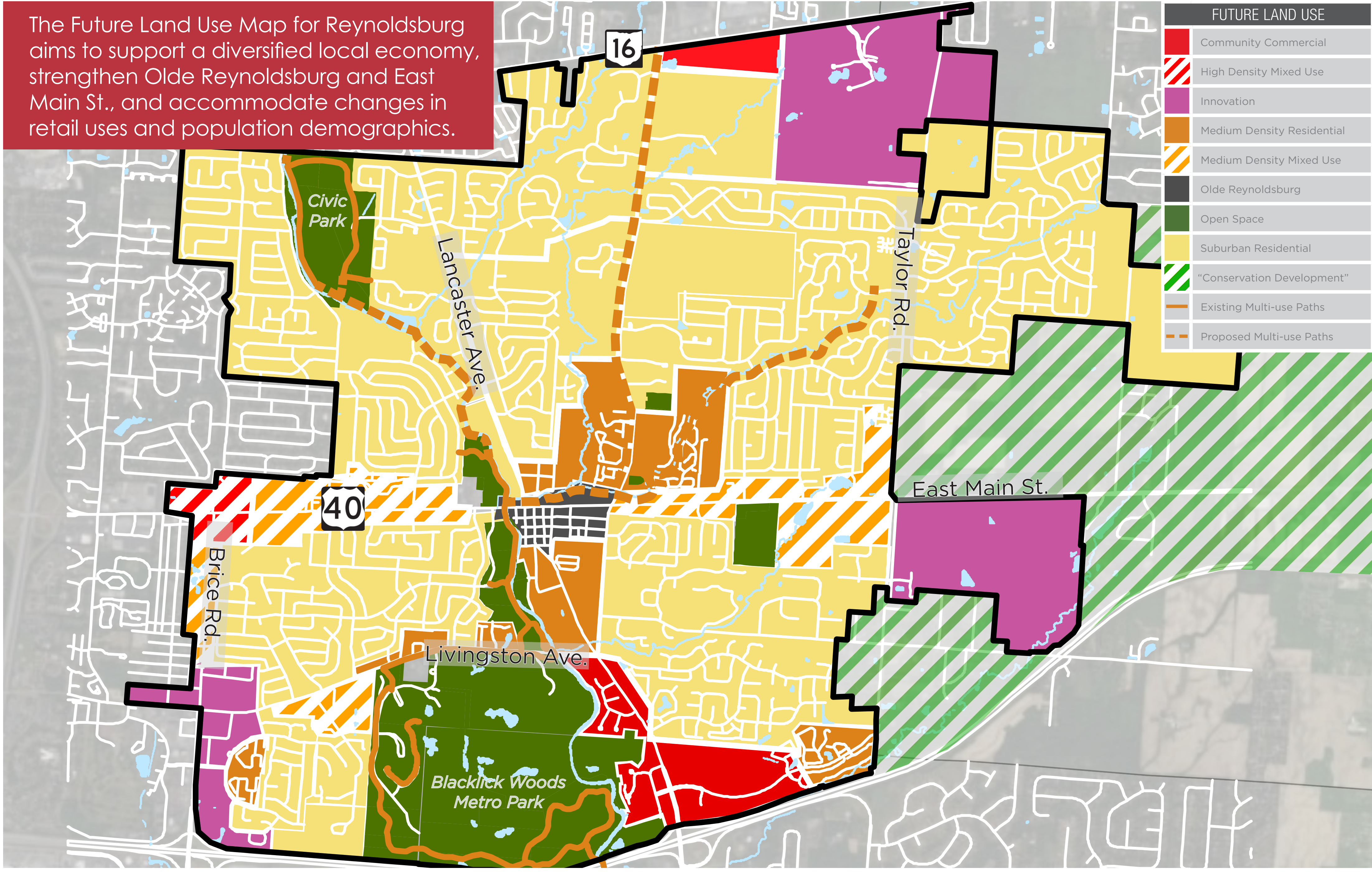


US 40 - Bexley



REYNOLDSBURG FUTURE LAND USE MAP

The Future Land Use Map for Reynoldsburg aims to support a diversified local economy, strengthen Olde Reynoldsburg and East Main St., and accommodate changes in retail uses and population demographics.



FUTURE LAND USE	
	Community Commercial
	High Density Mixed Use
	Innovation
	Medium Density Residential
	Medium Density Mixed Use
	Olde Reynoldsburg
	Open Space
	Suburban Residential
	"Conservation Development"
	Existing Multi-use Paths
	Proposed Multi-use Paths

Attachment: Comp Plan Slides (Implementation of the Comprehensive Plan)

PUBLIC ENGAGEMENT SUMMARY

ENGAGED PARTIES



PUBLIC



STAKEHOLDERS &
LOCAL BUSINESSES



STEERING
COMMITTEE



CITY STAFF

ENGAGEMENT BY THE NUMBERS

500+
ENGAGED

300

Telephone survey responses

115+

Unique online survey responses

50+

Small group workshop participants

100+

Attendees at the first open house

SURVEY HIGHLIGHTS

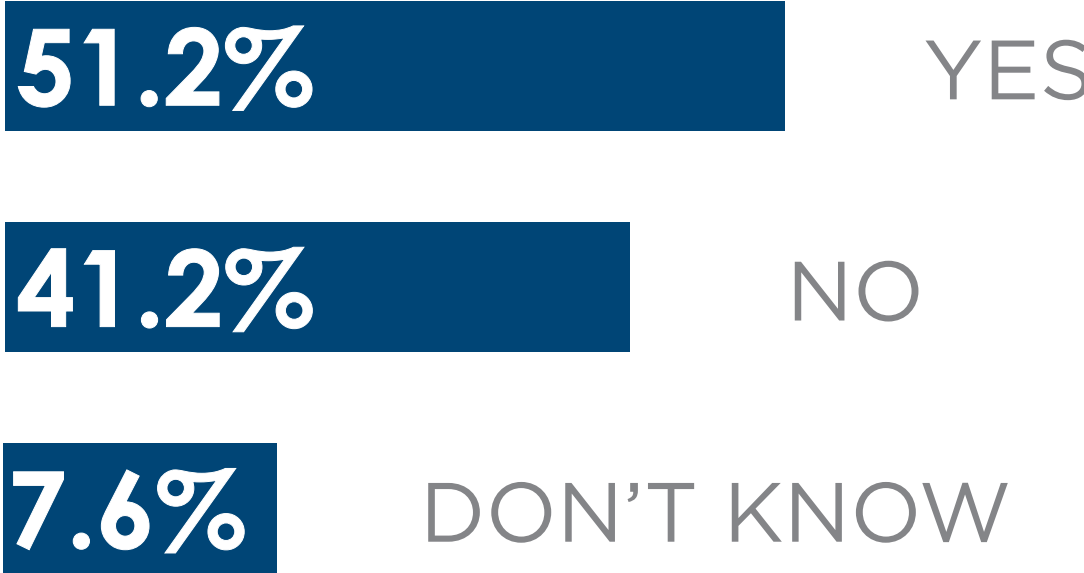
As part of the engagement process, a statistically valid telephone survey was conducted by Aimpoint during April 2018 to provide a snapshot of residents' views of the City.

Q: ON A SCALE OF 1-10, HOW WOULD YOU RATE THE QUALITY OF LIFE IN REYNOLDSBURG?



Identity:

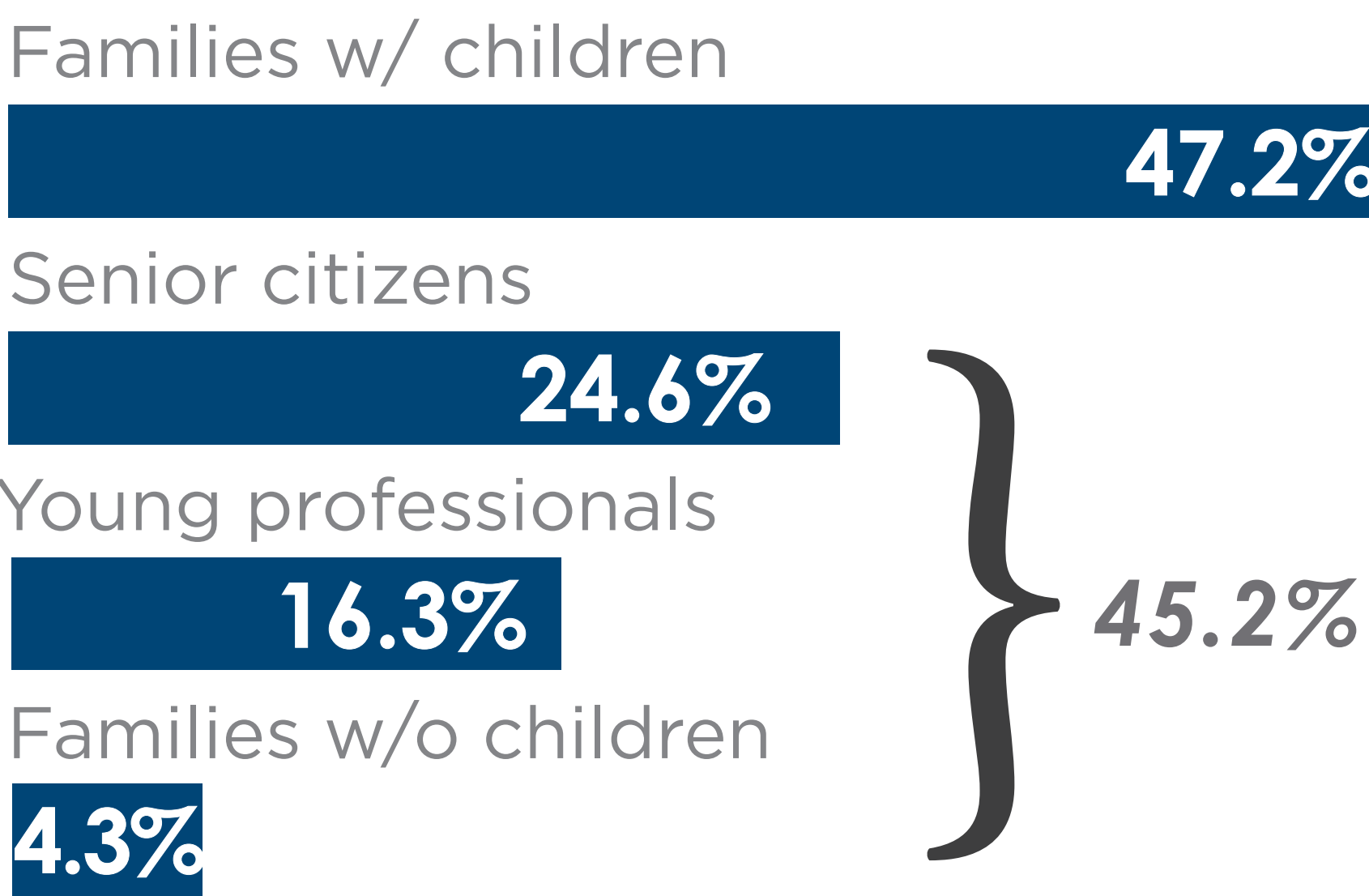
Q: DO YOU BELIEVE THE CITY HAS A DISTINCT IDENTITY?



Reynoldsburg's identity is primarily viewed as suburban, family oriented, and multi-cultural.

Housing

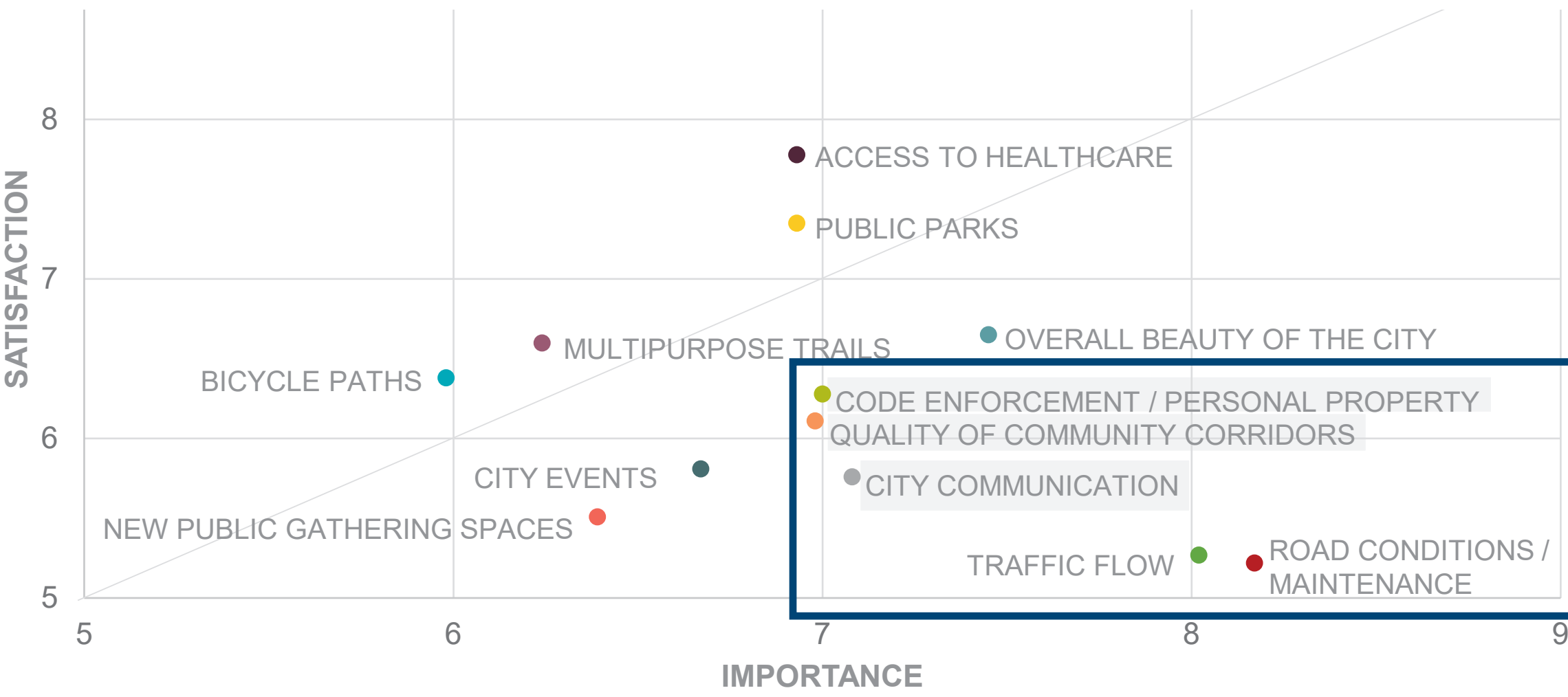
Q: WHAT GROUP OF PEOPLE MIGHT NEED MORE HOUSING WITHIN REYNOLDSBURG OVER THE NEXT TEN YEARS?



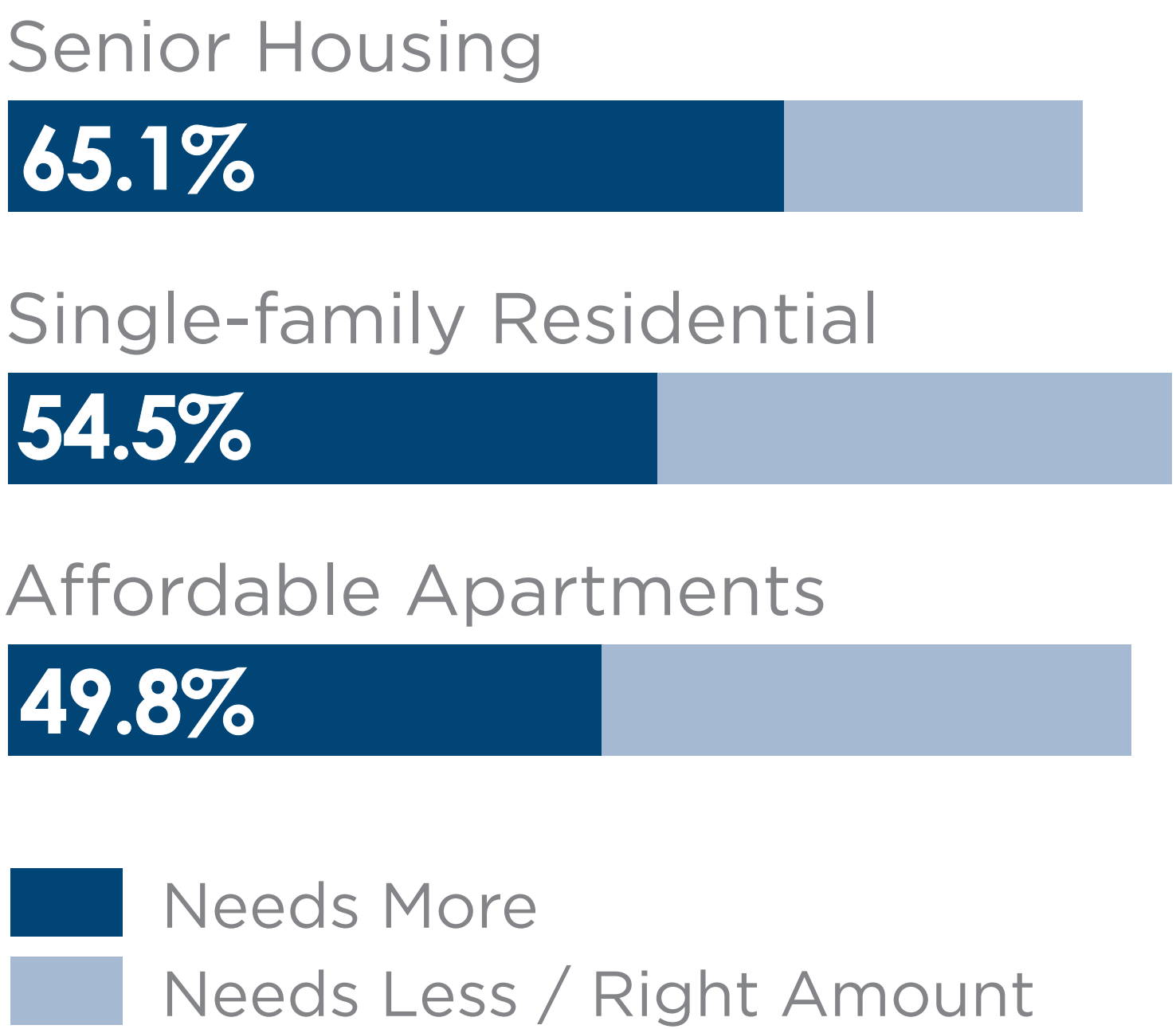
Nearly half of respondents think that non-traditional households should be prioritized.

Services & Amenities:

Q: HOW SATISFIED ARE YOU WITH THE FOLLOWING SERVICES? HOW IMPORTANT IS IT TO IMPROVE THEM?



Q: DOES REYNOLDSBURG NEED MORE, LESS, OR HAVE THE RIGHT AMOUNT OF EACH OF THE FOLLOWING?



Residents want more senior housing, single-family residential, and affordable apartments.

KEY FINDINGS

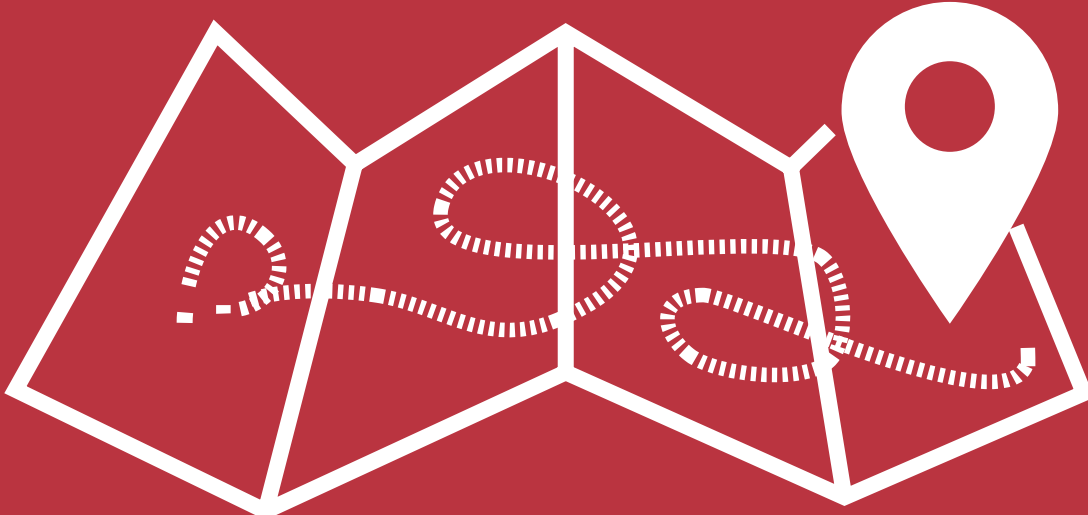
Public engagement, existing conditions, and best practices helped form the foundation of the Plan. Below are the key findings of the planning process.



Transform vacant and underperforming retail.



Create a community identity throughout the City.



Make Olde Reynoldsburg a destination.



Improve Reynoldsburg's diverse, but aging housing stock.



Focus public improvements and design standards at four primary development areas.