



Doug Joseph, President
Caleb Skinner, Ward 1
Brett Luzader, Ward 2
Marshall Spalding, Ward 3
Mel Clemens, Ward 4
Barth Cotner, At-Large
Stacie A. Baker, At-Large
Kristin J. Bryant, At-Large

CITY COUNCIL

Committee Meetings Regular Council Meeting

7232 E. Main St
Reynoldsburg, OH 43068
www.ci.reynoldsburg.oh.us

April Beggerow
614-322-6836

Monday, July 9, 2018

Council Chambers

PUBLIC SERVICE AND TRANSPORTATION COMMITTEE MEETING

1. CALL TO ORDER - ROLL CALL

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

- a. Public Service and Transportation Committee – Committee Meeting – June 25, 2018

4. NEW LEGISLATION/DISCUSSION ITEMS

- a. RESOLUTION AUTHORIZING THE MAYOR TO SEEK FINANCIAL ASSISTANCE FROM THE OPWC FOR THE FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE PROJECTS (Waggoner Road Improvements) AND DECLARING AN EMERGENCY.
- b. ORDINANCE AUTHORIZING EMH&T TO CONDUCT SURVEYING, DESIGN ENGINEERING & BIDDING SERVICES FOR ROADWAY IMPROVEMENTS TO PALMER ROAD; APPROPRIATING FUNDS THEREFOR.

5. LEGISLATION FOR SECOND READING

- a. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING AND MANAGEMENT OF SEWER LINE CCTV AND MANHOLE INSPECTIONS. (First Reading 6/25/2018).

- b. ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR. (First Reading 6/25/2018).

6. LEGISLATION FOR THIRD READING

- a. 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: Changing the Zoning District of a 24.3 Acre Parcel on the West Side of Taylor Road Known as 9366 Taylor Road SW, and 9370 Taylor Road SW, Reynoldsburg, Ohio, from AR-2 Multiple Family Residence District and CC Community Commerce District to PND Planned Neighborhood Development District. (Second Reading 3/26/2018, held from 6/25/2018).

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

Ward 2 Councilmember Brett Luzader called the meeting to order at 7:38 PM

Call to Order - Roll Call

PRESENT: Luzader, Baker, Bryant, Skinner, Joseph

ABSENT:

Approval of Agenda

Agenda stands approved.

Approval of Minutes

a. Public Service and Transportation Committee – Committee Meeting – June 11, 2018

RESULT:	ACCEPTED
----------------	-----------------

NEW LEGISLATION/DISCUSSION ITEMS

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING AND MANAGEMENT OF SEWER LINE CCTV AND MANHOLE INSPECTIONS. --- Luzader. Public Service and Transportation Committee.

Mr. Hellman: This is for our annual cameraing and inspections of our sanitary sewer lines and man holes. Its something we've done every year since 2009.

Mr. Luzader: Are there any questions for Mr. Hellman on this item?

Ms. Bryant: Are there currently close circuits in there now for the CCTV that you're asking for?

Mr. Hellman: I'm sorry, what was...

Ms. Bryant: Will this be a new item, the closed circuit or is this something there that needs upgraded?

Mr. Hellman: They're already there, what they do is they go through with a camera and check to see if there is failing infrastructure and they come back through and patch it.

Ms. Bryant: How long have we had that?

Mr. Hellman: This is something that is hired out through the engineer and they do it every year. There's like 5 percent, we're under directors findings and orders by the Ohio EPA and 5 percent of the city gets done by the end of the year.

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

Ms. Bryant: Thank you.

Mr. Luzader: If I could explain just a bit, this is something we've done now for the last 10-11 years and what they do is they come in with their own close circuit tv and run it up through the sewers and do a manual inspection with a camera that way looking for defects to repair and if they can repair them right then and there they will do it. Any other questions?

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Caleb Skinner, Ward 1 Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR. --- Luzader. Public Service and Transportation Committee.

Mr. Hellman: This is for engineering for the last couple years CCTV where they come through and fix or replace and re-line the sewer line. This is for the cost of the engineering.

Mr. Luzader asked if there were any questions.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

LEGISLATION FOR EMERGENCY ADOPTION

71-18

ORDINANCE REPEALING AND REPLACING ORDINANCE NO. 20-18 PASSED FEBRUARY 26, 2018 REGARDING ORDINANCE TO AUTHORIZE THE MAYOR TO PURCHASE ONE (1) PICK-UP TRUCK AND RELATED EQUIPMENT FOR THE MECHANIC DEPARTMENT; AND DECLARING AN EMERGENCY --- Luzader. Public Service and Transportation Committee.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Stacie Baker, At-Large Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

70-18

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT WITH TJ YOUNG GENERAL CONTRACTOR FOR THE INSTALLATION OF A NEW ROOF FOR THE STREET DEPARTMENT BUILDING, AND DECLARING AN EMERGENCY. ---
Luzader. Public Service and Transportation Committee.

RESULT:	REFERRED TO COUNCIL [UNANIMOUS]	Next: 6/25/2018 8:00 PM
MOVER:	Brett Luzader, Ward 2 Councilmember	
SECONDER:	Caleb Skinner, Ward 1 Councilmember	
AYES:	Luzader, Baker, Bryant, Skinner	

LEGISLATION FOR THIRD READING

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: CHANGING THE ZONING DISTRICT OF A 24.3 ACRE PARCEL ON THE WEST SIDE OF TAYLOR ROAD KNOWN AS 9366 TAYLOR ROAD SW, AND 9370 TAYLOR ROAD SW, REYNOLDSBURG, OHIO, FROM AR-2 MULTIPLE FAMILY RESIDENCE DISTRICT AND CC COMMUNITY COMMERCE DISTRICT TO PND PLANNED NEIGHBORHOOD DEVELOPMENT DISTRICT. ---
Luzader. Public Service and Transportation Committee.

Glen Dugger, 37 West Broad, Suite 460, Columbus, 43215: I represent the applicant Metro Development Joe Thomas is here with me tonight also here tonight is Todd Paris, from Paris Plan Design, Todd did all of the land planning, landscape architecture and text work on this particular application. The property is 24 acres located on the west side of Taylor Road, north of Main Street, north of the Kroger center, there's Kroger, there's a large ravine that basically the property line bisects and then this 24 acres. The property to the west of the ravine is the Reserve at Reynoldsburg, to the north the same along with the Taylor Chase development which abuts us to the north. Property on Taylor road is to the east and we have Glencrest which ** property north west corner. The property is generally flat except for the ravine at the south which would be protected by a preservation in accordance with the City's preservation requirements. The request is for a Planned Neighborhood Zoning and what this has received and awful lot of attention and hard work on our part along with our neighbors as well as city staff. Power point presentation attached. So on your screen, on your left Taylor Road is running horizontally, the property is on the west side, you can see the Kroger center, the ravine, Taylor Chase are all there. This is a very significantly improved application from the one that was first heard by this Council and referred to the Planning Commission six months ago. We've done an enormous amount of work on it since. There are significant amount of changes that were made in that part of the process and I'd like to kind of go through those and summarize what this application is. 24.3 acres 240 high end residential units. ** The mapping of the buildings towards Taylor Road, these are 1 and 2 bedroom units, they are constructed differently from when we were last here before you, that was a 3 story configuration along Taylor Road. We were here last to go back to Planning Commission to make the changes to the 2 stories. At the northwest corner there is an open space and we'll talk more about that later. We have one entrance to Taylor Road, there is a significant amount of work that has been done by Todd and Joe to design our edge treatment along the west and the north to be sensitive to our neighbors.

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

What we have is a 30 foot setback where we start with a fence. Joe has agreed at the request of the Planning Commission to meet individually with the neighbors to the north and the west there along that fence line, there are some trees that are also trees that shouldn't remain- dead, noxious, multi-flora rose in some places. Joe has agreed to go through on those north edges and work with the individual owners as to how they want their property line to be managed. 30 feet to a fence, on the other side of the fence there would be a mound with a significant amount of landscaping and on the other side of that would be the three retention ponds which we see and as well as the open space on the northwest corner. That is a picture, it's a cut through of how far our development is from the set back line. So you can see that there is a significant amount of set-back depending upon where you are that's ** from 175, 250 or in some places almost 300 feet, over 300 feet to the buildings that we have on our property. We have, we believe treated our immediate neighbors in an extremely sensitive way. This is a picture of the existing zoning. The property 24.3 acres does contain Taylor Chase at the north east corner but the balance of the property is about 15 acres is AR-2 and that's the development plan for that application as well as Community Commercial so if this property were to be developed in accordance with it's existing zoning, that's what we would have and what we have proposed is that we think that that is at least in terms of the context in which we find ourselves, in sensitivity to our adjoining neighbors we think that is a much better proposal. That's the streetscape along Taylor Road, that's the entrance, that's the pool, and full amenity package. The amenity package for the community building, the architecture for the community building. This is in a planned neighborhood district, we have provided a complete landscape plan, a complete site development plan, complete architectural renderings, one of the things Planning Commission asked us to work on was the architectural package for this which we have done and the buildings we are specifically providing are set forth in the package those are buildings that we have to in fact build. I'm going to go back here real quickly to that plan, so if you notice that the northwest corner of the property it has a few pedestrian paths on it, some landscaping and little else. We need a little help from Council tonight because this application comes to you in somewhat of an unfinished form in the sense that we have been given direction from 2 different city agencies that is conflicting. So at the end of this I'm going to ask that you table so we can get some resolution to that because only this body can make this decision and I'll explain it in just a second. When we originally submitted this to the Planning Commission, the Planning Commission told us that they would like to see more impactful development of the open space at the northwest corner. They requested specifically a 6 parking space parking lot entering from Glencrest so the neighbors could drive up, park, walk their dog, play with Frisbee etc. They also asked for a tot lot. And we got very specific about the specifications for that tot lot as well. At Planning Commission, as part of their approval, they recommend the installation of the parking lot and the tot lot. What you see here is the basically the landscaping, sodding, grading and the construction of a multi use path that starts at Glencrest and works its way over to Taylor Road. We also as part of the process, met with the Parks Director and she took this to the Parks Commission and the Parks Commission chose to go forward with the configuration which you see here which is graded, landscaped, pedestrian path, we would maintain it the way it's currently set up. Its up to you whether you want to own it or not. But Joe and Metro are happy to maintain it even if you do own it and the issue really is you have sort of an alternative a and alternative b. Alternative a would have the parking lot and the tot lot. Alternative b which would be the cost of those things which is \$61,000 we have said and this ware really the request of the Parks Commission that they would rather have the money than those 2 improvements and we would pay

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

the \$61,000 as a developmental impact fee for parks improvements in the neighborhood, I think the primary concern was Pine Quarry Park where those dollars would be spent. So we have Planning Commission make a recommendation for tot lot/parking lot, we have the Parks Board asking for the cash instead. I need some clarification from this agency tonight because the text has to reflect what we are going to do and as its presented to you is quite frankly, slightly ambiguous. An additional recommendation that was made by the Planning Commission, we as a part of filing a zoning application, the city determines the type and form of a traffic study and we performed, Joe performed a traffic study, submitted to the city as part of our zoning application. That indicated that there were no improvements necessary to Taylor Road with exception of some additional striping of Taylor Road and that that Taylor Road potentially wouldn't change, this project wouldn't change the traffic demand on Taylor Road. Its functioning basically at a D-E level now, it would continue to do so. Now the issue that came up was both the Planning Commission and meetings that we have with neighbors primarily was that the south bound movement on Taylor when it gets to Main Street wants to go right, that particular movement is functioning at a D-E rate as well. So we did an original traffic study which met the City's requirements but because there continues to be discussion and concern about the intersection at Main and Taylor, we did this additional study to study that intersection, same conclusion which was there are no improvements necessary on Taylor Road and that the south bound movement both before and after this project will be functioning at level D-E. However, Planning Commission felt that we were uniquely positioned to address that situation and asked that we undertake the effort, so that the city wouldn't have to, construct south bound right turn movement. Which we conditionally agreed to do. If you look at your Planning Commission recommendation contingent on conditions, what it says is that 1. We need to have the right of way in place because the right side of the right of way is Kroger, I think some of you or at least it occurred to the Planning Commission discussions have found Kroger challenging to deal with and we didn't want to make a promise we couldn't fulfill because the right of way wasn't in place. Its our understanding that the right of way is in place but the ** are sufficiently back to the south bound right turn can be constructed in addition, while we have, again, no obligation to construct this because our traffic doesn't impact this, the city has and I'm just trying to ** the appropriate segway here, when this project was originally started, at that time the City Development Director John Brandt was really kind of cutting edge of municipal uses of tax increment financing, he established the tax increment finance for this entire property. So there is a TIF in place, it has been paying money into the city treasury, not at a very high level though and that TIF does expire in 2036. We provided TIF calculations to Mr. Bowsher, I believe he reviewed those with Mr. Franzmann and they indicate that this project will pay at build-out approximately \$148,000 per year that would keep pace with inflation because its essentially indexed the property tax for a total between now and 2036 of over \$2.77 million dollars. So, this gets built, the city will have a significant fund \$140,000 totaling out at \$2.7 million to provide for public improvements in this particular neighborhood. Very substantial amount of money and doesn't come close to addressing the amount of dollars that actually, 330 per year that end up with the street. I'm sorry, I mean the schools. So, further, in the TIF account today is approximately \$166,000 so we have both existing resources in the TIF fund together with the resources that we pay into the TIF as part of our real property taxes such that there's adequate funds, more that adequate funds to make the south bound right turn west bound on to Main Street using those resources and that was essentially the recommendation agreement between ourselves and the Planning Commission. So, Joe would like to speak briefly about who is

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

going to live here because there's been a lot of concern that he's quite frankly his tenants have been mischaracterize and we think Joe is the best place to probably do that and I guess we have to hear what the other parts have to say but I do need some guidance from this Council on how to address the somewhat unresolved question of which we are agnostic and I don't want to say we don't care, we do care, but we need some direction from Council on which way to move forward and for that reason we would ask we be provided that information and an additional 2 weeks so that we could get that appropriately documented.

Joe Thomas, Metro Development: As far as our tenant profile on this particular site, we perceive this to be roughly our rents are going to be an average of \$900-1400 a month. We're going to see a clientele from young professionals to empty nesters. We have one-two bedroom type apartments which doesn't lend itself to family style living so it's going to be either single occupant, double occupant or possibly room mate situation where they may possibly have a couple as well as another room mate so there may be 3 or 4 occupants in our two bedroom unit. The two bedroom unit, comes with 2 bedroom, 2 bath, both one and two bedroom come with an exterior patio balcony depending on where they are in the building, first or second floor. We do see it quite a bit in our portfolio product, our first floor units are now being occupied but empty nesters. There is a need for housing that has what we call adaptability uses. The first floor units have the larger doorways, roll in showers, roll in sink area for the vanities as well as the accessible kitchens and then we also have a high number of fully adaptable units that have the full what they call ADA compliant amenities where they have the total appliance package, the roll under kitchen sink, the accessible washer and dryer the larger bathroom area that has the grab bars, again roll in showers and vanities, all first floor units have the accessible units a predominant high number of units have what we call the type A ADA units so it lends itself to people with necessarily disabilities or empty nesters that have really no use for stairs or other accessible issues. And again, the nester population from a standpoint of rentability of these places, they're fully maintained, full security, they have accessible clubhouses that have exercise facility of that nature and of course the young professionals. Our rent profile traditionally income of \$45-75,000 salaries, they have to of course meet a credit background, a criminal background and then of course they have to not have any felony backgrounds or high misdemeanors within a recent past. These units are a mixture of 700 to roughly 1100 square feet, they have different square footage throughout. We did have discussions with OHM on this product, so from what we had previously in front of this group and now to this day, we actually have a varied product. The product that is located along Taylor Road is what we call vista product, so every door enters either onto Taylor Road sidewalk facing Taylor Road or enters onto the parking lot to the west and that product itself also has a varied square footage of roughly 700 square footage up to 1200 feet so those are little bit larger units than the ones located ***. That was determined to have some more of a streetscape located Taylor Road so we designed our product along Taylor Road to have more of a streetscape design which is in your package as far as prospectus. So essentially inside the clubhouse as far as the amenity package, we have large theater, large exercise facility, a business office, an actual business center where they can actually come in if they need to use a copy, fax, or scanner, for their use, there's actually desktop computers there for their access also and then the pool area has the resort style pool, firepit, outdoor kitchen and then there is the dog park located within the center of the site to the north facing Kroger there and of course we have the large open space on the northwest corner. So that's essentially what our tenants are, this is a market rate apartment, there

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

is no subsidized housing, we don't take any government subsidies as part of this and there is no Section 8 and so its a market rate and its essentially open for the public participation. Thank you very much.

Mr. Luzader: Are there any questions from members of the committee for the applicant on this item?

Mr. Baker: You mentioned an additional traffic study. That was just another access study correct? Or was that a.. because I remember Council had briefly, well specifically asked for a traffic impact study.

Mr. Dugger: We did the study that the City Engineer asked us to do. I..

Mr. Baker: So that was the basic minimum..

Mr. Dugger: ...or an access and frankly, I'm not qualified to..

Mr. Baker: I get that. But basically you did the minimum of what was required.

Mr. Dugger: We did what the City Engineer asked us to do.

Mr. Baker: Which was the minimum which was required.

Mr. Dugger: Which is.. yeah.

Mr. Baker: Ok.

Mr. Dugger: I mean, if that continues to be an issue, first of all we need..

Mr. Baker: Only reason I brought that up because, driving home today after work, there was a long line as I could see trying to get to and through Main Street. And so that's why I was asking originally what would be the impact of this as it stands with it's 200 and something additional..

Mr. Dugger: apartments..

Mr. Baker: Yeah and you said.

Mr. Dugger: That's in the study actually. That actually is in the study.

Mr. Baker: Unless I read it wrong. But I just..

Mr. Dugger: But think about it Mr. Baker, east west on Main Street.

Mr. Baker: I'm not talking about east and west, I'm talking about north and south.

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

Mr. Dugger: That's in the study. It's functioning at D-E now and D-E after the project is built.

Mr. Baker: Ok.

Mr. Dugger: Mr. Baker, if that is a concern, that is a great reason to approve this because this is the way to solve that problem.

Mr. Baker: By, Ok. Oh I do have another question. How do you figure the price per unit?

Mr. Thomas: Do you mind if I go back to the original question about the traffic study? We understood that the issue was the southbound right turn lane at Main and Taylor. Taylor and Main was the concern of everyone in this room. As far as public participation and the board in front of us. So what we had, our traffic engineer was looking at that intersection in particular not just the intersection of our community at Taylor Road but also at the Main Street and Taylor Road and what we determined was that we have very little impact roughly 2% is the total number percentage wise of traffic impact and what we understand is that the intersection is a D-E rating at this point. So we are willing to do the improvements of the south bound right turn lane at that intersection.

Mr. Baker: Question. What did you use to determine, did you stand out there with a clipboard and determine, did you use some sort of machines or, how did you determine?

Mr. Thomas: We hire a professional engineer that goes out there and they study the entrance and they study the intersection at Taylor and Main and they actually do traffic counts.

Mr. Baker: Only reason I say that is I travel that road ever day and I didn't see like some sort of machine or something like that. In the morning and in the evening that's why I was asking how.l

Mr. Thomas: We originally worked with EMH&T on this traffic study and the City Engineer to get the MOU of what we were actually going to study originally and that was the original traffic study that was performed in December of 2017. Then understanding what the concern was the traffic at Taylor and Main, we went back and did the revision on 4/20/2018 and the traffic engineers studied the traffic at Main and they also used information provided to them by EMH&T, ODOT and MORPC so that not only used their information that they're counting the traffic but they also used the other agencies because a lot of times those intersections are studied over and over and over again by other agencies where they already had the data in place. So ** Services which has done numerous traffic studies throughout central Ohio for ODOT as well as other county and municipal agencies did this one in particular. Like I was stating we originally worked with EMH&T felt that that was a conflict because I also use EMH&T as an engineer for our services so they actually put this study out to another consultant called Structurepoint and they had Structurepoint review this study to find that it is valid and it is correct. So we had the original traffic study studied by EMH&T, they found it valid, and then we had the second traffic study studied by Structurepoint and they found it to be valid and then with that findings or between negotiations with the city, we determined that in everybody's interest, the southbound right turn lane was probably the best

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

scenario for everybody ** this community was in place or not. That's kind of the consideration we're looking at tonight, the Planning Commission's recommendation that we build that right turn lane which there ** room of roughly 300 feet so we've got to do some re-working of the 2 Kroger driveways, some pedestrian ** sidewalk, curbing gutters for drainage and of course landscaping so that's all part of the process. But as far as the rent structure is concerned, we have data throughout central Ohio that we have similar product, similar use, similar demographics, similar employment base and really, it's not just Reynoldsburg employment and it's not just surrounding employment base we look at as far as, for this type of consideration, there is businesses like the Ohio State University, downtown Columbus businesses, outer belt businesses that this particular product will house and serve those particular type employees and we use those rates that are conditioned upon what our market research is to determine the rental of these particular units. So it's not just current rates in the Reynoldsburg area, but throughout central Ohio that we use for our rental product. Traditionally they go up considerably after build out once the product is essentially the landscape and the driveways and everything is complete, we traditionally have a bump in the rental rate and it continues to go up year after year. I hope that answers your question.

Mr. Luzader: More questions?

Ms. Bryant: Counselor would you mind explaining your statement that this project will improve traffic?

Mr. Dugger: I'm sorry?

Ms. Bryant: Your statement before you stepped away from the podium, you indicated that this project would somehow help the traffic?

Mr. Dugger: Yeah, oh sure. As Joe outlined, what our obligation as it has come out of Planning Commission was to provide the south bound right turn lane under the conditions that we have indicated. All that we've heard was that the primary traffic issue was the south bound right turn to west bound Main Street movement. Our obligation under the conditions of the Planning Commission is to fix that improvement so all I was indicating was that that movement would be provided if you approved this.

Ms. Bryant: Ok, I thought I was missing something.

Mr. Dugger: No no, nothing really more than that. Just that there appears to be one significant problem with traffic as Mr. Baker pointed out by traveling it every day and that this condition that was provided by Planning Commission that we undertake the effort to make that improvement. That's all I was really indicating. It wasn't a global statement.

Ms. Bryant: I thought that maybe there was some sort of..

Mr. Dugger: I apologize for not making it clearer.

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

Mr. Luzader: Any other members of the Committee? Members of Council?

Mr. Clemens: Just one question. And I know the traffic situation so I don't care how it came out because I go up and down that road and I know what we have. I am not in favor of the improvements that are going to be made on that road to verify, the company that is going to build these apartments should be paid by public dollars by the City of Reynoldsburg or by a TIF. I don't see that. Its the improvements that are needed is for the, as far as I'm concerned for the owners to take care of. I know eventually we'd get paid back, but I don't think it's a public issue really. You can make it a short answer either right or wrong.

Mr. Thomas: What we determined through the access study is that obviously the intersection, according to all of the information we have today, the current intersection is at a D-E rating and the apartment buildings aren't built yet. And what our apartment, as far as our traffic in the future contributing to that intersection is roughly 2%. So either a. We're not required to build it but I'm offering to build it as part of this package because I'm a builder in the area and we're willing ready and able and will have the equipment there, we can just get it done for the city and I'll be willing to do that from a stand point of our contribution to the traffic if the cost of the impact is a certain, lets say \$300,000. I would be more than willing to contribute 2% of that \$300,000 as our fee, but I also believe we are already contributing the dollars because we're paying the property tax for the TIF.

Mr. Clemens: I understand, but you're creating something that we would have if you weren't building that to start with.

Mr. Thomas: What I'm saying is that it already exists now. The traffic concerns and our traffic doesn't mean its a multi-family unit, has very little trips, if the traffic condition is there today and I'm not even there, our numbers show it's only a 2% contribution, is where we stand..

Mr. Clemens: That's fine I agree, but we disagree on that as far as, because if you live out here and you spend your time here, you know how the traffic is. That's how I look at it. I mean I think Mr. Baker is correct as far as traffic is concerned. But that's just one thing. If you weren't doing this we wouldn't be worried about it. But since you're wanting to do this project, as far as I'm concerned, whatever it takes to do it, that means the road..

Mr. Thomas:disproportionately than anybody else in the City of Reynoldsburg. You've asked us to create..

Mr. Clemens: That's just something we disagree on.

Mr. Thomas: Ok, but everybody in the planning or the submittal of the application in the City of Reynoldsburg have been asked to do things as part of their impact studies. That's all I'm asking yourself as well as this board to treat me the same as everybody else and to the same. Now I've gone a step further and said I will install the traffic improvements because I can save the city money on the TIF because I can build it for less expense than the city and I can build it faster than the city and I can get it approved quicker than the city. So it will be essentially ready to go the day when I open

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

my community to rental because that's the condition to have it prior to any BPO. So if I'm treated the same way I will do the same impact and the same as far as improvements in the area.

Mr. Luzader: Any other questions?

Ms. Bryant: Mr. Sampson, when is Taylor Road scheduled to be upgraded.

Mr. Sampson: off mic, inaudible

Ms. Bryant: I guess my question for the applicant is if we're having significant construction after you've put in this new turn lane, when that project happens, will you be participating again to help with that intersection?

Mr. Thomas: I'm sorry would you repeat the question?

Ms. Bryant: There's going to be a large project done on Taylor Road, so if you're coming in and putting in a right turn lane as you're building this project, the road is going to get ripped up in the matter of a couple of years. So will you be assisting again?

Mr. Thomas: No, we would hope to be under construction and complete in 2019. So as far as the long term improvements we think the dollars are being directed as part of the TIF to do those improvements that's why the TIF funds are there, to do the improvements in the general vicinity. As far as our long term responsibility, we'll make that commitment through our property tax with that TIF direction of funds for those capital improvements.

Ms. Bryant: Ok, so effectively, those improvements you make as your constructing the apartments, that will only be in effect for a couple of years when the road gets torn up.

Mr. Thomas: I honestly don't know what the capital improvements are, but with any road improvement area, if the turn lanes are already there, as part as our apartment project, the right turn lane there, the simple thing the city would do is just leave that portion of it alone and just match up, design criteria with a butt joint and just leave those improvements. They wouldn't simply go in and completely tear out any improvements, they may just do milling and overlay it, the exact capital improvement that are designed for it at this point. I assume the Taylor Road improvements, and whatever improvements I make to Taylor Road south bound right turn lane will stay in place. So those will improvements will be there and will be less cost for the city at that time.

Ms. Bryant: Mr. Sampson, do you have any thoughts on how that will effect it or?

Mr. Thomas: From the standpoint of the TIF fund, whatever is there today, right now, will contribute less than what we will contribute to. Our kind of design build out would be roughly \$148,000 per year that would go towards improvements whereas TIF funds are directed from that community right now, it would probably be a tenth of that.

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

Mr. Luzader: Any other questions?

Mr. Baker: I have one more. About the TIF. How come you didn't say anything about the TIF when you first introduced this to us. Because I remember asking about any financial benefit and everybody said no.

Mr. Dugger: Yeah you asked about it and the Treasurer wasn't aware of it.

Mr. Cicak: We both discovered it at the same time.

Mr. Dugger: I worked on the Kroger, but didn't recall the TIF, it was like 12 years ago. So we didn't know when we first brought this what the parameters of the TIF were. We had to actually dig into it because we had to go back and get 12 year old ordinances and review those with your bond counsel as to what were the municipal rules in place to figure out how much that would pay but how much dollars are in that TIF fund currently because that fund has been sitting there for 12 years. We didn't know is the answer.

Mr. Bowsher: Currently there's \$175,000 in the TIF fund there for the current Krogers. When Mr. Sampson goes to re-pave the road in about 4-5 years you'll have a little over \$1million dollars which then he could utilize to pave that road and then transfer the funds that he would have on Taylor Road to then fix or reave a separate road. So there is a sizeable amount according to the calculations for the TIF payments going forward.

Mr. Luzader: Other questions?

Mr. Baker: Is that with this being built or is that?

Mr. Bowsher: Yes that is with this being built.

Mr. Luzader: I do have 2 speaker slips tonight I don't know if you want to speak now or wait until Council meeting because if I understand the applicant correctly, they are going to ask if we can hold this for 2 weeks.

Aaron Young, 9167 Taylor Rd SW, Reynoldsburg: This is third reading and we've talked about the development plan changing and being approved at the last Planning Commission. One thing that hasn't changed and the first thing that I brought up in our first review of it was the density. Regardless of how it's changed its always been reading in at 9.88 units per acre which if I'm not mistaken its 1183.04 (b) that that's outside of the spec on that I guess I would say. I think within that code it says 5 units per acre and then within the development as a whole, the district would be no more than 10 anywhere within the district. The numbers never add up though because if we take that 24.3 acres and divide that by the 240 units, you do get 9.88 but every meeting, every time the plan is talked about there's that northwest corner which is not going to be developed. That hasn't really changed. I think they cut into it just a little bit last plan change going from 3 stories down to 2 stories but that hasn't changed and the last change was to even that corner out which is an open space

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

of about 4 and a half acres. So with that, I mean, it's not even part of the plan, it hadn't been part of the plan. If it was part of the plan you could have it if you want, it's yours, you own it. Its never been part of the plan really. So what that means is instead of 9.88 units per acre, that takes us to 12.12 units per acre. The other, within the code where it says 5 units per acre, or 10 anywhere within the district, if we take even just the 24.3 acres, the total land mass, and then take out the open space which is not being developed vs. the developed space, if you take away all of the open space, I mean that says basically we're having basically 18.9 units per acre. I don't see how that fit even within the PND so we're not just looking at rezoning to a PND, we're looking at rezoning to a PND and then asking for a what do you call them, variances, thank you. A variance outside of that. Let's see, Mr. Dugger talked about the surrounding area too and we live there, we live across the street. We live on the east side of Taylor Road and you know they're talking about the sectional views and the projection from the west side properties. You've got I believe Mr. Dugger said about 300 feet of set back from the first building and you know it's a pretty decent view, those folks they're probably ok with the development its maybe beyond they're scope of issues as far as maybe it will fix some issues they have with flooding back there too, I'm not sure but as far as their line of sight, there still going to get their open view to the east which we're not going to have on the east side. As Mr. Dugger said, its flat, its open area. There's absolutely nothing in our immediate community in this area that has this amount of density to it. I mean, for us across the street, we live off the street but the **** has always been hung up on these numbers with the density. But my neighbor Danny said you know he's going to look out his window and he's no longer gong to see the Reynoldsburg skyline. You know, and that's when we were talking about three stories.

Mr. Luzader: Could you wrap this up please.

Mr. Young: Yep. Ok. The density is way too much and what I see, you're going to have a 40 foot set back from the side of Taylor Road from the right of way of Taylor Road, you're going to have a 40 foot setback. You're going to have a 32 foot high building, 150 feet and then you're going to have another 32 foot high building 150 feet long and another and another. So basically what you're going to have is you're going to have a wall dividing Etna Township from Reynoldsburg, totally out of place. Nothing around there looks like that. I have more to say but I'm going to give the folks **. Thank you.

Justin Crawford, 1350 Reserve Dr, Reynoldsburg: I actually sent an email earlier today and its actually an accumulation of the past 4,5,6 months of being in contact with the development company, going to the city meetings. I guess I want to say that I've been on both sides now of the fence. When I first started hearing about this, nobody wanted it, everybody was against it, here was a big giant high rise of apartment buildings was going to go in. But over the course of the last few months there have been a lot of development changes that have kind of changed my mind. So I am a homeowners association board member, The Reserve at Reynoldsburg, but some of the members don't feel the same way so tonight I'm speaking on behalf of a home owner that abuts to the proposed apartment buildings. So some of the big things that I see as a homeowner is, for one, one of the examples, exhibits was the flooding on the back of my home. I don't know what it is, my home is number one for when it rains, all the water comes to my back yard and this would remedy this. So I've looked over some of the different guidelines by the city and state as far as water shed goes and I

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

believe that these retention ponds would at least protect my home against anything up to the hundred year flood. In addition to that right now, the tree line is kind of an over growth, its supposed to be managed by I guess whoever is leasing the property now and it's not, both of my kids have gotten ticks, there's lots of bugs, there's poison ivy back there and one of the things we talked about originally was kind of not only the set backs but the current plan for that area the way it's currently zoned is that there are condos 30 feet from my property line. Now I don't know anybody along that line that wants a physical building 30 feet from their property line, I know I certainly don't. So with this plan they've agreed to move that not only 30 feet originally but an additional 30 feet to the pond and put up a nice fence and I sent some of those as the exhibits over. I think that's ** they're going to agree to clean up all the dead and undergrowth and maintain that property so I think that's going to be good for a homeowner. Some of the other stuff, I deal with the traffic every day too coming down, I don't know how far up Taylor I was. In talking with Metro, I talked about putting in a right turn lane. I know in past meetings I've heard that it was going to be done by the City in the next 5 years. So if they're saying that they're going do it now instead of the City doing it in 5 years, I agree as long as we're not going and digging out what they just put in which I don't think they would it just doesn't make any sense. This seems like a win win for all of us that they're going to be able to put that in.

Mr. Clemens: We're not talking about making the road bigger, we're talking about redoing. We're not talking about expanding it.

Mr. Crawford: Ok, taking what there is now and just condense all the lanes and add a right turn lane?

Mr. Clemens: We're talking about redoing the road. Not making it bigger or anything like that.

Mr. Crawford: Yeah but by adding that right hand turn lane that will stop traffic that either has to stop or turn right.

Mr. Clemens: But it won't be made bigger by the city.

Mr. Crawford: So I basically presented in 3 or 4 pages and included those exhibits so if there was any questions or concerns, I know property values was a big one that a lot of people brought up and metro provided a 61 page report on all of the property values. What in their areas have sold in the past. I think that's a pretty good implication that I don't see an immediate home value. One of the things that was brought up was the school systems so in talking with the school systems we found out that there is not a population with the schools or that the schools aren't overcrowded its just that the school that is out there the STEM school is a more popular school, but I heard with talking with some of the other members of the City that there may be a plan with doing something at Livingston to kind of help with that I guess people wanting to go to the other school system. So that's all I have.

Mr. Luzader: Thank you very much. Mr. Roth a question. I'm assuming we are totally within our rights if we were to hold this for 2 weeks at the request of the applicant.

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

Mr. Roth: Just thinking through it, Council action on something coming from Planning Commission, I don't know if it's actually the applicant's ordinance.

Mr. Luzader: That's the question because when it comes from Planning Commission we are supposed to act on it within the next scheduled meeting.

Mr. Roth: Right, so it's not their ordinance to request it be tabled. It's something City Council does after something comes from Planning Commission.

President Joseph: Mr. Roth, what about, I understand what your saying about it's not the applicant's position to do that. What if the Committee wants to hold it on their own decision. Is that permitted or is that in violation of...

Mr. Roth: I think its within the Committee's purview to do that if the Committee is asking for that it's not really the applicant asking for it.

President Joseph: Because if the applicant hasn't yet provided all of the pertinent information to make the decision as you mentioned Mr. Dugger.

Mr. Dugger: We have.

President Joseph: What was the portion...

Mr. Dugger: The Planning Commission has made one recommendation to you and your Parks Commission has made a different recommendation as I understand it. So we have competing municipal advisors. The current application is structured in a way that physically addresses one of those ways. If you want a different way then we can't do that from the podium and we need to do it in Committee, so I need some direction from the Committee as to whether I'm following the Planning Commission or whether I'm following the request of the...

President Joseph: Since there's that gray area on that... *overs peak* Mr. Roth your viewpoint is that the Committee has the flexibility to have that extra time to ponder that aspect of the application.

Mr. Roth: Not being prepared to answer the question, I would say yes. It's the Committee's ball to play with basically so if they want to do that they can.

Mr. Luzader: With that being said, I am willing to leave it up to Committee.. I'd like to hear your thoughts do we have enough information to make a decision and forward this on to Council or do you feel we need more information?

Ms. Bryant: I guess for me, I'm still not in a position where I can favor this project so in giving difference to the applicants I would say lets table it and maybe we can get some other answers because there are some concerns I have about this project that are still not addressed and the density being one of them. I'm pleased that you opted to get rid of the third floor but you simply took it off

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

the building and placed it into the complex. I find it hard to believe that an additional 240+ cars are not going to have a significant impact on this intersection even with the turn, if we added the turn lane right now, we went out and painted it and had these three lanes right now, it still would not be enough for this intersection and you know add another 240+ cars. And please understand, I'm not against apartments I live in an apartment and despite many people in the community who think that people that rent are not invested in the community, we are. We are not all criminals and drug dealers and horrible wretched people because we don't own a house so I'm speaking to you from the standpoint of I know we need apartments. There's a lot of people that say we don't need more apartments, we actually do, but I say that with the caveat that we have a number of complexes in this city that quite frankly should be condemned that are absolutely atrocious and I just don't feel comfortable with this project right now.

Mr. Luzader: Let me interject there, holding this 2 weeks will not necessarily address that issue.

Ms. Bryant: It will not.

Mr. Luzader: Because the Planning Commission already made their recommendations and the only reason we are holding this is to address the playground situation.

Ms. Bryant: And I understand that. But I felt the need that needed to be said.

Mr. Baker: I'm with Councilwoman Bryant, I used to rent, I'm not against renting and there has been stuff out there demonizing renters which is rarely wrong, but I do have concerns about this project and density is one and traffic is definitely the other and I understand you offered to put a turn lane and everything like that but you're about to waste your money by doing that when the City comes through and does Taylor Road.

Mr. Dugger: If that is where you are then we should table it for 2 weeks because I think that's incorrect. I think that the improvement that we do, which is the widening of the south bound to west bound movement, is a significant improvement and the City is going to do theirs or take the money and spend it somewhere else. Because as Mr. Bowsher pointed out there will be about a million dollars to do Taylor Road. ** work together in terms of improving Taylor Road, but again *** and Ms. Bryant, it's hard as an elected representative to say how does a project where an intersection.. that a project that has an additional 240 units, you would think it would significantly adversely impact the intersection but the traffic engineers, not me, not Joe, have indicated that that's about a 2% of the volume added to that intersection. So *** We also have to look to and depend on the consultants that we have, not just us but your consultants as to what's needed to improve that intersection but that's what was given to us by them who are working for you. With all due respect I know it's hard to say wait a minute. Intuitively, there would be a more significant problem there but we need to have that discussion as well.

Ms. Bryant: I'd be happy to speak to you off the record.

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

Mr. Dugger: Don't speak to me, we ought to speak to the people who know an that's the engineers who prepared those studies.

Mr. Luzader: Well as the Chairman of the Committee..

Mr. Dugger: I still don't have any direction on the parks issue.

Mr. Luzader: As the Chairman of the Committee I'd like to do this, I'd like to make a Motion that we forward this to Council, with a recommendation to reject the written recommendation of the Planning Commission and to deny the re-zoning application.

Mr. Dugger: Mr. Luzader, I'd like that it be tabled or it be held over at this point and with all due respect to your City Attorney, I've done 3,000 of these hearings, it is my application and I do have the right to request that it be held for 2 weeks.

Mr. Skinner: I think it would be prudent to push it as well and wait for Mr. Hood to return and potentially answer some questions may be had here.

Mr. Luzader: but I made the motion, do I have a second? Second by Mr. Baker.

President Joseph: Clarification, this vote to reject is an affirmative vote, so if you want to reject the application, it's an aye, if you don't want to reject the application it's a nay. To reject the application would be an affirmative to reject it.

Mr. Dugger: This is recommendation to forward correct?

Mr. Luzader: This is just a recommendation to forward to Council.

President Joseph: With a negative recommendation. That means it will be an Aye to refer it to Council in the negative and a Nay to not do so.

Mr. Luzader: Mr. Baker do I still have a second.

Mr. Baker: Can I get one quick second please?

President Joseph: So are you going to continue seconding?

Mr. Baker: Yeah go ahead.

President Joseph: Again affirmative if you want to reject the application, Nay if you do not want to reject the application.

Mr. Luzader: Forward the application.

MINUTES COMMITTEE MEETING
REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
June 25, 2018

President Joseph: Yeah forward the application.

Mr. Luzader: Forwarding it to Council

Mr. Baker: So yes to forward, no, not to..

President Joseph: Well it will be forwarded but, to forward it with a negative recommendation will need an affirmative vote of a majority of the Committee.

Mr. Baker: and that would be yes

President Joseph: That will be a yes, so if you want to move forward, send it to Council with a recommendation of rejection it's a yes, Aye...

Mr. Dugger: And if you want to hold it..

President Joseph: If it fails then the Chairman will entertain a new motion.

Mr. Luzader Called upon the Clerk to call the roll:

MOTION THAT WE FORWARD THIS TO COUNCIL, WITH A RECOMMENDATION TO REJECT THE WRITTEN RECOMMENDATION OF THE PLANNING COMMISSION AND TO DENY THE RE-ZONING APPLICATION.

Motion by Chairman Luzader, Second by Councilman Baker

Roll: Skinner "Nay", Baker "Aye", Bryant "Nay", Luzader "Aye", President Joseph broke the tie "Nay".

Motion failed.

Mr. Luzader: Then I would like to make a motion to hold this for two weeks until we can get clarification from the City Attorney and also give the applicant an opportunity to address some issues. Do I have a second?

Mr. Baker: Can I speak on something for just a second, because we've been dealing with this for awhile now. And this would be the second time we've tabled this correct? Oh that's right it got sent back.. So from what you said earlier, or I can't remember if it was you, but whatever needed information that we are going to have is not really going to change anything.

Mr. Dugger: Oh yeah.

Mr. Thomas: I think the major challenge here is the traffic correct?

MINUTES COMMITTEE MEETING
 REYNOLDSBURG PUBLIC SERVICE AND TRANSPORTATION COMMITTEE
 June 25, 2018

Mr. Baker: Well, that and the density and..

Mr. Thomas: But I understand without further discussion about traffic or density it gives us a chance to come back to this board to address both. Considering no one's made mention in previous discussions of course the Planning Commission has forwarded this application with the density as it stands currently and we have not had the opportunity to discuss the density issue with this board.

Mr. Baker: Ok.

Mr. Thomas: I apologize, but that's kind of a discussion, I'd hate to waste all our efforts we've been up here for 5 months talking about this application and I think that I've done from the standpoint of the original application there is a room full of people here in the negative, they came before this board and spoke against this property. I have one person that spoke for, one person that spoke against. So I think I've done a lot of work in that mean time and I'd like to have the ability and the time to carry it over the goal line with some effort from City Council members to allow me to continue this effort.

MOTION TO HOLD FOR TWO WEEKS UNTIL WE CAN GET CLARIFICATION FROM CITY ATTORNEY AND ALSO GIVE THE APPLICANT AN OPPORTUNITY TO ADDRESS THE SITUATION.

Motion by Chairman Luzader, Second By Councilman Skinner

Roll: Skinner "Aye", Baker "Nay", Bryant "Aye", Luzader "Aye"

Motion Carries, Item held for 2 weeks.

RESULT:

ITEM HELD

Next: 7/9/2018 7:43 PM

Minutes Acceptance: Minutes of Jun 25, 2018 7:43 PM (Approval of Minutes)

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****ORDINANCE REQUEST****DATE:** **July 9, 2018****TO:**

RE: RESOLUTION AUTHORIZING THE MAYOR TO SEEK FINANCIAL ASSISTANCE FROM THE OPWC FOR THE FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE PROJECTS (Waggoner Road Improvements) AND DECLARING AN EMERGENCY.

Approval:

Pending Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
-------------------------	-----------------------	----------------------------

Emergency/Suspension: Emergency

Reason For Emergency: Financial needs of the City's government

Statement of necessity: This item needs to pass as an emergency to keep us on track to satisfy the OPWC application timeline.

Whereas, pursuant to Article VIII, Section 2K of the Ohio Constitution, the state of Ohio is authorized to issue bonds and other obligations of the state for the purpose of financing public infrastructure capital improvements of political subdivisions as designated by law; and

Whereas, pursuant to Section 164.06 of the Ohio Revised Code, the Ohio Public Works Commission has been created to accept and approve applications for state financing of capital infrastructure improvement projects of political subdivisions in Franklin County; and

Whereas, the City of Reynoldsburg has conducted a capital inventory and needs assessment and has determined that it is necessary to submit applications for financial assistance for capital infrastructure projects.

Service Department

Bill Sampson

7232 E. Main Street

Reynoldsburg OH 43068

614-322-6884 Phone

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Reynoldsburg of the state of Ohio and Franklin, Licking, and Fairfield Counties that:

SECTION 1. The Mayor is hereby authorized to apply to the District Three Public Works Integrating Committee and the Ohio Public Works Commission for financial assistance for the following capital infrastructure project(s):

Waggoner Road Improvements

SECTION 2. The Mayor is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance in conjunction with the recommendation of the City Engineer, and approved as to form by the City Attorney, in accordance with all authority granted to and limitations upon the City Auditor.

SECTION 3. That this resolution is declared to be an emergency measure necessary for the immediate preservation of the health and safety of the residents of the City of Reynoldsburg, and further that there is a submission deadline; wherefore, upon adoption by Council this resolution shall be in effect immediately upon the signature of the Mayor.

See attached correspondence.



Engineers, Surveyors, Planners, Scientists

MEMO

Date: June 20, 2018
To: Bill Sampson, Director of Public Service
From: Ryan Andrews
Subject: Waggoner Road OPWC
Copies: Keith Kundtz, City of Reynoldsburg; Carly Yowell, EMH&T

As you are aware, we are nearing the time of year when we typically assemble OPWC funding applications. This year, applications are due to the District 3 Public Works Integrating Committee (PWIC) on September 10th. It is my understanding that the City will likely want to resubmit the Waggoner Road project, which unfortunately was the first project below the funding cut-off line in 2017. Prior to moving forward with the resubmission of this application, I would like to review the project and scoring results from last year's application. During my review of the scores, I noted the following items:

1. The 2017 Waggoner Road Application received a score of 217.25 for the State Capital Improvement Plan (SCIP) fund. Based on historical results, this would have been funded in 5 out of the last 10 years. Unfortunately, 2017 was a more competitive year than normal.
2. During my review of the scoring, it is apparent that we came very close to maximizing the scoring potential of this project. There are only a few possible ways to add points to the score, which are:
 - a. Obtain new traffic counts after school resumes in August. In 2017, we received 18 out of a possible 30 points in the "Service to the District" category. This score is purely based on how the average daily traffic on Waggoner Road compares to the other projects, which are up for consideration. If we can demonstrate higher traffic volumes in 2018 and the other projects being considered have lower traffic volumes, we may be able to obtain more points in this category. Obviously, we have no control over the projects that are submitted by other communities, so there is no guarantee that doing this would increase the score, but it might help.
 - b. Look for opportunities to reduce the cost of the project. Consider splitting the project up into three phases instead of two or evaluate options to revise the scope of the improvement to reduce cost. Scope revisions could include reducing the width of the roadway. Currently, it is planned for a 36-ft wide pavement section with a center turn lane throughout. Reducing this from three to two lanes in certain areas where there are no sidestreets, might help reduce the cost.
 - c. Re-evaluate the funding scenario. In 2017, the application included the following funding scenario.



Engineers, Surveyors, Planners, Scientists

2017 OPWC Application Funding Summary

Funding Source	Amount
OPWC Grant	\$3,665,494
OPWC Loan	\$1,334,505
FCEO Assistance on Appraisals	\$70,000
Reynoldsburg Water CIP	\$715,050
Reynoldsburg General Fund (Roadway)	\$891,626
Total Project Cost	\$6,676,675

- d. In order to maintain the same score in the funding request category, we would need to coordinate with the Franklin County Engineers Office to make sure they are still willing to provide appraisals for the land acquisition. Having that letter from them earned us 3 points on the 2017 application for having a "joint financial partnership" with the County.
- e. In order to increase points, we would either need to reduce the OPWC grant and loan request by \$3,000,000, which would earn us 2 more points. The only way this would be feasible is if we would split the project into three phases instead of two. We could also obtain two more points by requesting less grant and more loan. If we moved 10% of the project cost (or \$667,667) from grant to loan, it would yield two more points on the application. Both of these options are somewhat large concessions, just for two points.

I would like to meet with the City sometime between now and mid-July to go over the OPWC process and to verify that the City wants to move forward with Waggoner Road again in 2018. Most of the application from 2017 is reusable and we would not need to have another public meeting, so there would be a significant reduction in effort needed to assemble a new Waggoner Road Application.

Service Department**Bill Sampson****7232 E. Main Street****Reynoldsburg OH 43068****614-322-6884 Phone****ORDINANCE REQUEST**

DATE: **July 9, 2018**

TO: **Public Service and Transportation Committee**

RE: **ORDINANCE AUTHORIZING EMH&T TO CONDUCT
SURVEYING, DESIGN ENGINEERING & BIDDING SERVICES
FOR ROADWAY IMPROVEMENTS TO PALMER ROAD;
APPROPRIATING FUNDS THEREFORE.**

Approval:

Pending Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
-------------------------	-----------------------	----------------------------

EMH&T will provide survey, engineering design and assistance with bidding for the Palmer Road improvements. The proposed improvements includes a full depth reclamation of the existing pavement section; widening the road by approximately four (4) feet; roadside grading to establish positive drainage; and minor storm sewer improvements. The proposal and estimated construction cost is attached.

Requesting \$157,342.00 from unappropriated Capital Projects fund (410) and appropriated to is 410.000.0163.5659 Misc. Infrastructure.

June 26, 2018

Mr. William J. Sampson
Director of Public Service
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, Ohio 43068

**Re: Roadway Improvements for Palmer Road
Proposal for Design Services**

Dear Bill,

We are pleased to provide you with the proposal for survey, engineering design, and bidding assistance for the Palmer Road Improvements. Based on our previous coordination efforts on this project, we understand that the scope will include the following:

- Full depth reclamation of the existing pavement section from the intersection with Graham Road to the City Limits, just east of Ravine Way. This project corridor spans approximately 5,800 linear feet (1.1 miles).
- The pavement will be widened by approximately 4-ft during the reclamation process, creating wider lanes and a paved shoulder.
- Roadside grading will be performed to establish positive drainage from the widened roadway edge to the existing drainage ditches.
 - Minor storm sewer improvements may be necessary in certain areas to facilitate proper drainage. These will be identified during preliminary engineering.
- Residential driveway approaches will be replaced to meet the new roadway edge and mailboxes will be relocated as needed.

It is anticipated that the construction budget for this improvement will be approximately \$1,750,000 based on preliminary cost estimates that were included in EMH&T's conceptual design memo.

SCOPE OF SERVICES

EMH&T will provide professional engineering and surveying services necessary to prepare construction plans, specifications and bidding documents for the roadway improvement. A summary of specific work efforts is provided as follows:

- a. Survey – Horizontal and vertical control will be established for a basis of design and construction. Topography necessary for the design of the roadway improvements will be acquired within the right-of-way. The Ohio Utilities Protection Service will be called in advance of field survey to provide planning information and field markings. All survey will be on the North American Datum 1983 State Plane Coordinate system and the North American Vertical Datum 1988. Existing topographic features such as existing pavements, embankments, storm sewers, and any other physical features, which may be impacted by design, will be surveyed.
- b. Right-of-Way Determination – We will conduct fieldwork and courthouse research

necessary to determine the right-of-way limits within Palmer Road to verify that the designed improvements do not encroach on private property without easements or rights of entry.

2. Roadway Plans and Specifications

- a. EMH&T will coordinate and lead meetings between the design team, City of Reynoldsburg, and any other projects stakeholders. This will include one project kick-off meeting with a site visit and 3 project coordination meetings throughout the design phase at various decision points or project milestone dates. We will develop a project schedule that corresponds to the City's desire to bid the project in early 2019.
- b. Develop base map using topographic survey, record plan and GIS information to serve as the backbone for detailed design efforts.
- c. Coordinate with a geotechnical sub-consultant to acquire pavement cores/borings along the project corridor to acquire information relating to the existing pavement composition and subgrade condition. This data will be used by EMH&T in the development of a structural pavement design and to confirm the suitability of full depth reclamation using the existing material.
- d. Roadway drawings will be prepared to show the physical layout of the roadway improvements. The vertical profile grade of the roadway centerline will be established.
- e. Driveway and intersection details, showing the proposed limits, grades, and drainage patterns will be prepared for each intersecting street and private driveway.
- f. Roadway cross-sections which detail the roadside drainage swale and linear grading limits will be prepared in 50-ft intervals.
- g. Typical roadway sections, plan details, supplemental project notes and specifications will be prepared.
- h. The design may include storm sewer improvements in areas where the ditch does not have adequate drainage or where existing storm sewers are in conflict with the proposed widening of Palmer Road.
- i. EMH&T will develop a maintenance of traffic plan, which outlines a procedure for the contractor to maintain traffic during construction.
- j. Traffic control plans will be developed for the improvements.
- k. Staged submittals at the 30%, 60%, and 100% design phase will be prepared and provided to the City, utility companies and any other project stakeholders for comment.

3. Permitting and Utility Coordination

- a. We will prepare a Storm Water Pollution Prevention Plan (SWPPP) and submit a Notice of Intent to the Ohio EPA on the City's behalf.
- b. Coordinate with Licking Co. / Etna Twp. as needed on the project scope and maintenance of traffic details.
- c. At the various design milestone stages, EMH&T will prepare plan sets for submittal to the private utility companies to confirm the location of their infrastructure and to determine whether or not any conflicts exist between existing utilities and the City's proposed improvements. It is assumed that we will send plans to the utility companies three times during design (30%, 60% and 100% plans) and will have one utility coordination meeting to discuss any conflicts.

4. Bidding

- a. We will prepare the bidding documents and plan sets necessary to conduct public bidding for the construction of the improvement. Tasks to be completed in conjunction with the bidding phase will include:
 - i. Bid document preparation
 - ii. Advertisement preparation
 - iii. Issuance of addenda, if necessary
 - iv. Bid tabulation, review of bids and formal recommendation of award

Exclusions: Items specifically not included within the scope of this proposal include: Construction inspection, construction administration, land appraisal, land acquisition assistance, private utility relocation design, offsite storm sewer improvements, geotechnical studies, or environmental investigations or permitting.

SCHEDULE

We are prepared to begin work identified in this proposal immediately upon receipt of Notice to Proceed. Once we determine the start date for this design effort, we will prepare a detailed schedule for the project. We anticipate bidding of these improvements in early 2019.

FEE

These services will be provided as per the conditions of our Professional Services Agreement and the associated Time Rates for the City. Fees for this work described within the Scope of Services shall not exceed the following without prior authorization from the City. Invoices will be submitted monthly and based on the progress of the work and are payable upon receipt.

<u>Description of Service/Task</u>	<u>Fee</u>
Surveying	\$38,624
Roadway Plans & Specifications	\$98,006
Permitting & Utility Coordination	\$16,512
<u>Bidding</u>	<u>\$4,200</u>
TOTAL FEE	\$157,342

CONSTRUCTION SERVICES

Services related to the construction phase, such as attendance at the pre-construction conference, construction inspection, review of shop drawings, as-built surveys, and construction inspection/administration are not included as part of this scope of services. We will prepare a separate proposal for professional engineering services upon request at the time of bidding.

We appreciate the opportunity to submit this proposal to you and look forward to working with you on this project. If you have any questions, please do not hesitate to call me at (614) 775-4555.

Respectfully submitted,

EVANS, MECHWART, HAMBLETON & TILTON, INC.

Ryan M. Andrews, PE

Acceptance and Authorization to Proceed:

APPROVED – CITY OF REYNOLDSBURG, OHIO

Authorized Signature

Print Name and Date

cc: Mr. Keith Kundtz, Street Superintendent
File (EMH&T)

Attachment: Palmer Road Improvements (Palmer Road Improvements)

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **July 9, 2018**

TO: **Public Service and Transportation Committee**

RE: ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN
AGREEMENT WITH EMH&T FOR THE ENGINEERING AND
MANAGEMENT OF SEWER LINE CCTV AND MANHOLE
INSPECTIONS.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Request legislation for the Mayor to accept proposal with EMH&T, 5500 New Albany Road, Columbus, Ohio 43054 for the engineering, management of sewer main CCTV, reviewing of CCTV videos and manhole inspections.

This scope of work includes closed circuit televising (CCTV) of the sewer located in the vicinity of the East Main St and Brice Rd. Intersection and the areas just north of Rocky Den Rd.

Manhole inspections will be performed as a portion of the City's Sanitary Sewer Collection System.

Request authorization to proceed with this proposal in the amount of \$113,344.00 from account 720.736.5365 which was approved in the 2018 budget.



Engineers, Surveyors, Planners, Scientists

January 25, 2018

Mr. William J. Sampson
Director of Public Service
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, OH 43068

**Re: City of Reynoldsburg 2018 Sewer Inspection and Cleaning
Proposal for Professional Services**

Dear Mr. Sampson:

The sewer inspection and cleaning work included in this proposal will assist the City in meeting its obligations under the Ohio EPA Directors Findings and Orders to clean and inspect the City's sewer system annually. This scope of work includes closed circuit televising (CCTV) of the sewers located in the vicinity of the East Main Street and Brice Road Intersection and the area just north of Rocky Den Road. In addition, manhole inspections will be performed in a portion of the City's sanitary sewer collection system. Please refer to the attached exhibits for schematics of the proposed study areas. These investigations will identify significant deficiencies and culminate in a report which summarizes the deficiencies as well as any recommended improvements to the sanitary collection system.

SCOPE OF SERVICES

EMH&T will provide the following engineering services:

1. System Characterization and Management
 - a. Conduct project meetings with the City to include a kick-off meeting, progress meetings (when needed), and a presentation of findings and recommendations.
 - b. Review of existing site conditions, Record Plans, tributary areas, sewer capacities, and right-of-way; and coordination with the City of Reynoldsburg.
 - c. Prepare field exhibits for use by inspection personnel.
 - d. Conduct periodic site visits during televising, cleaning, and manhole inspections.
2. CCTV Field Investigations
 - a. EMH&T's Infratechnologies Division will perform internal pipe inspection (CCTV) on approximately 12,850 linear feet of 8-in, 10-in, and 15-in sanitary sewer.
 - b. The CCTV task includes regular cleaning activities and assumes the following:
 - i. Manholes are accessible to cleaning and inspection equipment. City crews will be available to assist in providing access if needed.
 - ii. No bypass pumping will be performed. It is understood that CCTV may need to occur during off peak hours.

A legacy of experience. A reputation for excellence.

5500 New Albany Road Columbus, OH 43054 • Phone 614.775.4500 • Fax 614.775.4800

- iii. Manhole lids are removable and there are no obstructions to man entry.
- iv. Debris will be disposed of at the wastewater treatment facility and there are no provisions in this proposal for handling hazardous wastes.
- v. City of Reynoldsburg will provide water from a hydrant near the project site.
- vi. Maintenance of traffic beyond cones and truck flashers is not included in the scope of services.
- c. A contingency for 24-hours of heavy cleaning/root removal is included in this scope of services to be used in the event that the sewers are not passable by the CCTV camera. In the event that heavy cleaning or root cutting exceeds 24 hours, EMH&T will coordinate with the City on options / fee for any additional work.
- d. One copy of CCTV logs and flash drives will be provided to the City upon completion of work.
- e. All CCTV will be conducted in accordance with Pipeline Assessment and Certification Program (PACP) standards and the observed defects will be graded accordingly.
- f. The following is a summary of unit costs for the CCTV scope of services:

Description	2015 Unit Price	Units
8-in	\$2.50	Lin. Ft.
10-in	\$2.75	Lin. Ft.
15-in	\$3.00	Lin. Ft.
Heavy Cleaning	\$195.00	Hour

3. Manhole Inspections

- a. EMH&T's Infratechnologies Division will conduct up to 735 manhole inspections (see attached Manhole Inspection Exhibit) using the City's simplified inspection form. The City's simplified manhole inspection form will be imported directly to GIS.
 - b. These forms will be linked to the City's GIS through EMH&T's GIS update contract.
 - c. In assessing the sanitary sewer collection system in Reynoldsburg, a physical assessment and GPS survey of the manhole will be conducted that includes photographs, physical measurements, and condition assessments will be made for each manhole
 - d. In the event that manholes cannot be located in the field (possibly buried or under structures), EMH&T will coordinate with the City for assistance in locating and accessing the manholes.
4. Data Analysis and Reporting
- a. The CCTV data will be reviewed with respect to structural or operation and maintenance defects. The pipes and defects will be scored based on PACP standards.

- b. Upon the completion of the field services, manhole inspection forms will be prepared. EMH&T will process and evaluate manhole inspections.
- c. Prepare exhibits for the existing conditions in the study area. Exhibits will also be prepared documenting findings and deficiencies in the collection system. Finally, exhibits will be prepared to outline the recommended improvements in the inspection area.
- d. The City's Capital Improvement Project list will be updated based on rehabilitation or replacement recommendations for the study area. Probable project cost estimates will be prepared for all rehab or replacement recommendations.
- e. A summary report will be prepared. One (1) copy of the report will be submitted to the City. This report will include a summary of the field data analysis, recommendations for further improvements/rehabilitation or additional analysis to be made to this portion of the collection system, updated Capital Improvement Project list, and probable project cost estimates.

No field survey or construction plans are included as part of this scope. If emergency repairs are needed, then an additional scope and fee may be necessary to cover the cost of those services.

FEE

These services will be provided as per the conditions of our Professional Services Agreement and the associated Time Rates for the City. Fees for the work described within the Scope of Services shall not exceed One Hundred Thirteen Thousand, Three Hundred Forty-four Dollars and no cents (\$113,344.00) without prior authorization from the City. Invoices will be submitted monthly, based on the progress of the work, and are payable upon receipt. Should this scope increase to incorporate additional investigations or heavy cleaning, additional fees may be necessary to cover the cost of professional services.

EMH&T SERVICES FEE SUMMARY

Description of Service/Task	Fee
1. System Characterization and Management	\$6,692.00
2. CCTV Field Investigations	\$37,520.00
a. CCTV and Regular Cleaning for 8-in Sewer (12,300LF @ \$2.50/LF)	(\$30,750.00)
b. CCTV and Regular Cleaning for 10-in Sewer (250LF @ \$2.75/LF)	(\$687.00)
c. CCTV and Regular Cleaning for 15-in Sewer (301LF @ \$3.00/LF)	(\$903.00)
d. Cleaning and Root Cutting (Contingency Item, 24 Hours @ 195.00/Hr)	(\$4,680.00)
e. CCTV Reimbursable Expenses	(\$500.00)
Manhole Inspections (725 MH @ \$60 / MH)	\$43,500.00
Data Analysis and Reporting	\$25,632.00
TOTAL FEE	\$113,344.00

SCHEDULE

EMH&T is prepared to begin work upon receipt of a authorization from the City of Reynoldsburg. A detailed schedule for field activities and office work will be prepared and submitted to the City at a project kick-off meeting.

If this description and fee meet your approval, please authorize with your signature below. Please contact me at (614) 775-4555 if you have any questions.

Respectfully submitted,
EVANS, MECHWART, HAMBLETON & TILTON, INC.



Ryan M. Andrews, PE
Senior Project Manager

Attachments: Exhibit 1 – 2018 CCTV Efforts Exhibit (2 Pages)
Exhibit 2 – Manhole Inspection Exhibit (1 Page)

Acceptance and Authorization to Proceed:

Authorized Signature/Date

PO Number/Date

Print Name

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

ORDINANCE REQUEST

DATE: **July 9, 2018**

TO: **Public Service and Transportation Committee**

RE: ORDINANCE AUTHORIZING MAYOR TO ENTER INTO AN AGREEMENT WITH EMH&T FOR THE ENGINEERING PLANS, AND PREPARE BID DOCUMENTS FOR THE 2018 GRAHAM/MAIN AREA AND NORTHFIELD/COTTINGHAM AREA SEWER IMPROVEMENTS PROJECT, AND APPROPRIATING FUNDS THEREFOR.

Approval:

Completed Brad McCloud	Completed Jed Hood	Completed Stephen Cicak
---------------------------	-----------------------	----------------------------

Capacity Assessment and Sanitary Sewer Evaluation Study that was completed as part of the City's response to the Ohio EPA Director's Findings and Orders (DFFO).

Installation of 5,000 linear feet of 8 inch, 350 linear feet of 10 inch, and 890 linear feet of 12 inch cured-in-place pipe

Replacement of a section or potentially multiple sections of sewer along Broadwyn Drive

Rehabilitation and repairs to aged and deteriorated manholes

Request legislation for the Mayor to accept proposal with EMH&T, 5500 New Albany Road, Columbus, Ohio 43054 for the engineering, plans, prepare bid document, supply bid documents for distribution, advertise for bids received and preparation of bid tabs for the 2018 Area Sewer Project for a contract amount of \$39,510.00.

Water and Wastewater Department

Paul Hellman

614-322-4500 Phone

Request appropriation of \$39,510.00 for engineering services from Sewer CIP Account 720.000.0000.5622 to account 720.000.0165.5622 - 2018 Sanitary Sewer Rehab Project.

CIP BALANCES

Sewer:
2014-1223 24,500.50

Available 09/30/15 **124,718.66**

4th Qtr 2015 receipts +31 adj 94,785.53

Available 12/31/2015 **219,504.19**

Ord 11-16 2016 Manhole Project #152 -11,775.00

Receipts Thru 06/30/16-appropriated July 2016 187,564.50

2016 Manhole Rehab ord 65-16 -60,252.00

2016 Manhole Rehab ord 66-16 -10,563.00

Sub-total **324,478.69**

Add back closed PO Balances:

2015-895 inspection ord 33-15 43.87

2015-952 contingency ord 34-15 30,654.75

Sub-total **355,177.31**

2017 Rocky Den/Fox Project ord 96-16 -31,218.00

Final Appropriation at eoy 2016 **323,959.31**

Receipts July 16-Dec 16 193,979.49 517,938.80

Receipts Jan 17-April, 2017 123,613.76

Total CIP Appropriation 04/30/17 **641,552.56**

Ord 54-17 Rocky Den -264,842.00

Ord 55-17 Rocky Den -35,354.00

Balance June 30, 2017 **341,356.56**

CIP BALANCES

Sewer:	
Receipts May, 2017-Sept, 2017	157,313.32
Balance as of Sept. 30, 2017	498,669.88
Receipts October-December, 2017	95,749.05
Balance as of Dec. 31, 2017	594,418.93

Development Department**Eric Snowden****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6829 Phone****ORDINANCE REQUEST****DATE: July 9, 2018****TO: Public Service and Transportation Committee**

RE: 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: Changing the Zoning District of a 24.3 Acre Parcel on the West Side of Taylor Road Known as 9366 Taylor Road SW, 9370 Taylor Road SW, and 9333 Taylor Chase, Reynoldsburg, Ohio, from AR-2 Multiple Family Residence District and CC Community Commerce District to PND Planned Neighborhood Development District.

Approval:

Completed Brad McCloud	Completed Jed Hood	Stephen Cicak
---------------------------	-----------------------	---------------

See attached application.



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

Application #: 181277
Permit #:
Date Submitted: 12/29/17
Fee Amount: \$1800.00
~~\$8000.00~~
☒ Paid:

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION		
Property Address: 9366, 9370 Taylor Road SW, 9333 Taylor Chase		FOR DISTRICT CHANGE ONLY
Description of Location: West side of Taylor Road, North of East Main/Kroger		
Parcel ID(s): 200512080038925, 201006090010881, 187-0235		
Number of Lots: 3	Present Zoning: CC/AR-2c	
Present Use: single family/agriculture		
Complete Where Applicable: Engineer/Surveyor: <u>EMH&T</u> Builder: <u>Metro Development LLC</u>		Proposed Zoning: PND Size of Area to be Rezoned: 24.3 acres Existing Structures: 3 existing homes 1 condominium foundation to be removed 2 outbuildings Proposed Use: <u>Multi-family</u> Apartments with clubhouse and pool
III. PROPERTY OWNER OF RECORD		
Property Owner Name(s): Glen Bard Jr, Murphy Development Company/Taylor Chase LLC		Property Owner Address(s): 9370 Taylor Road, Reynoldsburg, Ohio 4442 Professional Pkwy, Groveport, OH 43125
IV. APPLICANT INFORMATION		
Applicant Name: Metro Development LLC / Todd Barris		
Applicant Address: 470 Olde Worthington Road, Suite 101, Westerville, Ohio 43082		
Applicant Phone Number: 614-540-2400		Applicant Email: jthomasjr@villagecommunities.com
I. PROJECT TYPE		
☒ District Change (Rezoning) (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential) ☐ Amendment of Development Plan or Text (\$500) ☐ Major Site Plan (\$500)		

Applicant Signature: [Signature] Date: 12-13-17
 *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>	<u>Planning Com. Meeting</u>	<u>City Council Meeting</u>
	☐ Historic District	Date: _____	Date: _____
	☐ CC Overlay	☐ Approved as Submitted	☐ Approved as Submitted
	<u>Add'l Approvals Req'd</u>	☐ Approved w/ Conditions	☐ Approved w/ Conditions
	☐ DRB	☐ Tabled	☐ Tabled
	☐ BZBA	☐ Denied	☐ Denied
		P&Z Admin.: _____ Date: _____	
		Clerk of Council: _____ Date: _____	

4. Plan Review Fee Schedule

Major Site Plans and Zoning District Changes

Project: Taylor/Main Multi-family Complex Date: 12/20/17

Traffic Studies:

(see Facility Demand Worksheet)

Traffic Access Study \$ 1,000.00

Traffic Impact Study \$ 4,000.00

Regional Traffic Study \$ TBD

Additional fees as determined by section 1155 of the City's Codified Ordinances:

\$ 800.00

Total Plan Review Fee:

\$ 1,800.00

Major Site Plan and Zoning District Change (Rezoning) review fees for traffic studies include one initial and one subsequent submittal if required. Additional submittals for these items are one-half the original fee for each subsequent submittal. Incomplete submittals will not be accepted. Re-submittals required, but not due to direct action of the applicant or applicant's representative, will not be charged additional fees at the City's discretion. Additional submittals, if desired by the applicant, will be one-half the original fee for plan sheet reviews. Plans are to be submitted 30 days prior to hearing date as determined by the Planning & Zoning Administrator.

Twenty (20%) of the fee covers the administrative costs incurred by the City of Reynoldsburg. The remainder of the fee covers the costs associated with the detailed review, either performed by the City or designated representative.



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

Application #: _____

Permit #: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION

Property Address:

9366, 9370 Taylor Road SW, 9333 Taylor Chase

FOR DISTRICT CHANGE ONLY

Description of Location:

West side of Taylor Road, North of East Main/Kroger

Proposed Zoning:

PND

Parcel ID(s):

200512080038925, 201006090010881, 187-0235

Size of Area to be Rezoned:

24.3 acres

Number of

Lots: 3

Present Zoning:

CC/AR-2c

Present Use:

single family/agriculture

Existing Structures:

3 existing homes

Complete Where Applicable:

Engineer/Surveyor: EMH&T

Builder: Metro Development LLC

1 condominium foundation to be removed

2 outbuildings

Proposed Use:

Apartments with clubhouse and pool

III. PROPERTY OWNER OF RECORD

Property Owner Name(s):

Glen Bard Jr,
Murphy Development Company/Taylor Chase LLC

Property Owner Address(s):

9370 Taylor Road, Reynoldsburg, Ohio
4442 Professional Pkwy, Groveport, OH 43125

IV. APPLICANT INFORMATION

Applicant Name:

Metro Development LLC

Applicant Address:

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

Applicant Phone Number:

614-540-2400

Applicant Email:

jthomasjr@villagecommunities.com

I. PROJECT TYPE



District Change (Rezoning)

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

Applicant Signature:

Date: 12-13-17

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

- ☐ I Historic District
☐ CC Overlay

Add'l Approvals Req'd

- ☐ DRB
☐ 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: _____

12.20.17

**Taylor Road and Main Street
Proposed Apartment Community
Metro Development LLC**

CHAPTER 1183

Planned Neighborhood Development District

1183.01 Purpose.	1183.04 Use regulations and
1183.02 Development plan	development standards.
requirements and review	1183.05 Standards for development
procedures.	plan review.
1183.03 Site plan review.	1183.06 Existing planned
	developments.
	1183.07 Fees.

1183.01 PURPOSE.

(a) The purpose of the Planned Neighborhood Development District is to permit comprehensively planned residential developments approved by City Council and the Planning Commission using more flexible zoning guidelines and site design criteria than permitted in traditional districts.

(b) The suspension of traditional zoning provisions is intended to: encourage creative, high quality site design practices in the development of residential areas; encourage the creation and preservation of attractive and useful open spaces; promote compatibility with and complement existing developments; protect adjoining properties from adverse impacts; promote safe and efficient pedestrian, bicycle, and vehicular movement; promote efficient layout of infrastructure; and promote protection or enhancement of natural and historic resources. It is not the purpose of the planned development provisions to permit reduction in traditional lot sizes without mitigating amenities or quality design which justify such reduction to the benefit of the residents and the community as a whole.

(c) In place of enforcing the traditional zoning provisions, City Council and the Planning Commission may exercise control through standards, design criteria,

12.20.17

conditions, and agreements appropriate for the particular site, its surroundings, and proposed uses, and sufficient to ensure effective and complete implementation of the development consistent with the development plan. (Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.02 DEVELOPMENT PLAN REQUIREMENTS AND REVIEW PROCEDURES.

The owner of a lot or lots seeking approval of a Planned Neighborhood Development District shall initiate such proposal according to the provisions for zoning amendments established in this Zoning Code and in the Charter. The following requirements and procedures shall apply to a petition for a Planned Neighborhood Development District and shall be in addition to the requirements for an application for a zoning district change with development plan as provided in Chapter 1151.

- (a) Required Content of Development Plan. The applicant proposing a Planned Neighborhood Development District shall submit the information described below which, together with any other information, agreements, statements, or commitments required by the Planning Commission or City Council, shall constitute the development plan for the proposed Planned Neighborhood Development District.
- (1) Completed application form. **See attached application**
 - (2) Name, address, and phone number of the owner of the lot or lots and, if applicable, of the owner's designated agent.

Glenn Bard Jr., 9370 Taylor Road, Reynoldsburg, Ohio. (614) 554-2999

Murphy Development Company/Taylor Chase LLC, 4442 Professional Pkwy, Groveport, OH 43125. (614) 836-4403

- (3) A list of the names and addresses of the owners (as appearing on the County Auditor's tax list) of all lots located within, contiguous to, and directly across the street from the property which is the subject of the application. **See attached Property Owners List, Tab2, Exhibit A-1**
- (4) Legal description of the property, including a survey of the existing lot or lots to be included in the Planned Neighborhood Development District. **See attached Legal Description and Survey, Tab 3, Exhibit B-1 and B-2**
- (5) A description of the current zoning district(s) and the existing uses of the subject lot or lots. **The site is currently zoned CC along Taylor Road frontage and AR-2c in the rear. Currently is being used for single family and agricultural uses. There is also a foundation for a condominium that**

12.20.17

was never constructed on the north portion of the lot. All structures and foundation will be removed from the site.

- (6) Plan drawings and narrative descriptions of:
- A. The existing conditions of the site, including topography, soils, wetlands, streams and ditches, water bodies, retention facilities, other significant natural resources or features, historic or archaeological resources; ***See existing conditions plan, Tab 4, Exhibit C-1***
 - B. The proposed topography, water features, drainage features and improvements, and the treatment of significant natural, historic, or archaeological resources; a general plan for landscaping the entrances, major roads and major open spaces; a concept plan for the landscaping of individual structures; ***See Sanitary Sewer Impact Study (Exhibit E-2, Tab 6) and Storm Water Impact Study (Exhibit E-1, Tab 6) for storm water, and concept landscape plans (Exhibit D-1 to D-1.2, Tab 5). Detailed plans for grading and utilities, as well as landscape will be provided at time of major site plan review***
 - C. The proposed locations and approximate dimensions of lots to be platted in the district, including a statement of the minimum widths and depths of proposed lots for dwelling; ***This will be one lot***
 - D. The nature and locations of the proposed use or uses to be established in the district; ***See Development plan for locations of proposed structures (Exhibit C-2, Tab 4). Apartment Residential uses, clubhouse with pool, and garages are proposed.***
 - E. The number and locations of structures, the number of dwelling units in each area of the proposed district, the number of dwelling units per structure, the approximate floor area proposed for each use and structure, and locations and approximate dimensions of any planned accessory uses such as outbuildings, pools, recreation structures, or parking structures; sketch or draft elevations of the proposed building(s) indicating maximum heights, anticipated style and materials of existing surfaces and other building features; the approximate or minimum dimensions of yards and setbacks; ***See Development Plan for structure locations, Exhibit C-2, Tab 4. There are 6- 2 story buildings with 16 units each building, containing 8- 1 bedroom and 8- 2 bedroom units, and 6-3 story buildings with 24 units, all 2 bedrooms. 1 bedroom units will be approximately 675 square feet, and 2 bedroom units will be approximately 933 square feet. There will be a clubhouse, a pool area, 9- 6 car garages and one 12 car garage, a trash compactor enclosure, a mail kiosk, and a water meter building.***

12.20.17

See architectural elevations for materials, colors, and dimensions, Exhibit G-1, Tab 8. Refer to Development Plan for approximate setbacks, Exhibit C-1, Tab 4.

- F. The locations and approximate acreage(s) of common open space(s), and reserves; **Refer to Open Space plan for open space areas, Exhibit D-2, Tab 5.**
 - G. The approximate locations, dimensions, and capacities of proposed public and private streets, significant curb cuts and intersections with public streets, parking and loading areas, numbers of parking spaces, facilities for pedestrians and bicycles, and the general concept for landscaping these facilities; **All interior streets shall be private, Refer to Development Plan for curb cuts and parking areas, Exhibit C-2, Tab 4. Refer to concept landscape plans for parking landscape, Exhibit D-1, Tab 5. Detailed landscape plans will be submitted with Major Site plan submittal**
 - H. The approximate locations, dimensions, and capacities of proposed water lines, sanitary sewers, storm sewers, other major storm water facilities; **See Sanitary Sewer Impact Study and Storm Water Impact Study, Exhibits E-1 and E-2, Tab 6**
 - I. A description of any variances to the Subdivision Regulations which may be necessary for the design and installation of improvements in the proposed district. **No variances are requested from the subdivision regulations as this will be one lot.**
- (7) A narrative statement discussing the compatibility of the proposed use with the existing uses of adjacent lots, with the zoning districts of adjacent lots, and with the Land Use Plan and other plans of the City, including an evaluation of the impacts on adjoining lots and neighborhoods of traffic circulation, noise, glare, odor, fumes, vibration, and storm water, and descriptions or illustrations of any measures designed to mitigate the impacts of the proposed uses. **Apartment Residential uses are compatible with the surrounding land uses, and serve as a natural transition from lower density uses such as single family homes and condominiums to more intense retail and office uses. Apartment residential uses generate less traffic and school age children than traditional single family uses. Storm water will be designed to meet all local and federal standards for volume and water quality.**
- (8) A statement of the benefits anticipated to occur to the City and to the neighborhoods abutting the proposed development, including, as applicable, increased landscaping, dedicated or preserved open spaces, dedication of city parkland or school sites, or other benefits. **The**

12.20.17

city and neighborhoods will benefit from the preservation of open space on site and increased buffering to the west and north than the previously approved plans for condominiums. The development will be landscaped and professionally maintained. Additionally, the treed area and stream area will be preserved. The developer is also open to dedicating the open space to the Northwest of this site to the city for parkland if the City so desires.

- (9) A narrative addressing each of the provisions set forth in 1183.04 Use Regulations and Development Standards. ***See Section 1183.04***
- (10) A narrative addressing any proposed condominium or homeowners associations or other forms of organization proposed to own, manage, control or regulate all or parts of the development. ***There are no Associations***
- (11) Anticipated time schedule for construction of the improvements and buildings, included any anticipate phases of development. ***This project will be developed as one phase and take 12- 18 months to complete***
- (12) Such other information as the Planning Commission shall deem necessary to make a determination of the compliance of the proposed development and uses with the applicable standards and regulations.

- (b) Submittal, Review, Public Hearing, Recommendation, Action on District Change. Application submittal, review, public hearing, recommendation by the Planning Commission, and action by City Council shall be as required for district changes in Chapter 1151.

(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.03 SITE PLAN REVIEW.

Subsequent to approval of the district change for a Planned Neighborhood Development District, the applicant shall submit an application for major site plan review in accordance with the provisions of Chapter 1143. Major site plan review may be conducted for the entire site or for any phase of the site as deemed appropriate by the Planning Commission.

(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.04 USE REGULATIONS AND DEVELOPMENT STANDARDS.

The following shall be the minimum standards required for development in a Planned Neighborhood Development District. Additional requirements and conditions may be established by the Planning Commission and by City Council for approval of the district and the development plans. Such requirements and conditions may include but are not limited to: approved uses; width, height, yard requirements; density; arrangement and spacing

12.20.17

of buildings and other structures; signs; parking; vehicular, pedestrian and bicycle circulation; landscaping; the construction of public improvements; and preservation of natural features or historic structures. Varied requirements and conditions may be applied to different areas of the development. (a) Permitted Uses. The following uses may be permitted, as approved in the development plan, in a Planned Development District:

- (1) Single family dwellings;
- (2) Two-family dwellings;
- (3) Multiple family dwellings;
- (4) Public uses, semipublic uses, public service facility, accessory uses, essential services;
- (5) Residential care facility;
- (6) Non-commercial recreational uses, structures, and facilities, such as pools, tennis courts, playgrounds, and other similar uses provided for the use of residents of the development or for general public use.

The Planning Commission and City Council shall determine the appropriateness of each proposed use and feature of the development plan, giving consideration to the standards established in Section 1183.05 and any other considerations deemed significant in determining the appropriate uses and character of development for the proposed district. The Commission and City Council shall have the authority to deny approval for any proposed use which it determines to be inappropriate due to potential impacts, incompatibility with the surroundings, or other similar reasons.

Multi Family and non- commercial recreational uses are proposed and are permitted uses if approved.

- (b) Density of Dwelling Units. The maximum density of dwelling units for both the overall Planned Neighborhood Development District and for each of its areas shall be as approved in the development plan, except that the density of dwellings in the district shall not exceed five (5) units per acre and density shall not exceed ten (10) units per acre in any part of the district. In making a determination of the number of dwellings to be permitted in the district, consideration shall be given to the compatibility of the proposed dwelling density and the characteristics of the proposed lots and structures with the existing and projected surrounding dwelling density, lots, and structures. ***The development will be approximately 9.88 du/ac***
- (c) Required Open Space and Protection of Features. Historic structures and sites, natural features such as watercourses, wetlands, rock outcroppings, trees, and other vegetation shall be identified in the development plan. The development plan and detailed development plan shall indicate design of planned improvements in a manner which protects, enhances, and appropriately incorporates such features into the overall design. The Planning

12.20.17

Commission or City Council may approve, amend, or deny the proposed treatments of such features. Compliance with the requirements for the dedication of public areas, reserves or of other fees or considerations, and the provisions of Chapter 1180 shall be minimum requirements for the approval of a Planned Neighborhood Development District. ***There are approximately 13.5 acres of open space, or 55% of the site, which includes a potential park land dedication of approximately 7.2 acres, as well as protection of existing trees and stream along the southern portion of the site. See open space plan Exhibit D-2, Tab 5.***

- (d) Parking. The detailed development plan shall comply with the parking requirements of this Zoning Code, except that the Planning Commission may vary such requirements where a finding is made that the provisions are excessive or inappropriate for the use proposed or that the provisions are satisfied by alternative methods clearly documented in the major site plan. ***The code requires one garage space per multifamily unit (240 garages). The plan proposes 66 garage parking spaces. A minimum of 2 total parking spaces per unit, including garages and surface parking, will be complied with. The code also limits driveways from residential developments to 8' width and non-residential developments to 30' width. The plan proposes a boulevard style entry and will exceed those requirements.***
- (e) Lot and Yard Dimensions, Building Spacing.
 - (1) Lot and yard dimensions shall be as established in the detailed development plan, except that no lot designed for a single family dwelling shall have a width of less than sixty-five feet (65FT) or a depth of less than one hundred ten feet (110FT). ***No single family is proposed- approximate setbacks are on the Development plan Exhibit C-2, Tab 4 and will be clearly defined at submission of Major Site Plan review.***
 - (2) In locations where the Planned Neighborhood Development District abuts other zoning districts, the minimum area and widths of yards and setbacks within the proposed Planned Development District shall be no less than the minimums required for such abutting districts unless specifically varied by approval of the Planning Commission. ***Setbacks meet or exceed requirements.***
 - (3) In review of lot and yard dimensions and the spacing of buildings, the Planning Commission shall consider the spacing necessary for adequate visual and acoustical privacy, adequate light and air, fire and emergency access, building configurations, energy-efficient siting, the relationships of building sites to circulation patterns, and the customary use of space surrounding dwellings for outdoor activities and facilities such as patios and decks.

12.20.17

- (f) Variances to the Subdivision Regulations. To the extent specifically provided in the Subdivision Regulations, the Planning Commission may vary the requirements for improvements as determined necessary and appropriate for the design and development of the Planned Development District.
(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.) ***No variances are requested as this shall be developed as one lot***

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

12.20.17

1187.06 SPECIAL PROVISIONS FOR AR-1, AR-2, AND AR-3 MULTIPLE FAMILY RESIDENCE DISTRICTS.

- (a) Purpose. Due to the unique challenges presented by multi-family dwellings, the purpose of this section is to provide design requirements that are applicable to all dwellings located in the AR-1, AR-2 and AR-3 multi-family residence districts. These regulations shall be in addition to the appearance standards for all dwellings listed in Section 1187.07.
- (b) Building Massing. The maximum number of dwelling units in all AR districts shall be four (4) per building. ***The plan proposes a mixture of 16 unit and 24 unit buildings***
- (c) Building Design. Multi-family residential structures shall incorporate architectural design details and elements which provide visual character and interest, avoiding flat planar walls and “box-like” appearances through the use of courtyards, balconies, offset planes and levels, deeply recessed or projecting windows, sloping roofs, and landscaped yards. Building entrances to multi-family dwelling units shall convey a sense of individual identity for each dwelling unit. ***See elevations for architectural character, Tab 8, Exhibit G-1***
- (d) Site Design. For multi-family developments, areas for the storage of items and equipment used for maintenance of the property should be stored in an area that is integrated into the design of the building. The use of freestanding storage sheds shall be avoided. ***Outdoor storage will not be allowed***
- (e) Open Space. Each multi-family residential development shall include open space areas, provided and maintained for recreational use as follows:
 - (1) Common open space shall be easily accessible and of sufficient size to be usable by residents. The minimum area for open space shall be thirty percent (30%) of the lot or parcel. ***See open space plan Tab 5, Exhibit D-2***
 - (2) Landscaping shall be integrated into the architectural scheme so as to accent and enhance appearance of the multi-family development. See concept landscape plans. ***Final landscape plans will be submitted with Major Site Plan review.***
- (f) Lighting. In addition to the general lighting regulations for all site plans, pedestrian walkways shall be illuminated unless they are otherwise illuminated by parking lot lighting. ***Lighting plans will be developed and submitted with Major Site Plan review***

1187.07 RESIDENTIAL APPEARANCE STANDARDS.

12.20.17

- (a) Purpose. The purpose of this section is to provide design requirements that are applicable to all dwellings located in residential districts. These requirements are designed to increase the quality of neighborhoods, to promote positive architectural appearance within residential areas, to encourage design flexibility and creativity, and to establish an interesting, aesthetically pleasing residential environment. It is also the intent of this section to promote durable, quality materials that will allow residential neighborhoods to endure and mature for future generations in the City. These requirements are minimum appearance requirements applicable to all dwellings in all districts, including Planned Neighborhood Development District, except as may be specifically approved by a development plan in that district. These guidelines shall also apply in the Historic Overlay District to the extent that they do not conflict with any adopted historic design guidelines.
- (b) Applicability. New buildings and structures, exterior remodeling and exterior changes of or to an existing building for which compliance with this Zoning Code is required shall be subject to review for compliance with the design standards in this section. However, the following buildings, physical improvements, and site developments are not subject to these standards:
- (1) Interior design and interior modifications to buildings or structures.
 - (2) Remodeling projects that do not involve changes in the architectural style of the building or structure, such as window and door openings, handrails, and stairways.
- (c) General Provisions.
- (1) The height and bulk of any proposed building and structure on the site should be in scale and in proportion with surrounding structures and not dominate the site or neighborhood. The exterior finish shall not have exposed rough lumber and shall have a minimum of a stucco application, wood or vinyl siding or similar material. **Siding will be a mixture of vinyl, precast stone, and asphalt shingles. 2 story units are proposed adjacent the existing single family to the west and are at a significant setback, whereas the 3 story buildings are located adjacent Taylor Road to create a streetscape. Refer to Exhibit G-1, Tab 8 for architectural elevations**
 - (2) All required site plans shall meet or exceed the minimum development standards (i.e., setbacks, open space, lighting standards, minimum parking and loading spaces, and landscaping requirements) established in this Zoning Code. **Major Site Plan review will address all these issues in detail**
 - (3) Building elevations, design characteristics and other architectural and aesthetic features shall not be unsightly, undesirable, or obnoxious in appearance; shall create an orderly and aesthetically pleasing

12.20.17

environment; and shall be harmonious and compatible with existing development in the area. **See architectural elevations Tab 8, Exhibit G-1**

- (4) New development or remodeling shall be designed in such a way as to upgrade the appearance and quality of the area.
- (5) No continuous wall is allowed to extend for more than forty feet (40FT) without a recess or change in plane. At least twenty-five percent (25%) of the front facade of any new single or two-family dwelling shall be clad in natural material.
- (6) New accessory structures or building additions shall match the existing bulk, color, roof design, architectural treatment, and materials of the main structure on the site. **None proposed**
- (7) All utility lines and conduit lines shall be incorporated into the building and not permitted on the exterior of any building. **Development shall comply**
- (8) Window and door security gates or guards shall not be installed on the exterior of the structure. (Ord. 83-16. Passed 9-12-16.) **Development shall comply.**

TABLE OF CONTENTS

APPLICATION

Tab 1

DEVELOPMENT PLAN TEXT

EXHIBITS

Tab 2

- EX. A-1 : Surrounding Property Owners

Tab 3

- EX. B-1 : Legal Description
- EX. B-2 : Zoning Exhibit/Boundary Survey

Tab 4

- EX. C-1 : Existing Conditions Plan
- EX. C-2 : Development Plan
- EX. C-3: Illustrative Plan

Tab 5

- EX. D-1 : Concept Landscape Plan
- EX. D-1.1 : Landscape Details
- EX. D-1.2 : Landscape Buffer Sections
- EX. D-1.3 : Landscape Buffer Sections
- EX. D-2 : Open Space Plan

Tab 6

- EX. E-1 : Storm Water Impact Study
- EX. E-2 : Sanitary Sewer Impact Study

Tab 7

- EX. F-1 : Traffic Analysis

Tab 8

- EX. G-1 : Architectural Elevations/Character

Exhibit “A-1” – Surrounding Property Owners

Exhibit “B-1. B-2, B-3” – Zoning Legal Description, Zoning Exhibit,

Exhibit “C-, C-2, C-3” –Existing Conditions Plan, Development Plan, and Illustrative Plan

Exhibit "D-1 through D-2" – Concept Landscape Plan, Landscape Details, Landscape Buffer Sections, and Open Space Plan.

Exhibit "E-1 and E-2" – Storm Water Impact Study and Sanitary Sewer Impact Study

Exhibit “F-1” – Traffic Analysis

Exhibit "G-1" – Architectural Elevations/Character

INNIS, WILLIAM H
1140 SANDERLING DR
REYNOLDSBURG OH 43068

DERUSE, RANDALL D
1175 SANDERLING DR
REYNOLDSBURG OH 43068

SAPP, JOANNE
1182 SANDERLING DR
REYNOLDSBURG OH 43068

YOUNG, BEULAH M-TR
1422 RESERVE DR
REYNOLDSBURG OH 43068

BARD, GLENN O-JR
9880 YANKEETOWN
CHENOWETH RD
MOUNT STERLING OH 43143

MURPHY DEVELOPMENT
CO/TAYLOR CHASE LLC,
4442 PROFESSIONAL PKWY
GROVEPORT OH 43125

MURPHY DEV CO/TAYLOR
CHASE LLC,
4442 PROFESSIONAL PKWY
GROVEPORT OH 43125

PACZULA, TERESA
8476 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

KROGER CO,
1014 VINE ST FL 7
CINCINNATI OH 45202

AH4R PROPERTIES LLC,
30601 AGOURA RD STE 200
AGOURA HILLS CA 91301

JONES, CRAIG A
1390 RESERVE DR
REYNOLDSBURG OH 43068

POKHREL, KRISHNA P
1220 RESERVE DR
REYNOLDSBURG OH 43068

CRAWFORD, JUSTIN E
1350 RESERVE DR
REYNOLDSBURG OH 43068

CURTIS, DAVID K
1400 RESERVE DR
REYNOLDSBURG OH 43068

HUMAGAI, DEVANDRA
1290 RESERVE DR
REYNOLDSBURG OH 43068

GREGORY, RONALD
1171 SANDERLING DR
REYNOLDSBURG OH 43068

STEPHENS, CONSTANCE J
8482 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

DUFFEY, MAYNARD J
1240 RESERVE DR
REYNOLDSBURG OH 43068

ELLIS, WANDA J
1320 RESERVE DR
REYNOLDSBURG OH 43068

BOLYARD, CHESTER L
1340 RESERVE DR
REYNOLDSBURG OH 43068

BOYLE III, LEO B
1380 RESERVE DR
REYNOLDSBURG OH 43068

TUBBS, MARK W
8431 MORNING DEW DR
REYNOLDSBURG OH 43068

STANLEY, CHARLES N
8421 MORNING DEW DR
REYNOLDSBURG OH 43068

BOYD III, LUTHER T
8412 GLENCREST DR
REYNOLDSBURG OH 43068

PURSELL, LAUREN M
1250 RESERVE DR
REYNOLDSBURG OH 43068

WHITE, WILLIAM D
8485 MORNINGDEW DR
REYNOLDSBURG OH 43068

PIPER, KELLY C
1179 SANDERLING DR
REYNOLDSBURG OH 43068

SMITH, NOLA J
1190 SANDERLING DR
REYNOLDSBURG OH 43068

YOUNG, BEULAH M-TR
1422 RESERVE DR
REYNOLDSBURG OH 43068

IRISH, MATTHEW C-CO-TR
1167 SANDERLING DR
REYNOLDSBURG OH 43068

FERGUSON, RONALD W
1194 SANDERLING DR
REYNOLDSBURG OH 43068

KNORR, CHRISTOPHER J
8411 MORNINGDEW DR
REYNOLDSBURG OH 43068

SHAW, JESSICA
8441 MORNINGDEW DR
REYNOLDSBURG OH 43068

CASSIDY, MATTHEW S
1230 RESERVE DR
REYNOLDSBURG OH 43068

DANKO, JOHN
1260 RESERVE DR
REYNOLDSBURG OH 43068

KLINE, KAREN
1310 RESERVE DR
REYNOLDSBURG OH 43068

HARRIS, RONALD P
1330 RESERVE DR
REYNOLDSBURG OH 43068

GRIMES, LINDA F
1370 RESERVE DR
REYNOLDSBURG OH 43068

SEALSCOTT, TIFFANY M
1280 RESERVE DR
REYNOLDSBURG OH 43068

MCCOY, JERALD R
8475 MORNING DEW DR
REYNOLDSBURG OH 43068

MOORE TR, ERMA C
1410 RESERVE DR
REYNOLDSBURG OH 43068

WATSON, IRAN E
1210 RESERVE DR
REYNOLDSBURG OH 43068

KASSAYE, HAILEYESUS T
1300 RESERVE DR
REYNOLDSBURG OH 43068

DUNIGAN NAGEL, BARBARA E
1186 SANDERLING DR
REYNOLDSBURG OH 43068

SEARLES, KEVIN T
8457 MORNINGDEW DR
REYNOLDSBURG OH 43068

HARTSELL, ROBBIE K
1270 RESERVE DR
REYNOLDSBURG OH 43068

SLEEPER, RAYMOND J-JR
8489 WILLET LN
REYNOLDSBURG OH 43068

FOSTER, LISA
8458 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

RINEHART, BETTY J
8483 WILLET LN UNIT 9-8483
REYNOLDSBURG OH 43068

INTSIFUL, MONIKA
8464 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

DEMISSIE, ASTER G
8451 MORNING DEW DR
REYNOLDSBURG OH 43068

SIGMAN, RICHARD W
8465 MORNING DEW DR
REYNOLDSBURG OH 43068

GRAY, CHARLES R
8422 GLENCREST DR
REYNOLDSBURG OH 43068

HAMMOND, THAAH K
PO BOX 371
REYNOLDSBURG OH 43068

ALBERT, DANIEL J
9197 TAYLOR RD
REYNOLDSBURG OH 43068

SHIRLEY, RONALD E
9227 TAYLOR RD
REYNOLDSBURG OH 43068

BAUMAN, JOSEPH-TR
9154 MINK RD
PATASKALA OH 43062

ENYART, JON A
8507 WILLET LN
REYNOLDSBURG OH 43068

LUCIUS, JOYCE A
8501 WILLET LN
REYNOLDSBURG OH 43068

WEBB, HENRIETTA L
1134 SANDERLING DR
REYNOLDSBURG OH 43068

BATDORFF, DAN M
1151 SANDERLING DR
REYNOLDSBURG OH 43068

HUNTER, JAY MARTIN
1155 SANDERLING DR
REYNOLDSBURG OH 43068

COBB, DOROTHY J
1178 SANDERLING DR
REYNOLDSBURG OH 43068

CASE, BENNETT A-TR
1143 SANDERLING DR
REYNOLDSBURG OH 43068

PARSONS, SANDRA I
1127 SANDERLING DR
REYNOLDSBURG OH 43068

BOSH, STEPHEN T
1139 SANDERLING DR
REYNOLDSBURG OH 43068

PASQUINELLI, ELMO A
1163 SANDERLING DR
REYNOLDSBURG OH 43068

CHAVE, KAY A
1159 SANDERLING DR
REYNOLDSBURG OH 43068

UMINSKI, PAUL EDWARD
1131 SANDERLING DR
REYNOLDSBURG OH 43068

KELLY, RICHARD W
1147 SANDERLING DR
REYNOLDSBURG OH 43068

MCKEE, DONNA J
1135 SANDERLING DR
REYNOLDSBURG OH 43068

24.3 ACRES

Situated in the State of Ohio, County of Licking, City of Reynoldsburg, located in Section 8, Township 16, Range 20, Refugee Lands being part of that 17.283 acre tract conveyed to Murphy Development/Taylor Chase LLC by deed of record in Instrument Number 200512080038925, those 1.648 acre and 6.725 acre tracts conveyed to Glen O. Bard Jr. by deeds of record in Official Record 187, Page 235, Official Record 778, Page 756 and Instrument Number 201006090010881 (all references refer to the records of the Recorder's Office, Licking County, Ohio) and being described as follows:

BEGINNING at the northwesterly corner of said 17.283 acre tract and the northeasterly corner of Lot 67 of that subdivision entitled "Reserve at Reynoldsburg Section 2, Part 1" of record in Plat Book 16, Page 354, being the southerly line of Lot 99 of that subdivision entitled "Stony Ridge Section 3" of record in Plat Book 13, Page 369;

Thence South 86° 20' 55" East, with the southerly line of said "Stony Ridge Section 3", a distance of 450.35 feet to a point;

Thence South 03° 25' 55" West, with the easterly line of said 17.283 acre tract and the westerly line of "Taylor Chase Condominium First Amendment" by deed of record in Instrument Number 200611170033548, a distance of 157.45 feet to a northeasterly corner of "Taylor Chase Condominium Second Amendment" by deed of record in Instrument Number 200704060008731;

Thence North 86° 07' 05" West, with the northerly line of said of "Taylor Chase Condominium Second Amendment", a distance of 135.38 feet to a northwesterly corner thereof;

Thence South 04° 17' 05" West, with the westerly line of said "Taylor Chase Condominium Second Amendment" and partly with the westerly line of "Taylor Chase Condominium Sixth Amendment" by deed of record in Instrument Number 201704180007921, a distance of 173.24 feet to a point;

Thence North 85° 42' 55" West, with the northerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 15.00 feet to a point;

Thence South 03° 39' 05" West, with the westerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 137.54 feet to a point;

Thence South 86° 20' 55" East, with the southerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 164.75 feet to a point;

Thence North 03° 52' 00" East, with the westerly line of said 6.725 acre tract, the easterly line of said "Taylor Chase Condominium Sixth Amendment" a distance of 10.50 feet to a point in the southerly line of "Taylor Chase Condominium Third Amendment" by deed of record in Instrument Number 20080220003719;

Thence South 86° 20' 55" East, with the southerly line of said Taylor Chase Condominium Third Amendment", the southerly line of "Taylor Chase Condominium" by deed of record in Instrument Number 200609200027540, a distance of 325.00 feet to a point in the westerly right of way line of Taylor Road;

Thence with the westerly right of way line of said Taylor Road, the easterly line of said 6.725 and 1.648 acre tracts, the following courses and distances:

South 03° 52' 00" West, a distance of 962.80 feet to a point;

South 13° 19' 44" West, a distance of 60.83 feet to a point; and

South 03° 52' 00" West, a distance of 104.05 feet to a northeasterly corner of that 8.877 acre tract conveyed to Kroger Company by deed of record in Instrument Number 200402260006620;

Thence North 86° 08' 41" West, with the northerly line of said 8.877 acre tract and the northerly line of that 1.567 acre tract conveyed to Beulah M. Young, Trustees by deed of record in Instrument Number 201107060012423, a distance of 780.38 feet to a point in the easterly line of Lot

24.3 ACRES**-2-**

11 of that subdivision entitled “Reserve at Reynoldsburg Section 1” of record in Plat Book 16, Page 239;

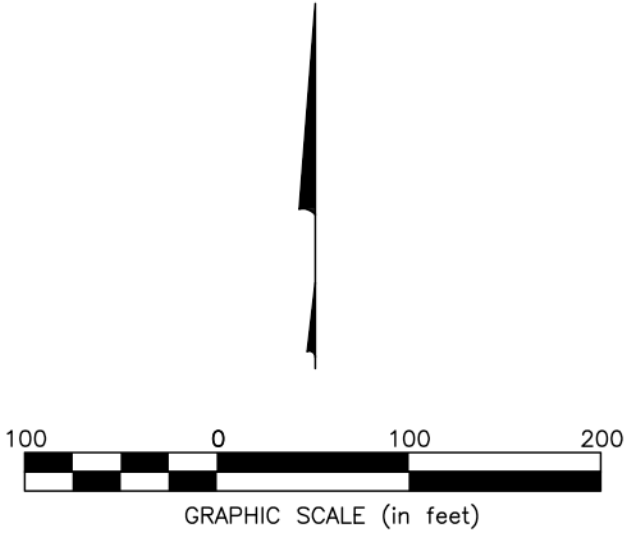
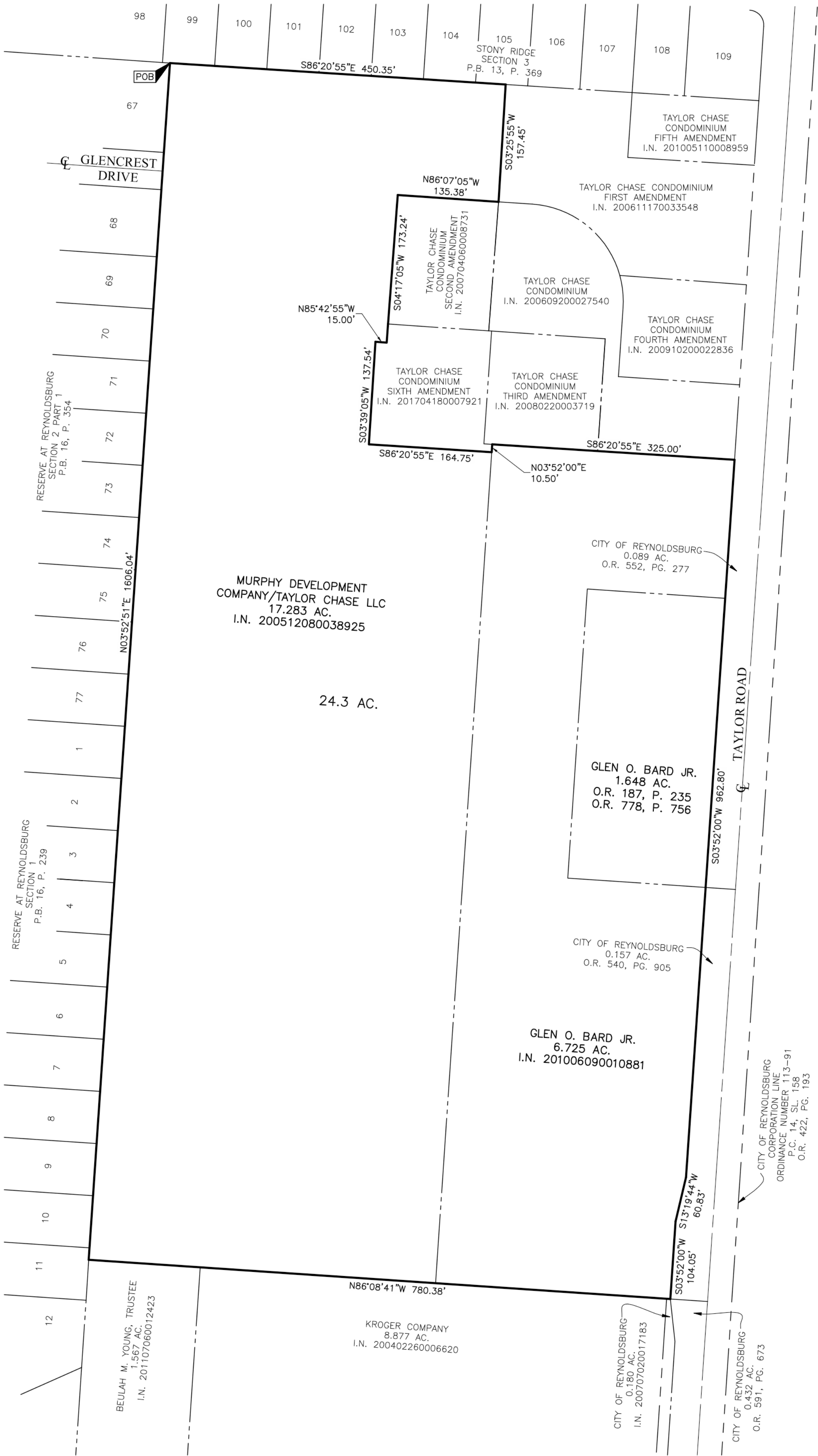
Thence North 03° 52' 51" East, the easterly line of said “Reserve at Reynoldsburg Section 1” the easterly line of said “Reserve at Reynoldsburg Section 2, Part 1”, a distance of 1606.04 feet to the POINT OF BEGINNING, containing 24.3 acres, more or less.

EVANS, MECHWART, HAMBELTON & TITLON, INC.

JCD:tmd
24_3 AC 20171345-VS-ZONE

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

ZONING EXHIBIT
SECTION 8, TOWNSHIP 16, RANGE 20
REFUGEE LANDS
CITY OF REYNOLDSBURG, COUNTY OF LICKING, STATE OF OHIO



EMH&T Evans, Mechwart, Hambleton & Tilton, Inc. Engineers • Surveyors • Planners • Scientists 5500 New Albany Road, Columbus, OH 43054 Phone: 614.775.4500 Toll Free: 888.775.3648 emht.com			Date: November 14, 2017
			Scale: 1" = 100'
			Job No: 2017-1345
			Sheet: B-2
REVISIONS			
MARK	DATE	DESCRIPTION	

J:\2017\1345\DWG\CASHEETS\EXHIBITS\20171345-V6-ZONE.DWG plotted by DROMA, THERESA on 11/14/2017 9:10:19 AM last saved by TDRAMA on 11/14/2017 9:09:36 AM



SITE DATA:

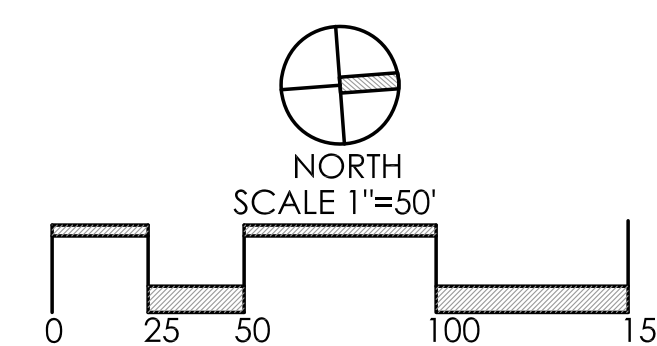
TOTAL AC = +/- 24.3 AC
 TOTAL UNITS = 240 UNITS
 DENSITY = +/- 9.88 DU/AC
 1 BEDROOMS = 48 UNITS
 2 BEDROOMS = 192 UNITS
 SURFACE PARKING = 433 SPACES
 GARAGE PARKING = 66 SPACES
 TOTAL PARKING = 499 SPACES (2.08/UNIT)

EXISTING CONDITIONS PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
 DATE: 12-20-2017

EXHIBIT C-1



Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE

243 N. 5th Street Suite 401 Columbus, OH 43215
 p (614) 487-1964 www.farisplanninganddesign.com

Packet Pg. 70

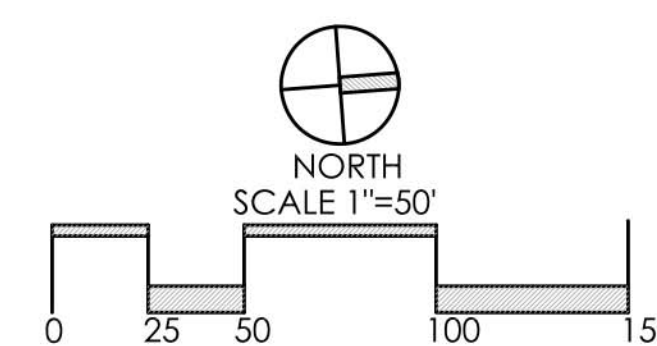


ILLUSTRATIVE PLAN

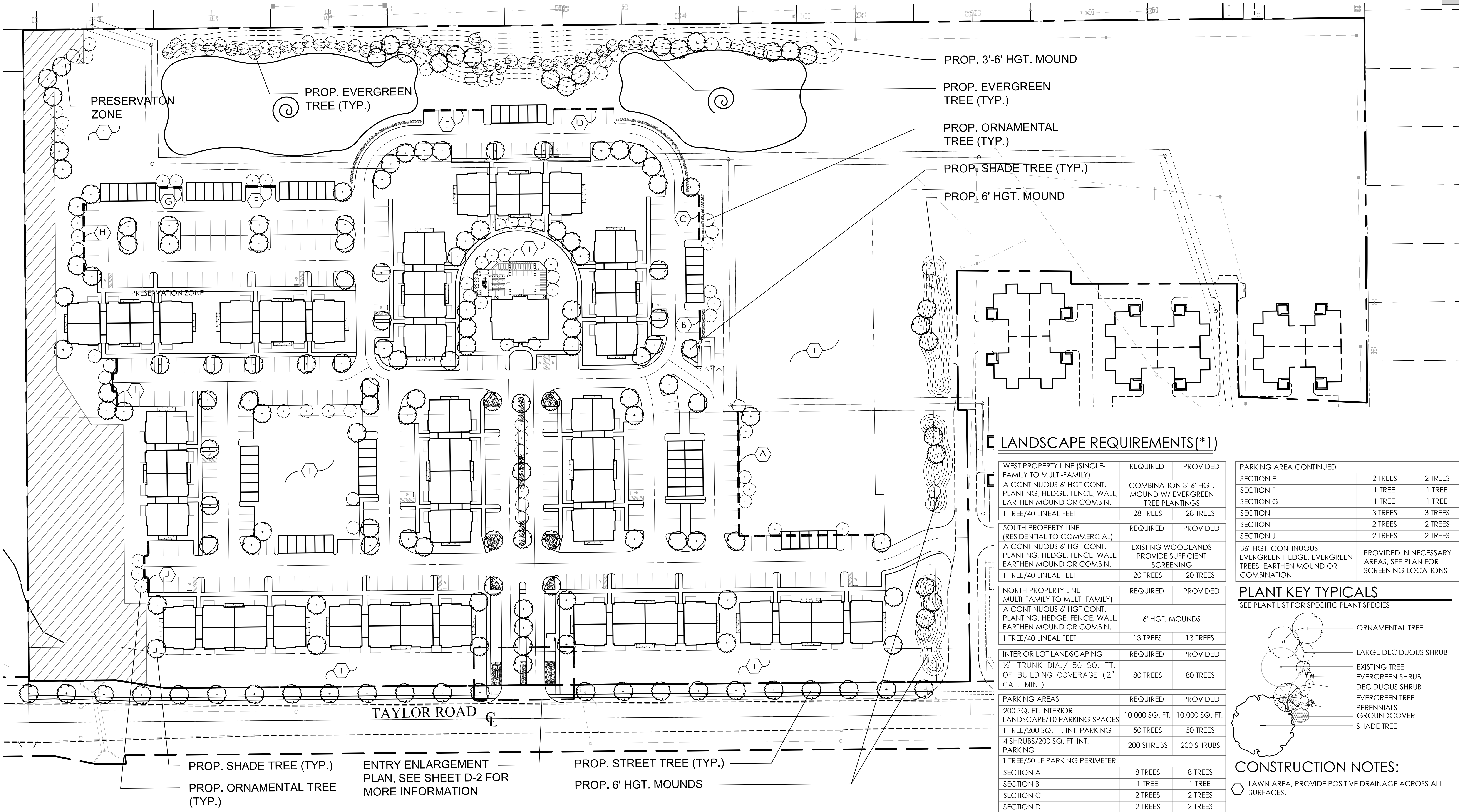
TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
 DATE: 12-20-2017

EXHIBIT C-3



Faris Planning & Design
 LAND PLANNING g LANDSCAPE ARCHITECTURE
 243 N. 5th Street Suite 401 Columbus, OH 43215
 p (614) 487-1964 www.farisplanninganddesign.com



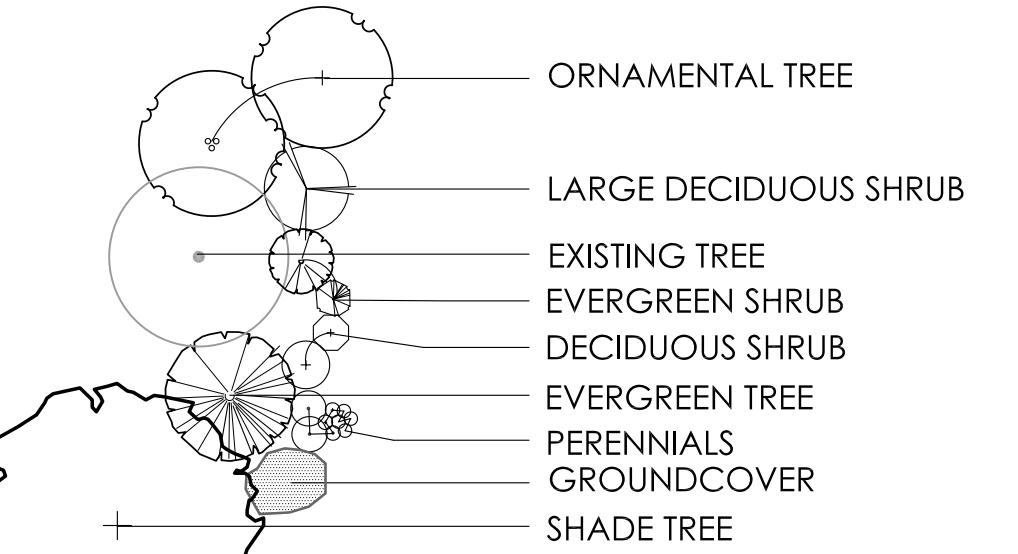
LANDSCAPE REQUIREMENTS(*1)

WEST PROPERTY LINE (SINGLE-FAMILY TO MULTI-FAMILY) A CONTINUOUS 6' HGT CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN. 1 TREE/40 LINEAL FEET	REQUIRED COMBINATION 3'-6' HGT. MOUND W/ EVERGREEN TREE PLANTINGS 28 TREES	PROVIDED 28 TREES
SOUTH PROPERTY LINE (RESIDENTIAL TO COMMERCIAL) A CONTINUOUS 6' HGT CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN. 1 TREE/40 LINEAL FEET	REQUIRED EXISTING WOODLANDS PROVIDE SUFFICIENT SCREENING 20 TREES	PROVIDED 20 TREES
NORTH PROPERTY LINE (MULTI-FAMILY TO MULTI-FAMILY) A CONTINUOUS 6' HGT CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN. 1 TREE/40 LINEAL FEET	REQUIRED 6' HGT. MOUNDS 13 TREES	PROVIDED 13 TREES
INTERIOR LOT LANDSCAPING 1/2" TRUNK DIA./150 SQ. FT. OF BUILDING COVERAGE (2" CAL. MIN.)	REQUIRED 80 TREES	PROVIDED 80 TREES
PARKING AREAS 200 SQ. FT. INTERIOR LANDSCAPE/10 PARKING SPACES 1 TREE/200 SQ. FT. INT. PARKING 4 SHRUBS/200 SQ. FT. INT. PARKING 1 TREE/50 LF PARKING PERIMETER	REQUIRED 10,000 SQ. FT. 50 TREES 200 SHRUBS 8 TREES	PROVIDED 10,000 SQ. FT. 50 TREES 200 SHRUBS 8 TREES
SECTION A	8 TREES	8 TREES
SECTION B	1 TREE	1 TREE
SECTION C	2 TREES	2 TREES
SECTION D	2 TREES	2 TREES

PARKING AREA CONTINUED		
SECTION E	2 TREES	2 TREES
SECTION F	1 TREE	1 TREE
SECTION G	1 TREE	1 TREE
SECTION H	3 TREES	3 TREES
SECTION I	2 TREES	2 TREES
SECTION J	2 TREES	2 TREES
36" HGT. CONTINUOUS EVERGREEN HEDGE, EVERGREEN TREES, EARTHEN MOUND OR COMBINATION	PROVIDED IN NECESSARY AREAS, SEE PLAN FOR SCREENING LOCATIONS	

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



CONSTRUCTION NOTES:

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

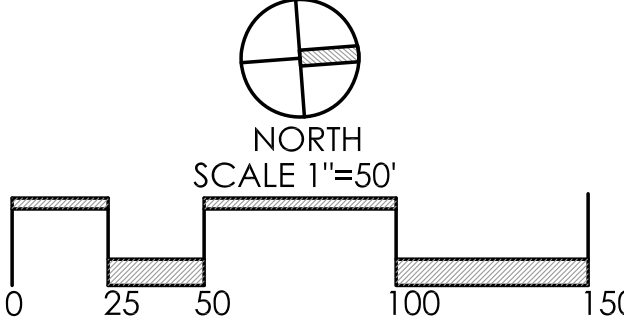
OVERALL LANDSCAPE PLAN CONCEPT

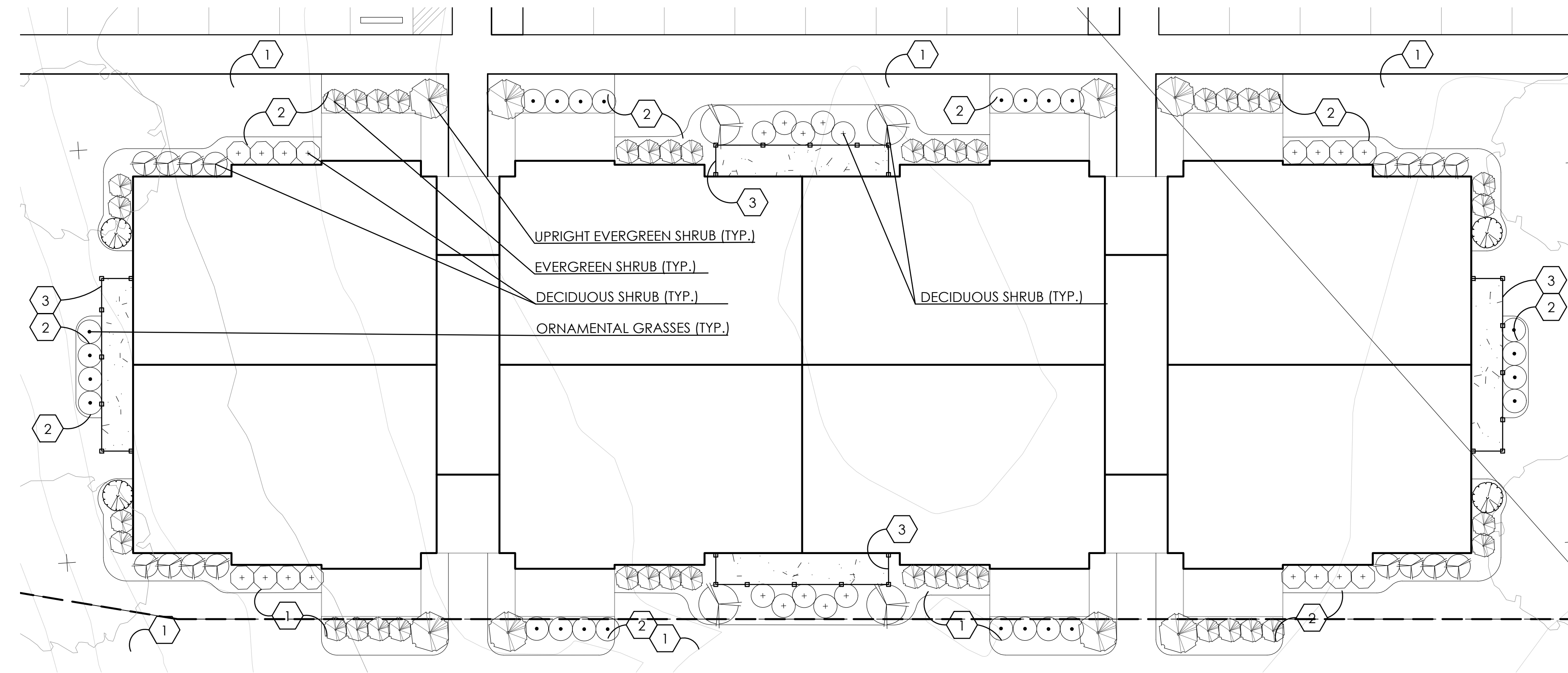
TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

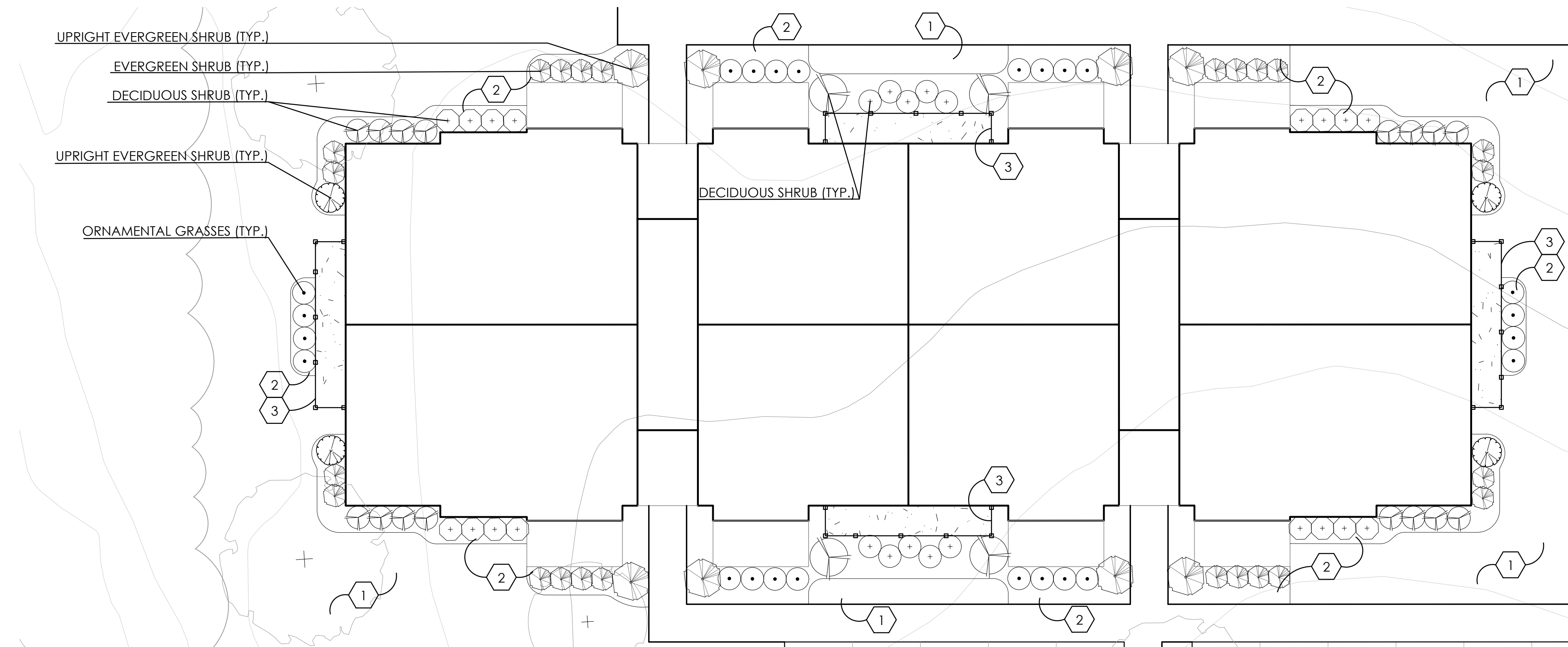
DATE: 12-20-2017

EXHIBIT D-1

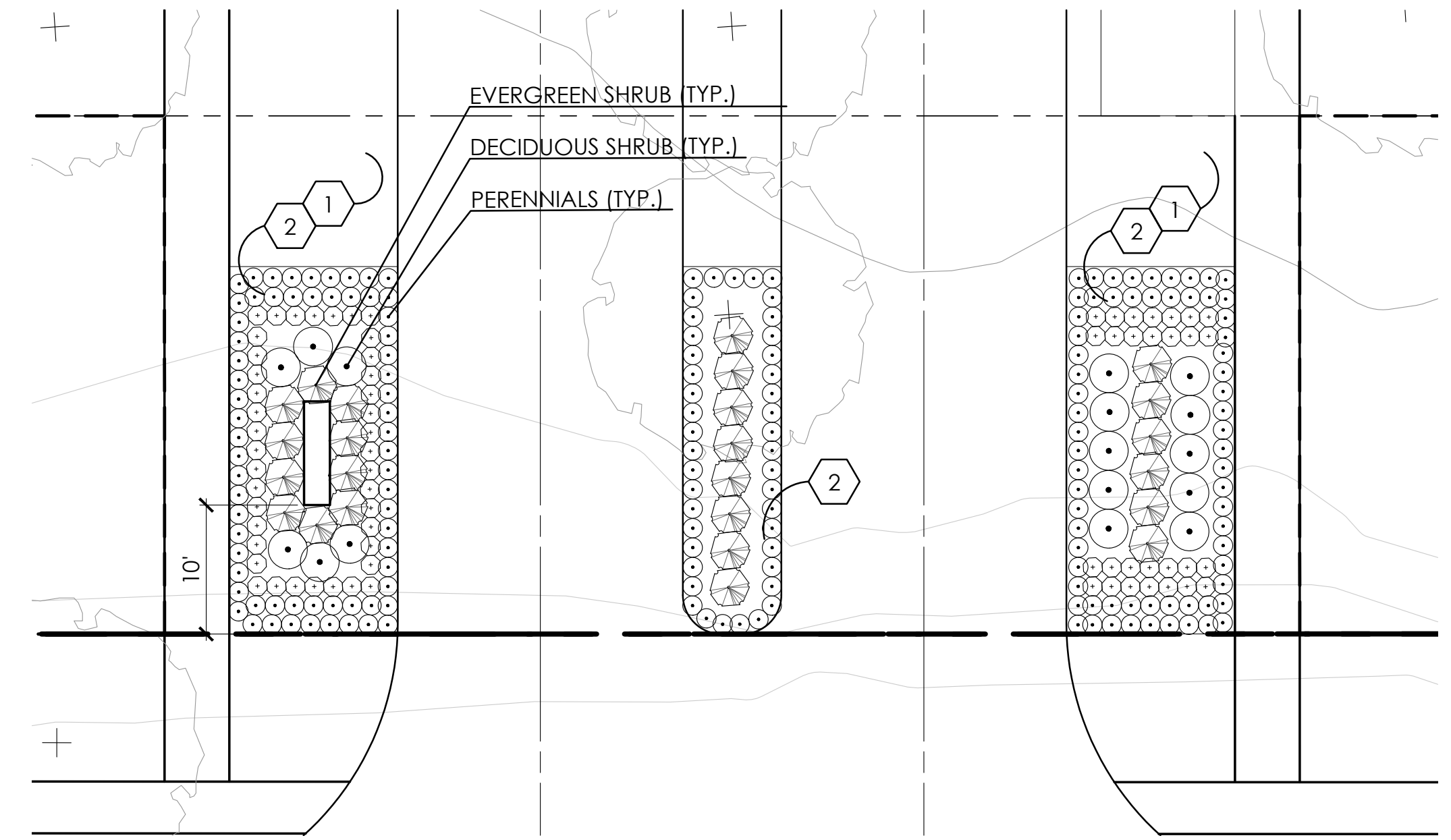




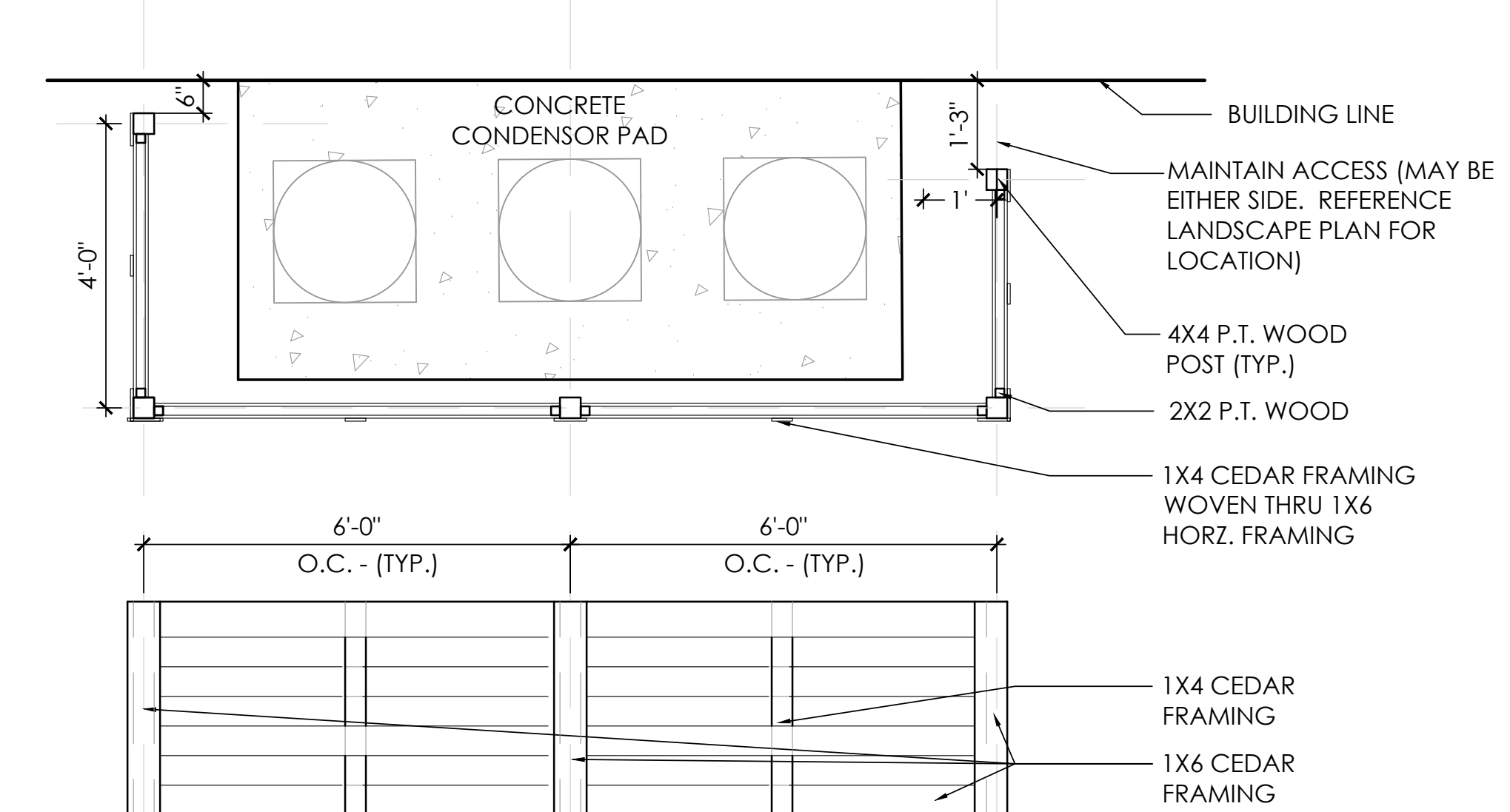
1 TYPICAL 3-STORY BUILDING PLANTING
SCALE: 1"=10'



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



3 ENTRY FEATURE PLANTING
SCALE: 1"=10'

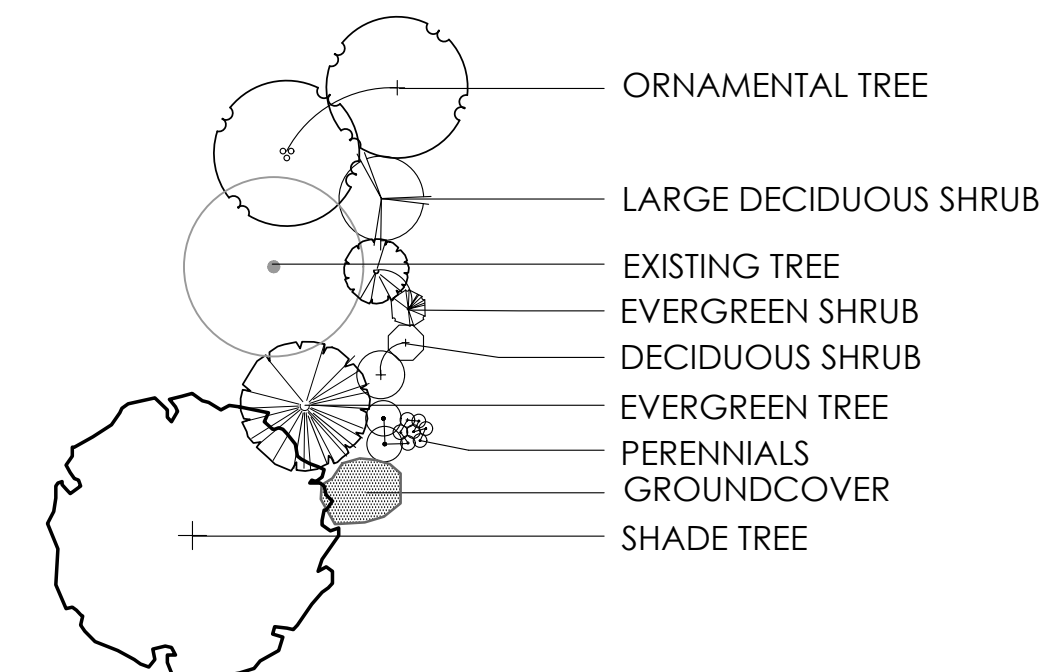


NOTE: FENCE SHALL BE PAINTED TO MATCH SHUTTERS OF ITS ASSOCIATED BUILDING.

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

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



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, THIS SHEET, AND ARCHITECT'S PLANS.

TYPICAL BUILDING PLANTINGS & ENTRY FEATURE CONCEPT

TAYLOR ROAD & E. MAIN STREET

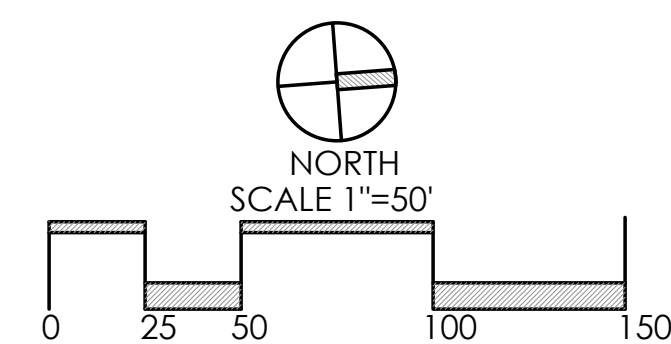
PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017

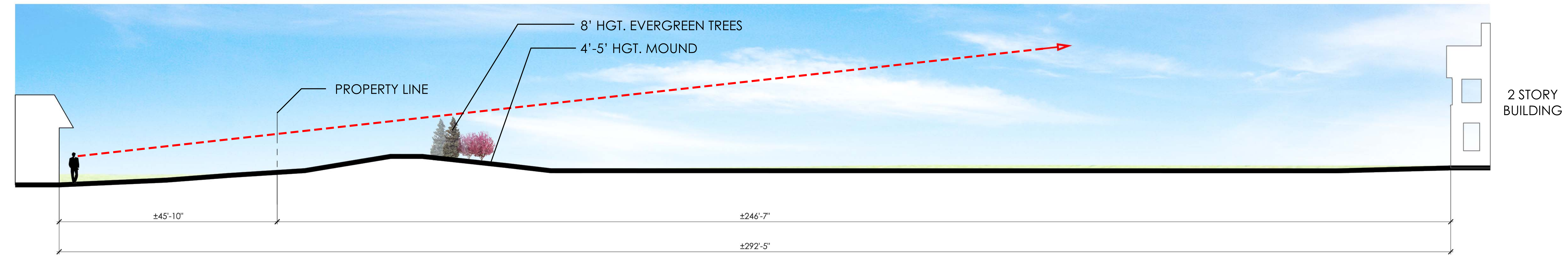
EXHIBIT D-1.1

Faris Planning & Design

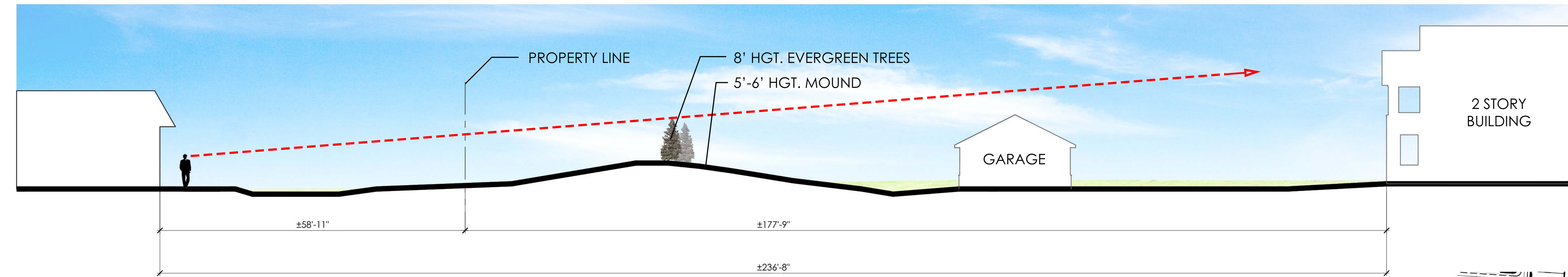
LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com

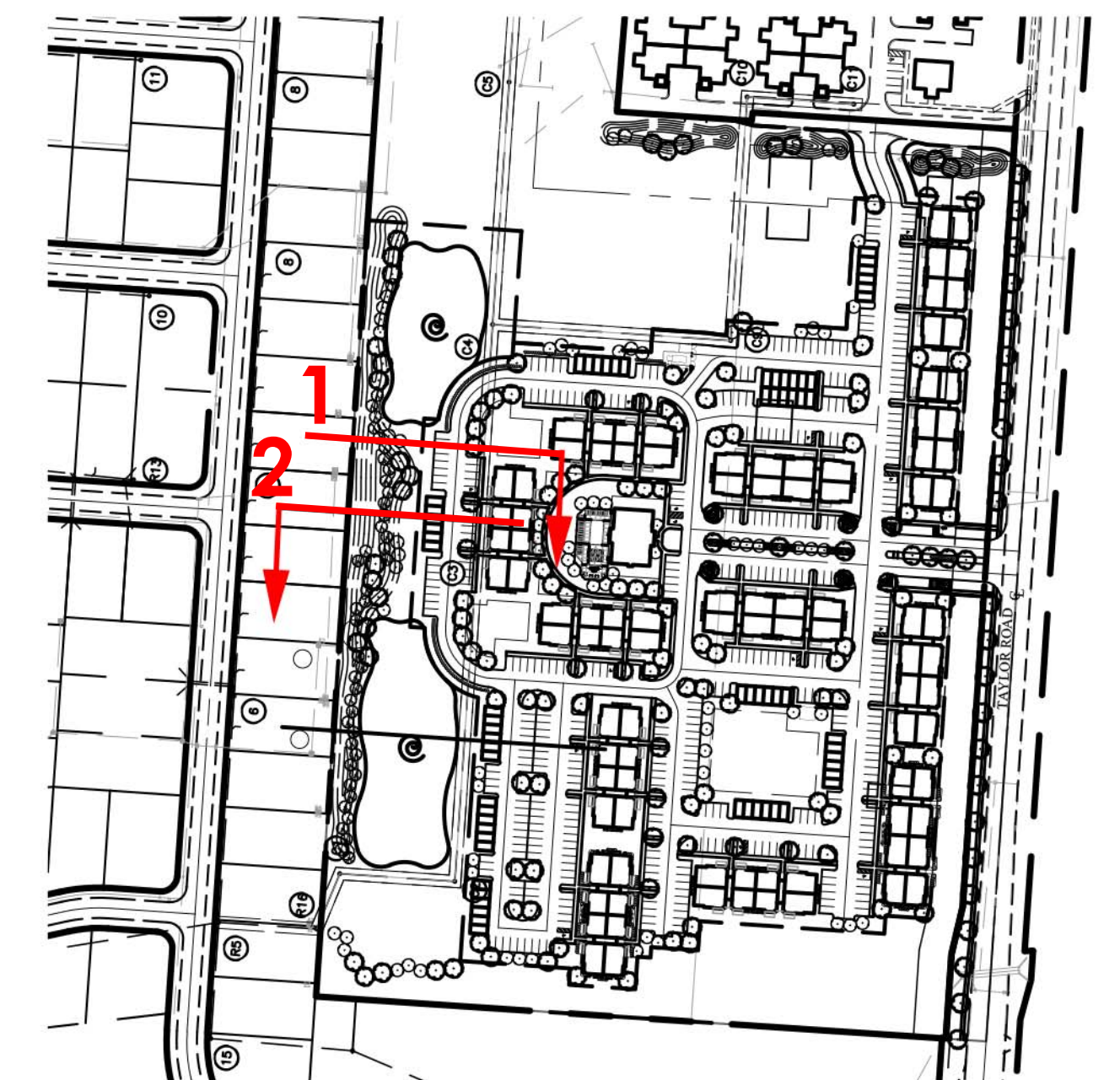




1 LANDSCAPE BUFFER SECTION ONE
SCALE: 1"=10'



2 LANDSCAPE BUFFER SECTION TWO
SCALE: 1"=10'



4 SECTION KEY MAP
SCALE: 1"=200'

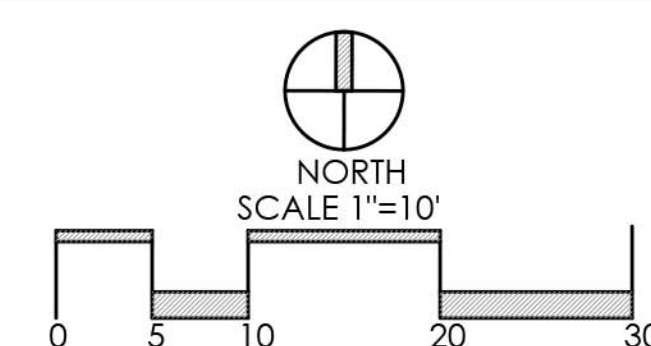
Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93668370 Taylor Road SW, Metro Dev)

LANDSCAPE BUFFER SECTIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017

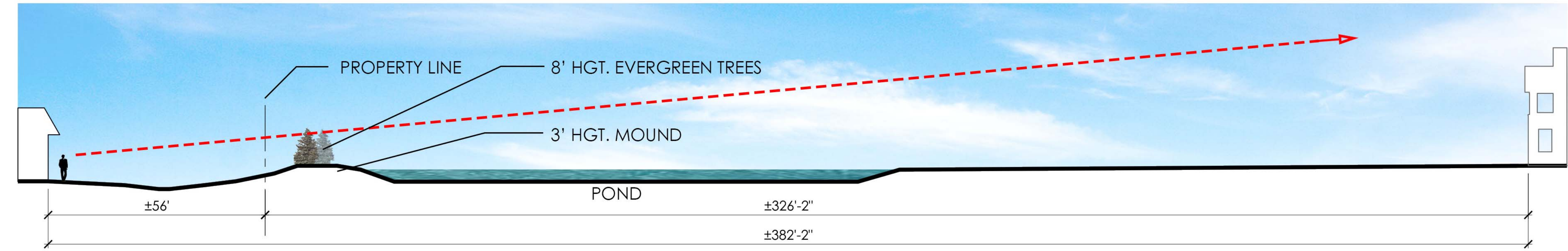
EXHIBIT D-1.2



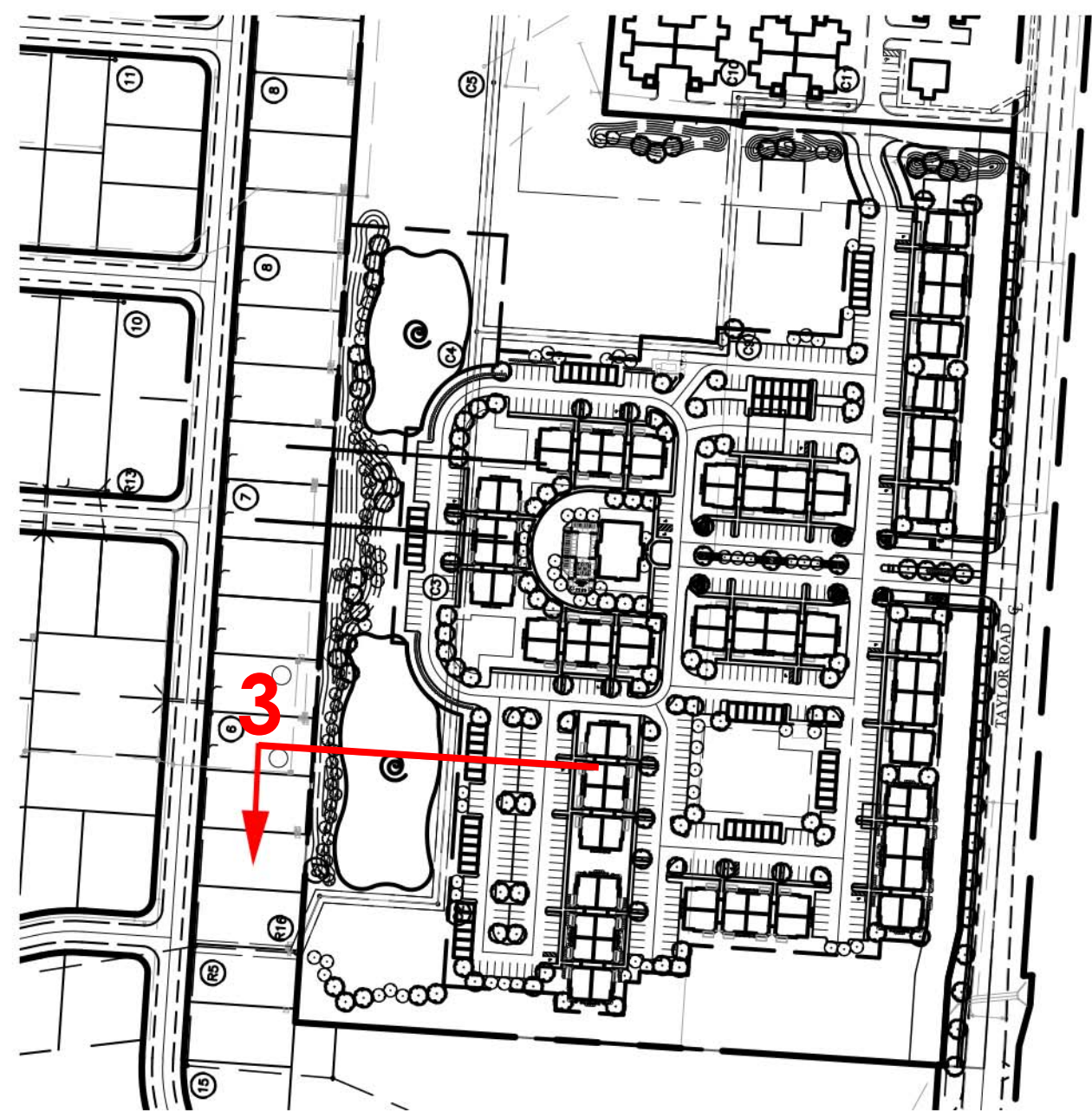
Faris Planning & Design

LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com



1 LANDSCAPE BUFFER SECTION THREE
SCALE: 1"=16'



2 SECTION KEY MAP
SCALE: 1"=200'

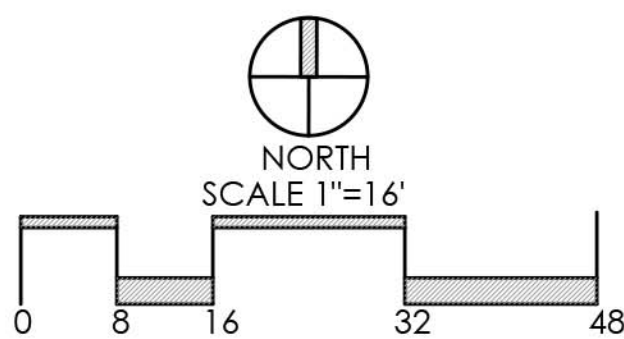
Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93668370 Taylor Road SW, Metro Dev)

LANDSCAPE BUFFER SECTIONS

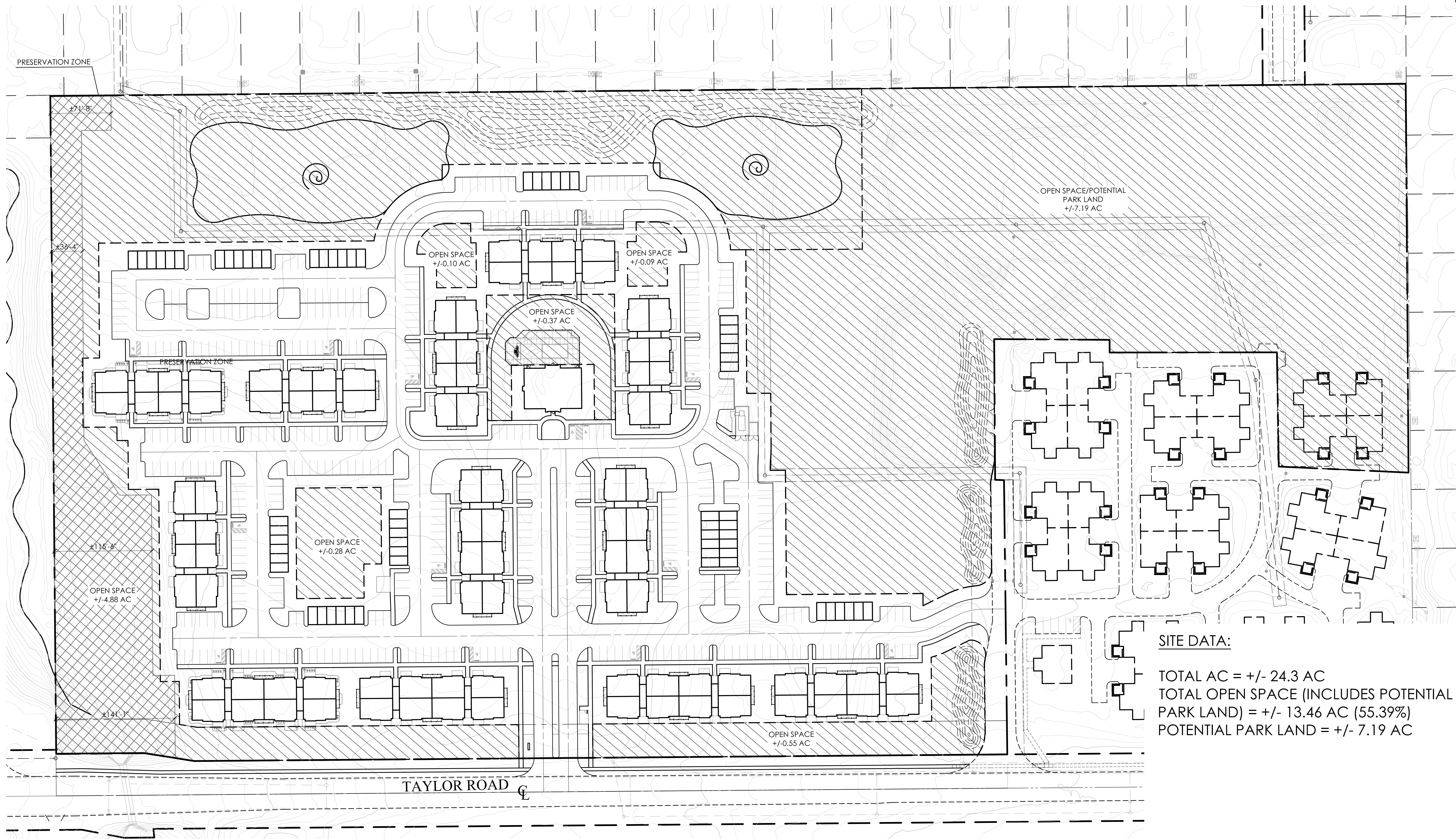
TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017

EXHIBIT D-1.3



Faris Planning & Design
LAND PLANNING LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanninganddesign.com



SITE DATA:

TOTAL AC = +/- 24.3 AC
 TOTAL OPEN SPACE (INCLUDES POTENTIAL
 PARK LAND) = +/- 13.46 AC (55.39%)
 POTENTIAL PARK LAND = +/- 7.19 AC

OPEN SPACE PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
 DATE: 12-20-2017

EXHIBIT D-2

Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE
 243 N. 5th Street Suite 401 Columbus, OH 43215
 p (614) 487-1964 www.farisplanninganddesign.com

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? 72,000 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? 96,000 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).

1774 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
<u>129</u> AM	<u>110</u> AM	<u>129</u> AM
<u>160</u> PM	<u>129</u> PM	<u>160</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.)

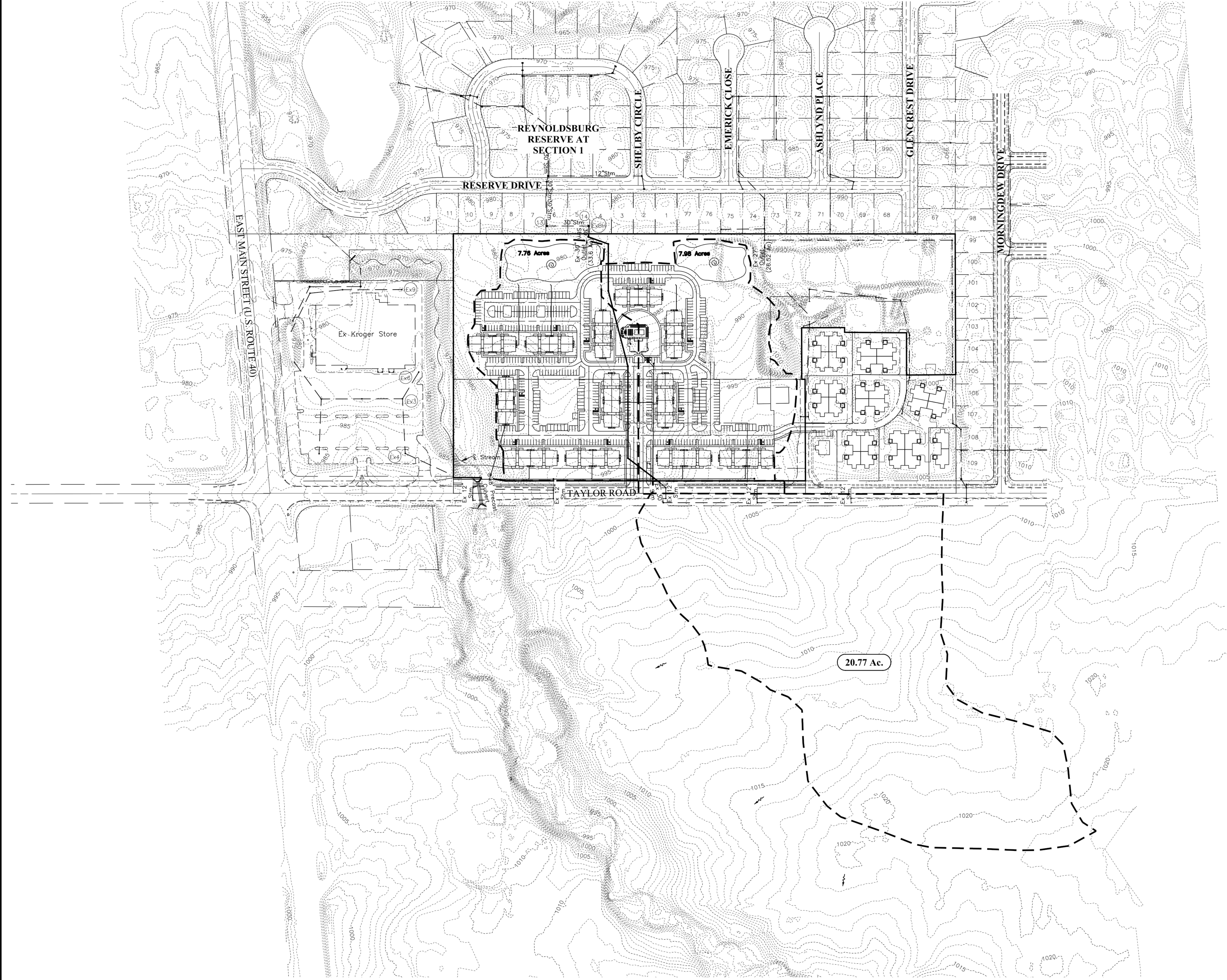
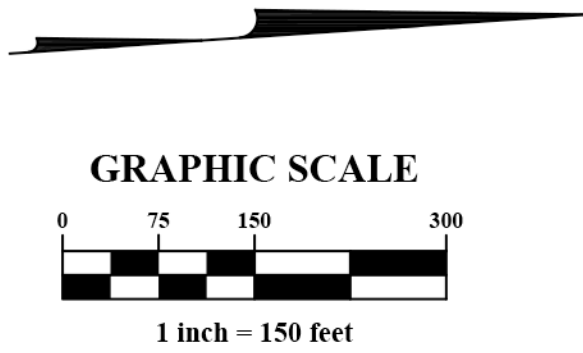
 There are less than 50 Peak Hour trips anticipated. (No additional requirements.)

- 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

12-19-17
Date



DRAINAGE SUMMARY
This project will utilize wet detention basins on the west side of the development to meet Ohio EPA water quality and City peak flow rate requirements. The basins will discharge to existing catch basins along the rear lot line of properties along Reserve Drive that were sized to take in the majority of the development and offsite areas east of Taylor Road. Offsite area shown east of Taylor Road currently flow through the site within an existing swale that connects to a catch basin on one of the lots along Reserve Drive. This swale will be piped and continue to directly convey offsite flows to the existing catch basin.

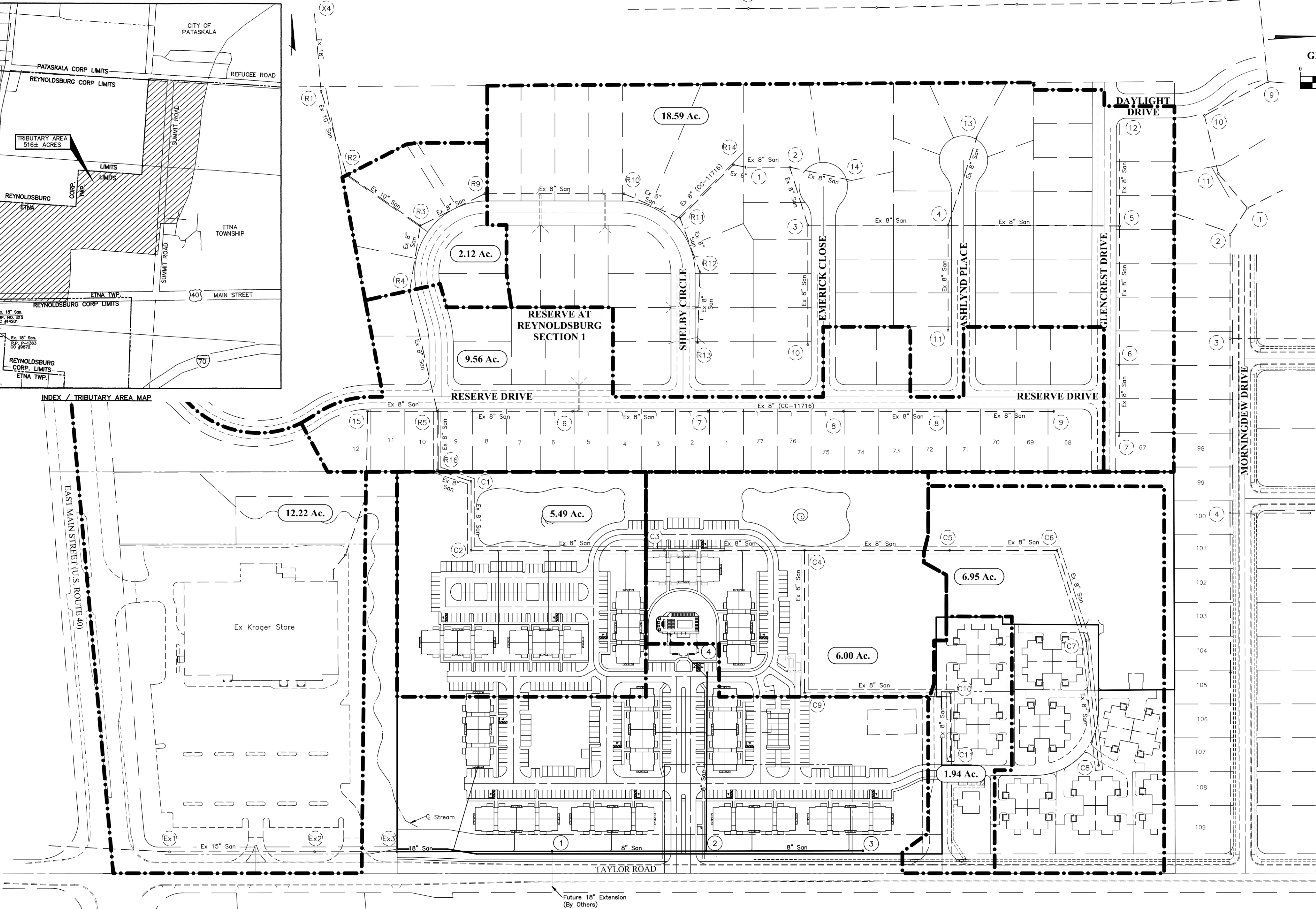
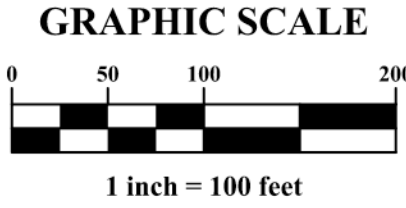
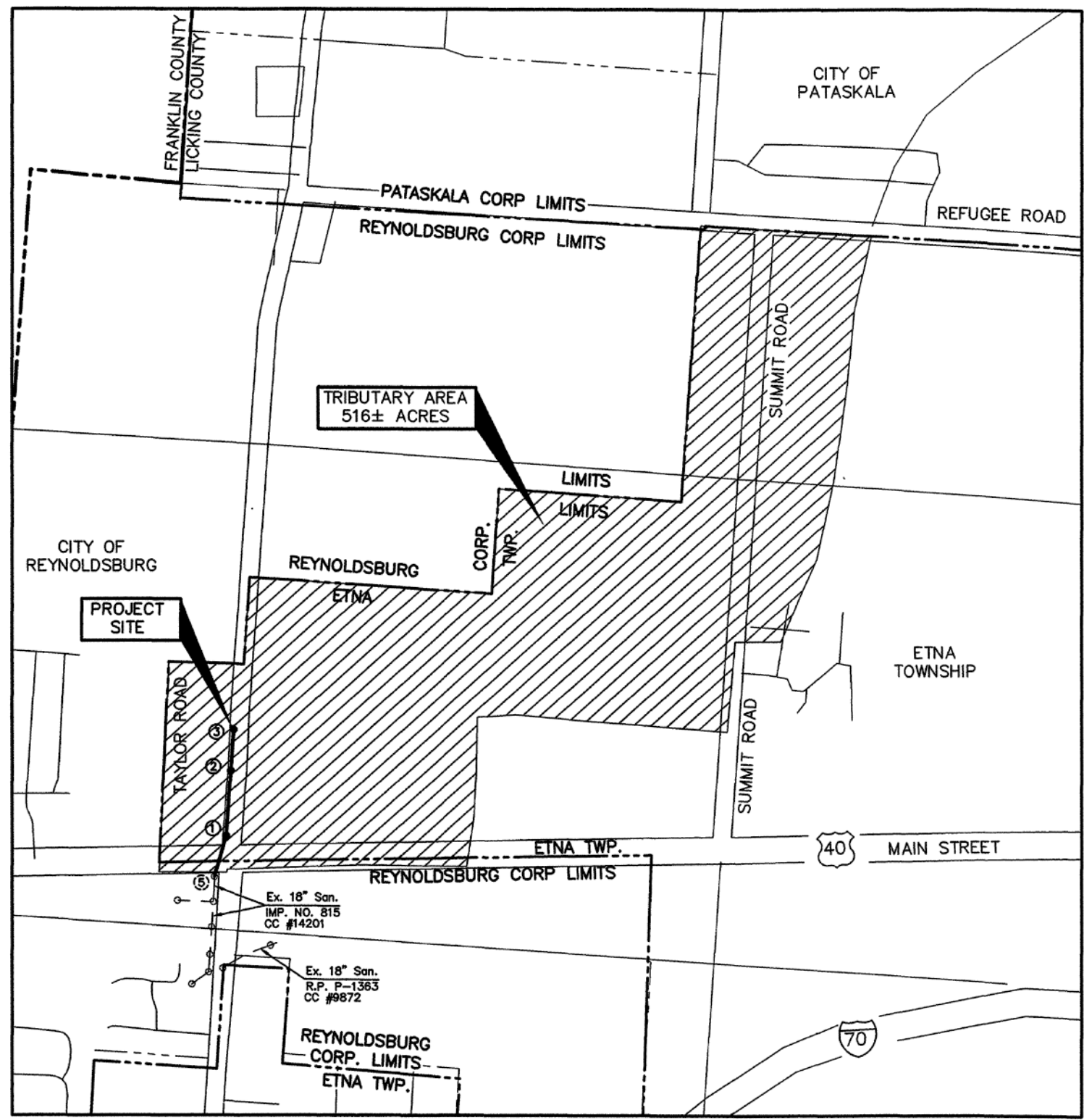
REVISIONS		
MARK	DATE	DESCRIPTION



REYNOLDSBURG, OHIO
EXHIBIT
FOR
METRO-TAYLOR
DRAINAGE IMPACT STUDY

EMHT
E.M.H.T. Engineering & Mapping, Inc.
Engineers • Surveyors • Planners
5500 New Albany Road, Columbus, OH 43254
Phone: 614.775.4500 Toll Free: 888.775.3448
emht.com

DATE
December 2017
SCALE
1" = 150'
JOB NO.
20171345
SHEET
E-1



SANITARY SUMMARY
11.49 Acres of the proposed 24.3 Acre tract will discharge into the existing 8" sanitary sewer serving the Reserve at Reynoldsburg (See attached sewer calculations). The remainder of the proposed development will be serviced by the 15" subtrunk currently ending at the NE corner of the Kroger parcel.

MARK	DATE	DESCRIPTION



REYNOLDSBURG, OHIO
EXHIBIT
FOR
METRO-TAYLOR
SANITARY SEWER IMPACT STUDY



DATE
December 2017

SCALE
1" = 100'

JOB NO.
20171345

SHEET
E-2



SANITARY SEWER COMPUTATION SHEET

Project: Taylor Road Multi-family
Job No.: 2017-1345

Date: 12/12/17

By: RH

Checked: initials

Revised:

SHT
1

Average Sanitary Flow: 0.0002 cfs per person @ 130 gpd

infiltration: 0.0030 cfs per acre

Peak Factor: Columbus

M.H. #	Struc. Index	Station	Area (Acres)		Population			Rates of Flow (C.F.S.)					Sewer Data (n = 0.013)						Inverts		
			Trib.	Total	Per Ac.	Incr.	Total	Avg	PF	Peak	Infil	Design	Length	Size	Slope %	V fps.	Q cfs.	Q %Full	In	Out	TC
C5	MH4		6.95		18	125.1	125.1	0.025	3.5	0.088	0.021	0.11							31.27	31.27	0.00
Manhole Type C			0.00	6.95	18								299.74	8	0.62%	2.7	1.0	11.4%			
AA-S102																					
C4		19+55.95	1.94		18	196.9	322.0	0.065	3.5	0.23	0.045	0.27							29.31	29.41	0.00
			6.00	14.89	27								289.59	8	0.57%	2.6	0.9	29.7%			
C3		16+66.36	5.49		27	148.2	470.3	0.095	3.5	0.33	0.061	0.39							27.56	27.66	0.00
			0.00	20.38	27								401.07	8	0.42%	2.2	0.8	49.9%			
C2		12+65.29	0.00		27	0.0	470.3	0.095	3.5	0.33	0.061	0.39							25.78	25.88	0.00
			0.00	20.38	27								154.59	8	2.89%	5.9	2.1	19.0%			
C1		11+10.70	0.00		27	0.0	470.3	0.095	3.5	0.33	0.061	0.39							21.21	21.31	0.00
			0.00	20.38	27								71.48	8	9.61%	10.8	3.8	10.4%			
R16		10+39.22	0.00		11	0.0	470.3	0.095	3.5	0.33	0.061	0.39							14.24	14.34	0.00
			0.00	20.38	11								120.00	8	0.50%	2.5	0.9	45.8%			
R5		9+19.22	9.56		11	227.4	697.6	0.140	3.5	0.49	0.126	0.62							13.54	13.64	0.00
			12.22	42.16	10								253.08	8	1.10%	3.6	1.3	48.6%			
R4		6+66.14	0.00		11	0.0	697.6	0.140	3.5	0.49	0.126	0.62							10.66	10.76	0.00
			0.00	42.16	11								140.06	8	1.40%	4.1	1.4	43.1%			
R3		5+26.08	20.71		11	227.8	925.4	0.186	3.5	0.65	0.189	0.84							8.54	8.70	0.00
			0.00	62.87	11								185.67	10	0.60%	3.1	1.7	49.4%			
R2		3+40.41	0.00		11	0.0	925.4	0.186	3.5	0.65	0.189	0.84							7.33	7.43	0.00
			0.00	62.87	11								179.26	10	3.30%	7.3	4.0	21.0%			
R1		1+61.15	0.00		11	0.0	925.4	0.186	3.5	0.65	0.189	0.84							0.74	1.41	0.00
			0.00	62.87	11								161.15	18	0.40%	3.8	6.7	12.6%			
X4		0+00.00	0.00		11	0.0	925.4	0.186	3.5	0.65	0.189	0.84							0.00	0.10	0.00
			0.00	62.87	11								0.00	18	0.16%	2.4	4.2	19.9%			

9366 & 9370 Taylor Road Traffic Access Study

Prepared For:

Metro Development

Prepared By:



SMART
SERVICES, INC.



1900 Crown Park Court, Suite E
Columbus, OH 43235
(614) 914-5543

December 2017

SSI Project #: 720501

© Smart Services, Inc., 2017
All Rights Reserved

9366 & 9370 Taylor Road Traffic Access Study

Prepared For:

Metro Development
470 Olde Worthington Road, Suite 100
Westerville, OH

Telephone: (614) 540-2400

Prepared By:

Smart Services, Inc.
1900 Crown Park Court, Suite E
Columbus, OH 43235

Telephone: (614) 914-5543
e-mail: tstanhope@smartservices-inc.com

Under the direction of:



Registered Engineer No. E-64507, Ohio

12-08-2017

Date



December 2017

TABLE OF CONTENTS

Background	1
Existing Conditions	1
Projected Site Traffic	1
2018 and 2028 Traffic	5
Traffic Analyses	5
Conclusions	5

APPENDIX

General Correspondence
Traffic Counts
Referenced Exhibits
Turn Lane Warrant Graphs

BACKGROUND

Metro Development, LLC is proposing to develop a site with approximately 240 multi-family units in a combination of two and three story buildings. The site is located on the west side of Taylor Road between Main Street (US 40) and Taylor Chase Drive. Figure 1 shows the location of the site. One full access is proposed on Taylor Road. In addition, there is also access to Taylor Chase Drive in the development to the north which also has access to Taylor Road. The permitting agency for the access on Taylor Road is the City of Reynoldsburg. Figure 2 shows the proposed site layout.

Per Section 3A of the *Reynoldsburg Development Handbook*, a traffic access study (TAS) is required if peak hour trip ends are between 50-200 trip ends. The scope of the TAS is contained in a Memo of Understanding (MOU) that was submitted to the City Engineer on November 20, 2017. A copy of the MOU is in the Appendix.

EXISTING CONDITIONS

Taylor Road is a three-lane section (including a center two-way left turn lane) at the site access. The speed limit is 35 MPH. As part of the project, peak hour (7-9 AM and 4-6 PM) turning movement counts were taken at Taylor Road & the Kroger Access. The volumes on the north leg of the intersection were the basis of the existing through traffic at the site access.

PROJECTED SITE TRAFFIC

Trip Generation

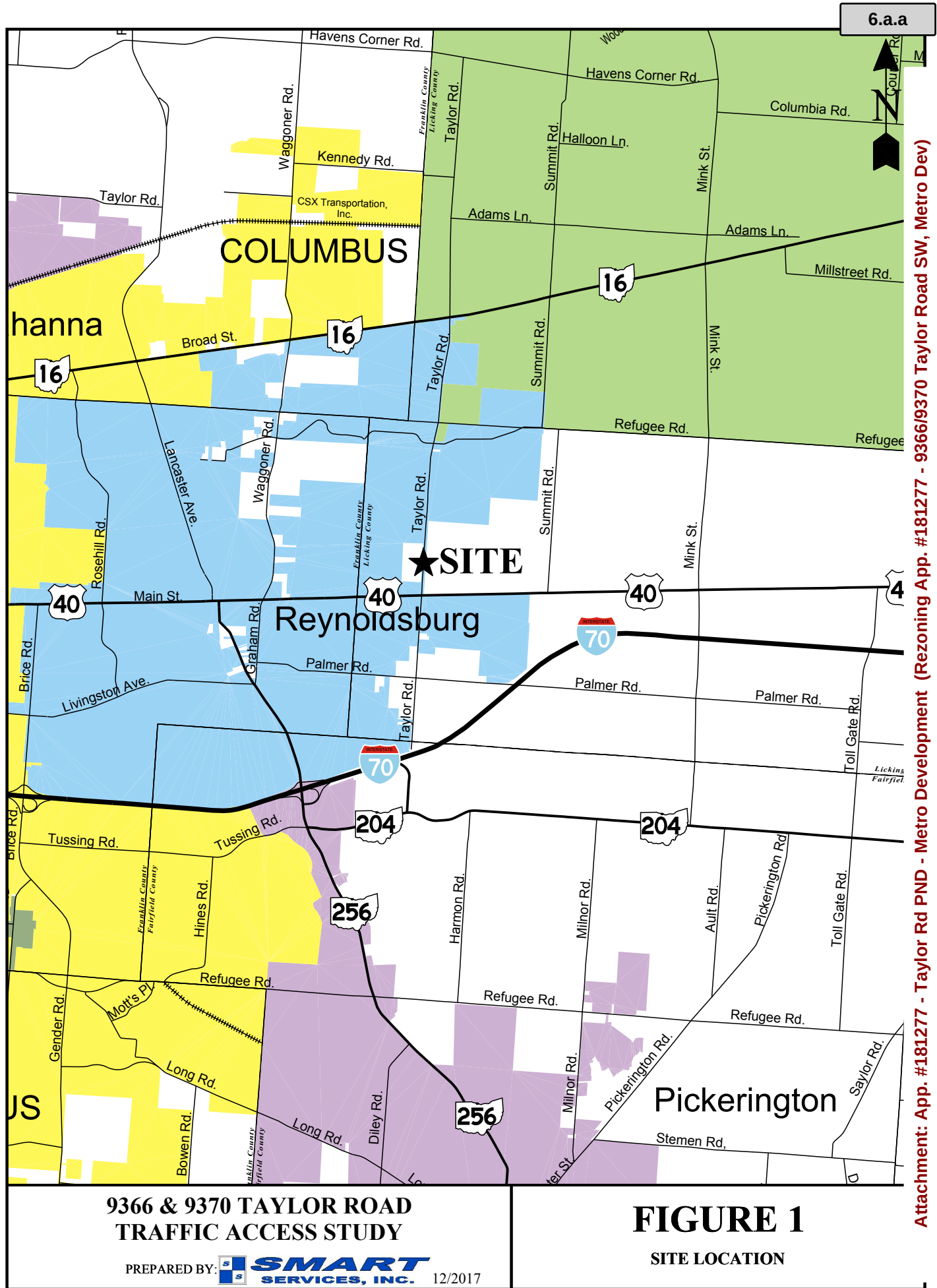
The accepted method for computing trip generation in the traffic engineering profession is *Trip Generation, 10th Edition* published by the Institute of Transportation Engineers (ITE). This report provides trip rates for different land uses based on data from sample sites in each category. The proposed land use is represented by “Multifamily Housing (Low-Rise)” ITE Code #220. Table 1 shows a summary of the site generated traffic.

Trip Distribution

The distribution of traffic was based upon the existing counts going away from the site in the AM peak hour (AM). The AM peak hour provides the best representation of where people work relative to where they live. The following is the resulting distribution (The volume basis is in parentheses):

- 62% to/from the south on Taylor Road (601)
- 38% to/from the north on Taylor Road (376)

Although there is a small percentage of the traffic that would use the connection to Taylor Chase Drive to access the site, all traffic was assumed to use the proposed access for the purposes of this study.



Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

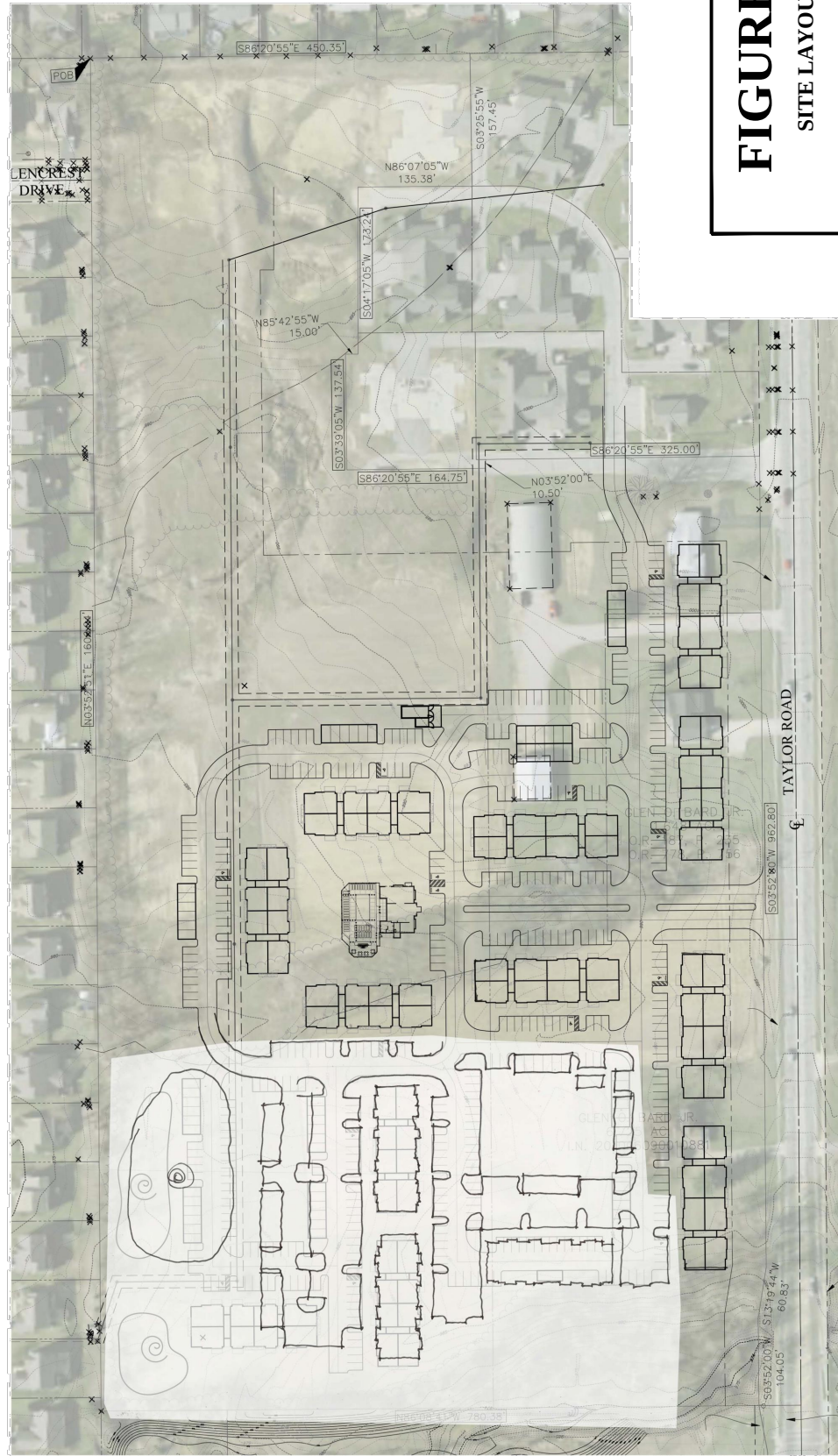
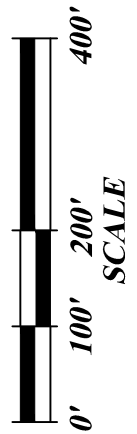


FIGURE 2

SITE LAYOUT

**9366 & 9370
TAYLOR ROAD
TRAFFIC ACCESS
STUDY 12/2017**

PREPARED BY:



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) = 240 Dwelling Units	Daily	Weekday	☐	$T=7.56(X)-40.86$	1774	50%	887	50%	887
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	$\ln(T)=0.95\ln(X)-0.51$	110	23%	25	77%	85
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	$\ln(T)=0.89\ln(X)-0.02$	129	63%	81	37%	48
				☐						
TOTALS			Daily	☒		1774		887		887
			AM Peak			110		25		85
			PM Peak			129		81		48

9366 & 9370 Taylor Road Traffic Access Study - 12/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

2018 AND 2028 TRAFFIC

A 10-year horizon is required for the traffic study. Opening day is assumed to be 2018, therefore the design year is 2028. A linear annual growth rate was obtained from the Mid-Ohio Regional Planning Commission (MORPC). Table 2 shows the growth rate and the corresponding factors applied to the 2017 traffic count.

Segment	Linear Annual Growth Rate	2017 to 2018 Factor	2017 to 2028 Factor
Taylor Road	1.20%	1.012	1.132

TABLE 2 – 2017 Based Growth Factor Summary

Figure 3 shows the components of the 2018 ‘Build’ traffic. Figure 4 shows the components of the 2028 ‘Build’ traffic.

TRAFFIC ANALYSES

Turn Lane Warrants

Since a two-way left turn lane exists in front of the site, a left turn lane warrant analysis is not necessary. The procedure to determine whether a right turn lane is warranted is according to the *State Highway Access Management Manual (SHAMM)* published by the Ohio Department of Transportation (ODOT). The posted speed limit of 35 MPH was used for the analysis. The results show that a right turn lane is not warranted. The graph from the *SHAMM* is in the Appendix.

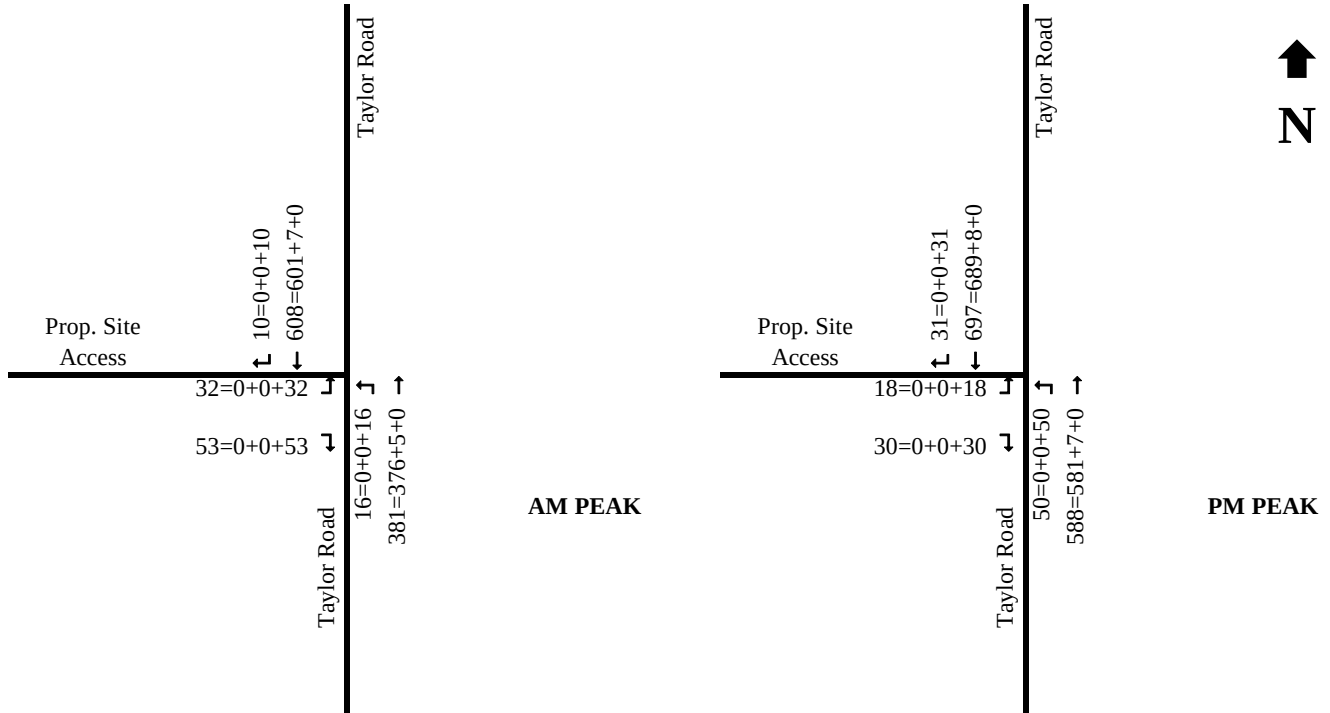
CONCLUSIONS

2018 and 2028 ‘No Build’ and ‘Build’ volumes were developed for use in a right turn lane warrant analysis. The following is a summary of the conclusions for each analysis condition:

2018/2028 ‘Build’

- Taylor Road & Prop. Site Access
 - Since there is an existing two-way left turn lane, accommodation for the northbound left turn lane is provided.
 - A southbound right turn lane is not warranted.

The conclusion of the study is that no improvements are associated with the development of the site.

**LEGEND**

A=B+C+D

A = 2018 'BUILD'

B = EXISTING (2017)

C = GROWTH

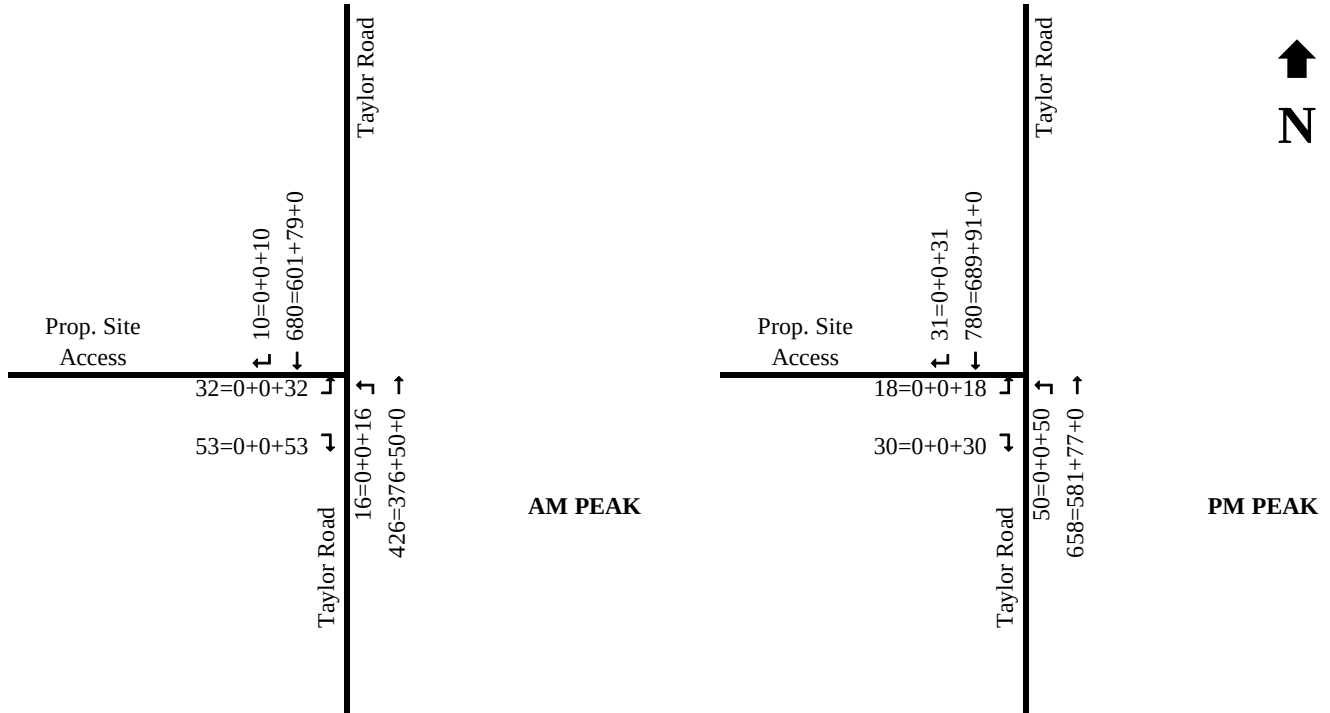
D = SITE TOTAL

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

 PREPARED BY:  12/2017

FIGURE 3

2018 'BUILD'

**LEGEND**

A=B+C+D

A = 2028 'BUILD'

B = EXISTING (2017)

C = GROWTH

D = SITE TOTAL

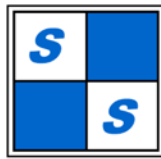
9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

 PREPARED BY:  12/2017

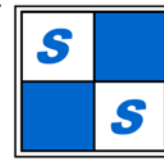
FIGURE 4

2028 'BUILD'

APPENDIX



SMART
SERVICES, INC.
 Surveying ♦ Environmental ♦ Traffic ♦ CA/CM
 An Ohio DBE/EDGE Certified Firm



November 20, 2017

Mr. Ryan Andrews, PE
 City Engineer – City of Reynoldsburg
 EMH&T
 5500 New Albany Road
 Columbus, OH 43054

Re: 9366 & 9370 Taylor Road Traffic Access Study MOU
 City of Reynoldsburg, Licking County, Ohio

Dear Mr. Andrews:

Please consider this letter as a Memo of Understanding (MOU) for the traffic study required for the subject site. The subject site is located on the west side of Taylor Road between Main Street (US 40) and Taylor Chase Drive. The site is proposed to be developed with 240 multi-family units in a combination of two and three-story buildings. One full access is proposed on Taylor Road. In addition, there is also access to Taylor Chase Drive in the development to the north which also has access to Taylor Road. The permitting agency for the access on Taylor Road is the City of Reynoldsburg.

Per Section 3A of the *Reynoldsburg Development Handbook*, a traffic access study is required if peak hour trip ends are between 50-200 trip ends. The attached trip generation calculations indicate that the site will generate between 50 and 200 peak hour trips which would require a Traffic Access Study (TAS). The following is the scope of the TAS:

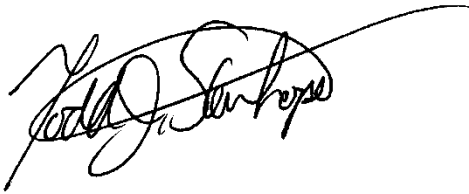
- The study area will be limited to the proposed site access on Taylor Road.
- The time of analysis will be the weekday AM Peak hour (one hour between 7 and 9 AM) and the PM Peak hour (one hour between 4 and 6 PM).
- A new peak-hour link count will be provided on Taylor Road between the Kroger Access and Taylor Chase Drive.
- Trip Generation - Site traffic will be computed using *Trip Generation Manual, 10th Edition* published by ITE. The land use Multifamily Housing (Low-Rise) ITE Code #220 will be used to represent the site.
- Trip distribution will be determined after the data is collected.
- Design Year Traffic Development – A 10-year design horizon is required. Opening Day is assumed to be 2018. Therefore, the design year is 2028. Annual growth rates for Taylor Road will be obtained from the Mid-Ohio Regional Planning Commission (MORPC). The schedule for the study may not allow a response from MORPC, so if that is the case a growth rate assumption will need to be worked out with the City.

- Analyses
 - A right turn lane warrant analyses will be performed at the site access. A two-way left turn lane already exists on Taylor Road so a left turn lane is not necessary
 - The length of any warranted turn lanes will be calculated using the method in Section 400 of the *ODOT L&D Manual*.

If this MOU is acceptable to you, please indicate your approval in the space provided below. If not, please let us know what items need to be changed.

If you have any questions, please contact me. Thank you!

Sincerely,
SMART SERVICES, INC.



Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

Submitted: One electronic copy (PDF format) via e-mail

cc: E. Snowden – City of Reynoldsburg
J. Thomas, Jr. – Metro Development

City of Reynoldsburg

Approved: _____ 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>	Entering		Exiting	
						%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220) Ind. Variable (X) = 240 Dwelling Units	Daily	Weekday	☐	$T=7.56(X)-40.86$	50%	887	50%	887
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	$\ln(T)=0.95\ln(X)-0.51$	23%	25	77%	85
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	$\ln(T)=0.89\ln(X)-0.02$	63%	81	37%	48
		AM Peak	AM Peak Hour of Generator	☒	$\ln(T)=0.94\ln(X)-0.29$	28%	36	72%	93
		PM Peak	PM Peak Hour of Generator	☐	$T=0.66(X)+1.41$	59%	94	41%	66

- 11/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Taylor Road & Kroger Driveway AM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
07:00 AM	144	13	157		5	70	75		5	2	7	239
07:15 AM	125	9	134		5	79	84		8	5	13	231
07:30 AM	128	8	136		6	106	112		3	6	9	257
07:45 AM	164	10	174		3	102	105		3	6	9	288
Total	561	40	601		19	357	376		19	19	38	1015
08:00 AM	115	11	126		2	77	79		8	1	9	214
08:15 AM	104	6	110		10	75	85		7	5	12	207
08:30 AM	108	13	121		8	81	89		8	2	10	220
08:45 AM	106	7	113		7	65	72		4	3	7	192
Total	433	37	470		27	298	325		27	11	38	833
Grand Total	994	77	1071		46	655	701		46	30	76	1848
Approch %	92.8	7.2			6.6	93.4			60.5	39.5		
Total %	53.8	4.2	58		2.5	35.4	37.9		2.5	1.6	4.1	

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
07:00 AM	144	13	157		5	70	75		5	2	7	239
07:15 AM	125	9	134		5	79	84		8	5	13	231
07:30 AM	128	8	136		6	106	112		3	6	9	257
07:45 AM	164	10	174		3	102	105		3	6	9	288
Total Volume	561	40	601		19	357	376		19	19	38	1015
% App. Total	93.3	6.7			5.1	94.9			50	50		
PHF	.855	.769	.864		.792	.842	.839		.594	.792	.731	.881

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Taylor Road & Kroger Driveway PM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
04:00 PM	105	16	121		9	126	135		24	9	33	289
04:15 PM	123	24	147		17	122	139		26	6	32	318
04:30 PM	150	23	173		12	109	121		24	12	36	330
04:45 PM	155	27	182		15	117	132		36	18	54	368
Total	533	90	623		53	474	527		110	45	155	1305
05:00 PM	153	17	170		13	128	141		25	14	39	350
05:15 PM	133	23	156		16	100	116		31	10	41	313
05:30 PM	158	23	181		9	129	138		15	9	24	343
05:45 PM	142	22	164		28	130	158		24	18	42	364
Total	586	85	671		66	487	553		95	51	146	1370
Grand Total	1119	175	1294		119	961	1080		205	96	301	2675
Approch %	86.5	13.5			11	89			68.1	31.9		
Total %	41.8	6.5	48.4		4.4	35.9	40.4		7.7	3.6	11.3	

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
04:45 PM	155	27	182		15	117	132		36	18	54	368
05:00 PM	153	17	170		13	128	141		25	14	39	350
05:15 PM	133	23	156		16	100	116		31	10	41	313
05:30 PM	158	23	181		9	129	138		15	9	24	343
Total Volume	599	90	689		53	474	527		107	51	158	1374
% App. Total	86.9	13.1			10.1	89.9			67.7	32.3		
PHF	.948	.833	.946		.828	.919	.934		.743	.708	.731	.933

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

From: [Hwashik Jang](#)
To: [Todd Stanhope](#)
Cc: [Nick Gill](#); ["Andrews, Ryan"](#); [Eric Snowden](#); [Joe Thomas ,Jr.](#); [Zhuojun Jiang](#)
Subject: RE: Growth Rate Request - Taylor Road
Date: Tuesday, December 05, 2017 9:39:21 AM

Todd,

We have completed processing growth rate request on Taylor Rd study area.
 Please use an overall **1.2%** linear annual growth rate for the study segment.

Note: This is planning level analysis based on MORPC regional travel demand model.

If you have any questions, please let me know.

Thanks,

Hwashik

Hwashik Jang | hjang@morpc.org | MORPC
 Tel 614.233.4145 | Fax 614.233.4245

From: Todd Stanhope [mailto:tstanhope@smartservices-inc.com]
Sent: Monday, November 20, 2017 12:02 PM
To: Zhuojun Jiang <zjiang@morpc.org>
Cc: Nick Gill <ngill@morpc.org>; Hwashik Jang <hjang@morpc.org>; 'Andrews, Ryan' <randrews@emht.com>; Eric Snowden <esnowden@ci.reynoldsburg.oh.us>; Joe Thomas ,Jr. <jthomasjr@villagecommunities.com>
Subject: Growth Rate Request - Taylor Road

Zhuojun

We are performing a traffic access study for the above site that has access on Taylor Road.
 Please provide a growth rate for Taylor Road between the Kroger Driveway and Taylor Chase Drive (north of Main Street). Below is MORPC's requested information about the study:

1. Traffic Data upon which you would be applying these growth rates (preferably 24 hour counts). **As part of the project, AM and PM peak hour turning movement counts were taken at the intersection of Taylor Road & Kroger Driveway. The count report is attached.**
2. Open Year & Design Year, for this study: **2018 and 2028**
3. Roadway network assumptions: Any roadway assumptions/changes in the vicinity, such as change in number of lanes or roadway alignments, etc: **None anticipated.**
4. Land use assumptions: General info on proposed site location & development, such as: site

map, Trip Generation (excel file, preferably). The subject site is located on the west side of Taylor Road between the Kroger Driveway and Taylor Chase Drive. Trip generation for the 240 apartment units will be calculated as part of the study and is not available at this time.

5. Project Review Contact Person: Ryan Andrews will be reviewing the study for the City of Reynoldsburg. His e-mail address is in the cc: line.

Thank you!

Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

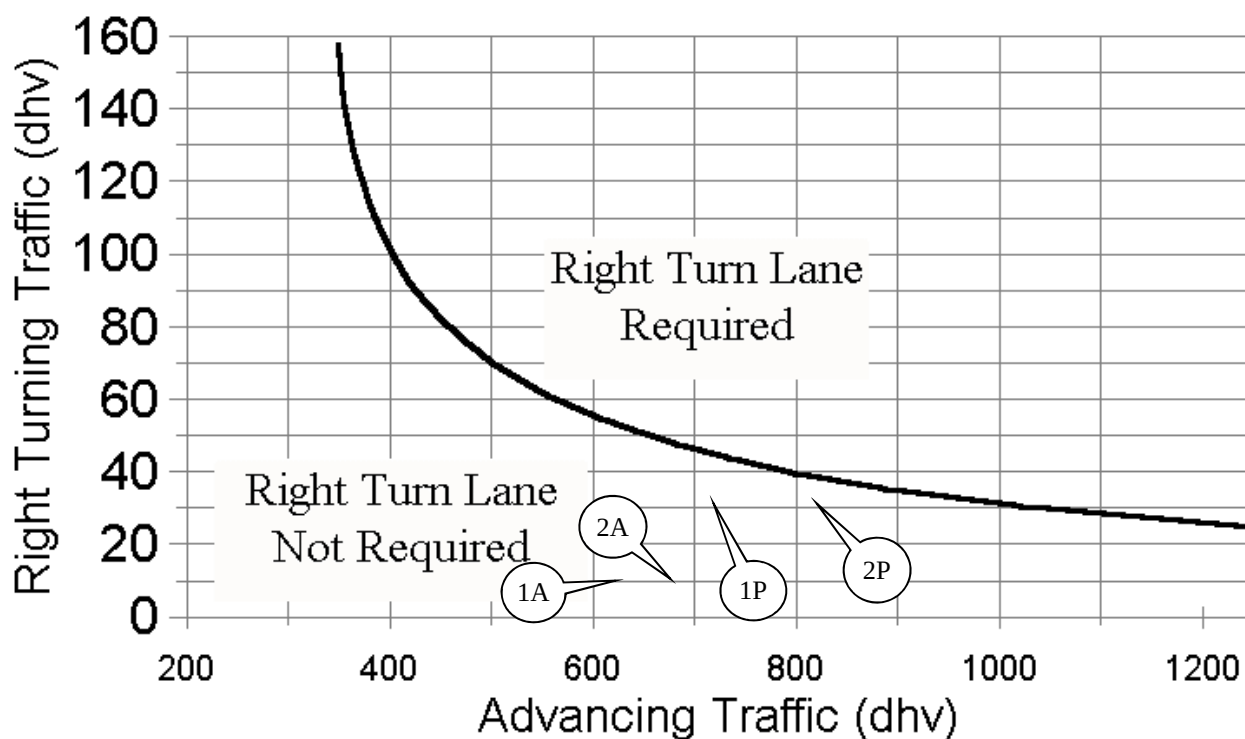
Smart Services, Inc. (Columbus Office)

A DBE / EDGE Certified Business

1900 Crown Park Court, Suite E
Columbus, Ohio 43235
Ph: 614-914-5543
www.SmartServices-Inc.com

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



WARRANT SUMMARY

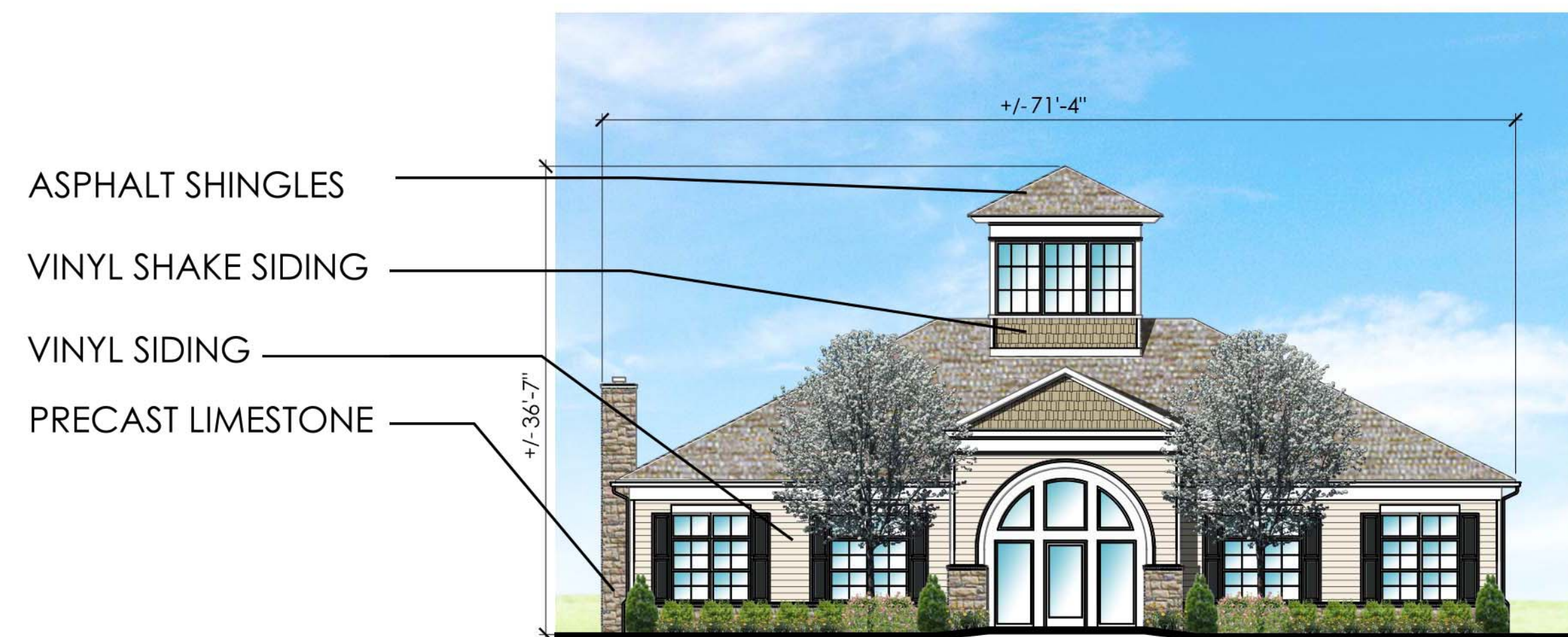
[illegible]

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY:  **SMART**
SERVICES, INC. 12/2017

APPENDIX

2 LANE HIGHWAY RIGHT TURN LANE WARRANT (= < 40 MPH)



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



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



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



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

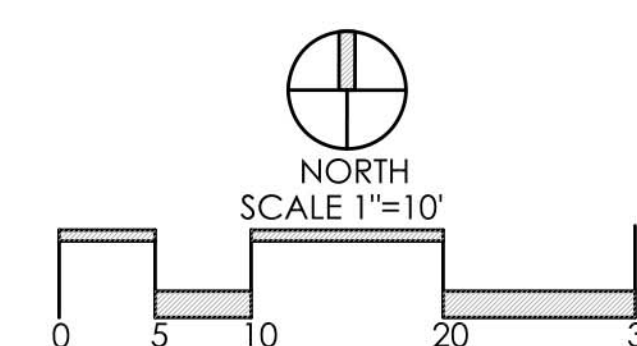
Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93668370 Taylor Road SW, Metro Dev)

CLUBHOUSE ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017

EXHIBIT G-1



Faris Planning & Design
LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Columbus, OH 43211
p (614) 487-1964 Suite 401 www.farisplanninganddesign.com



1 2 STORY BUILDING, 8 - 2 BED/2 BATH, 8 1 BED/1 BATH & FRONT ELEVATION
SCALE: 1"=10'



2 2 STORY BUILDING, 8 - 2 BED/2 BATH, 8 - 1BED/1 BATH & REAR ELEVATION
SCALE: 1"=10'



3 2 STORY BUILDING, 8 - 2 BED/2 BATH, 8 - 1BED/1 BATH & SIDE ELEVATION
SCALE: 1"=10'

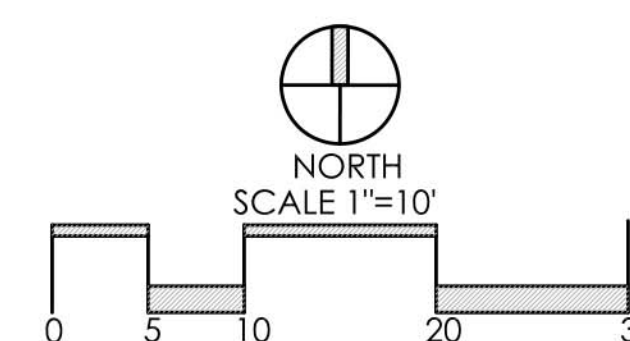


4 2 STORY BUILDING, 8 - 2 BED/2 BATH, 8 - 1BED/1 BATH & SIDE ELEVATION
SCALE: 1"=10'

2 STORY BUILDING ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

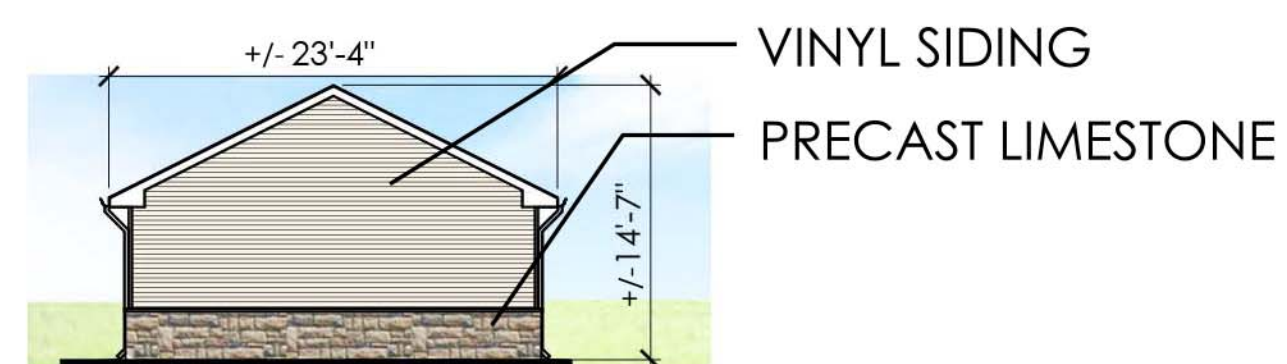
PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017



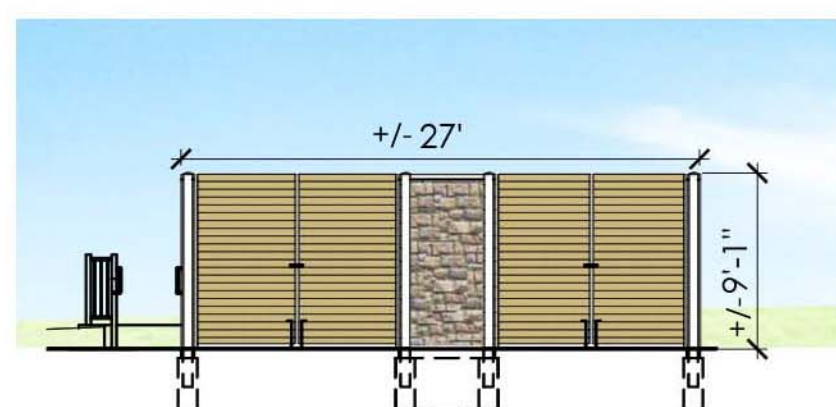
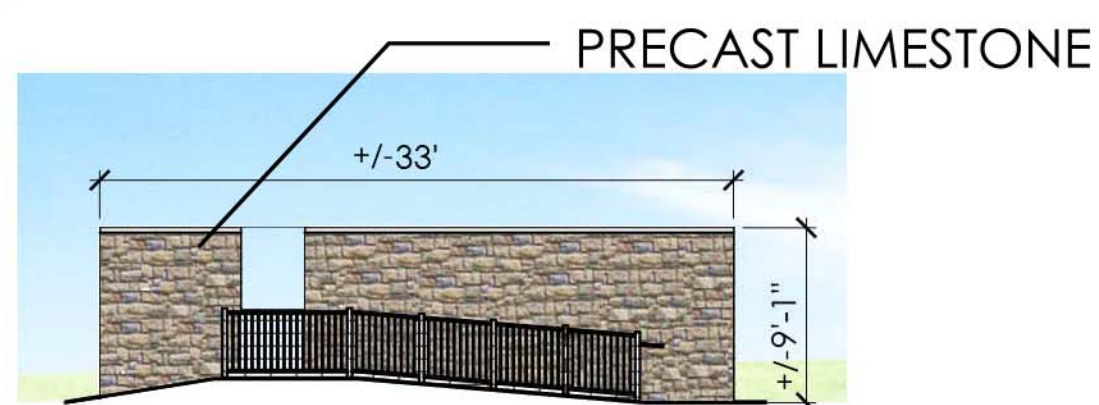
Faris Planning & Design
LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43211
p (614) 487-1964 www.farisplanninganddesign.com



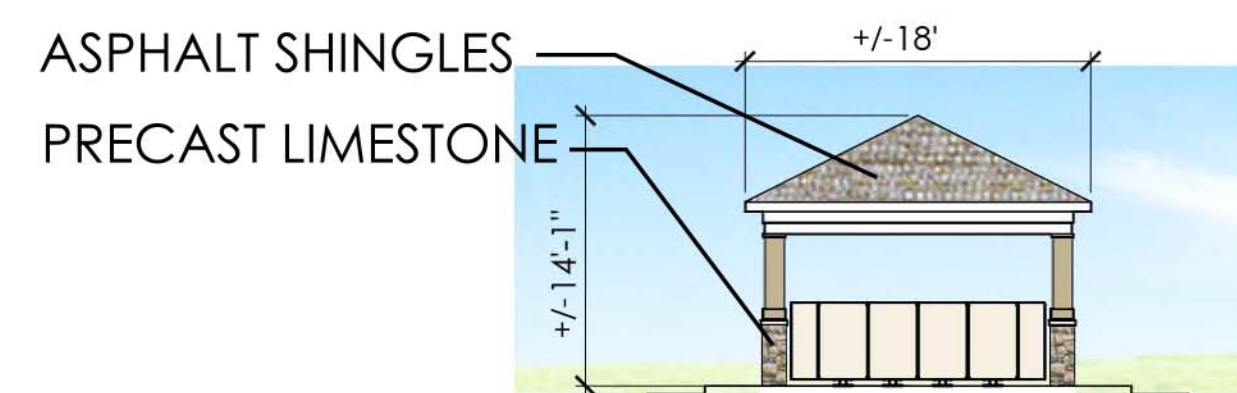
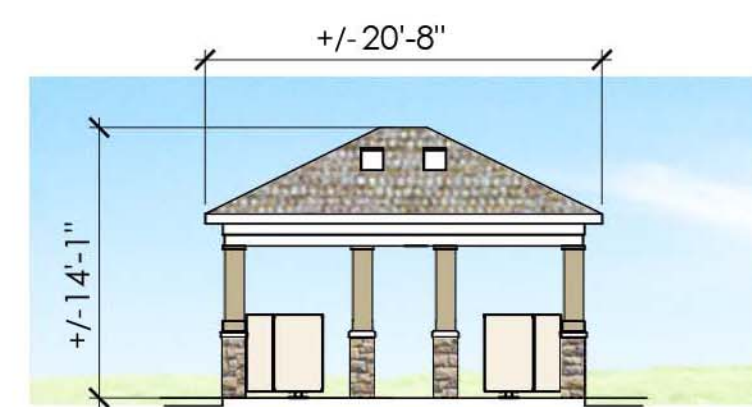
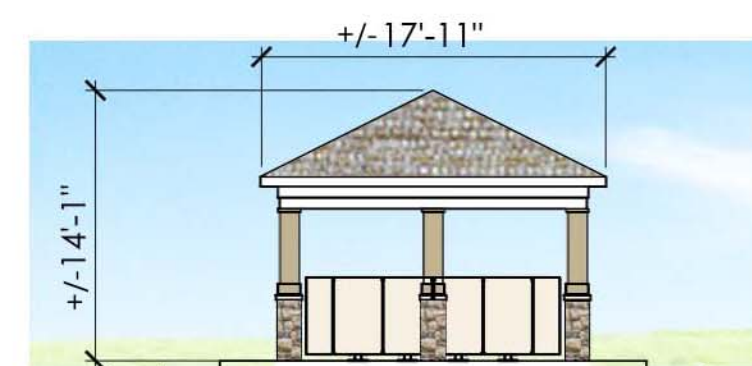
5 TYP. GARAGE FRONT ELEVATION
SCALE: 1"=10'



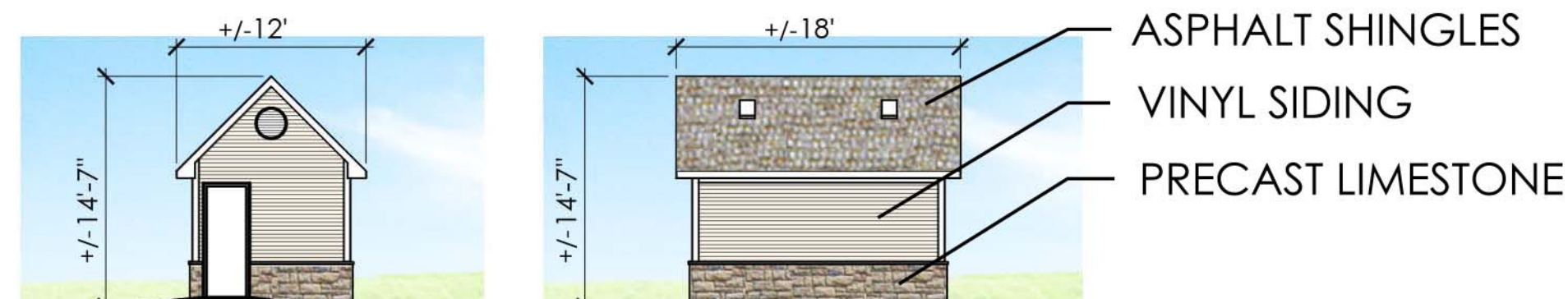
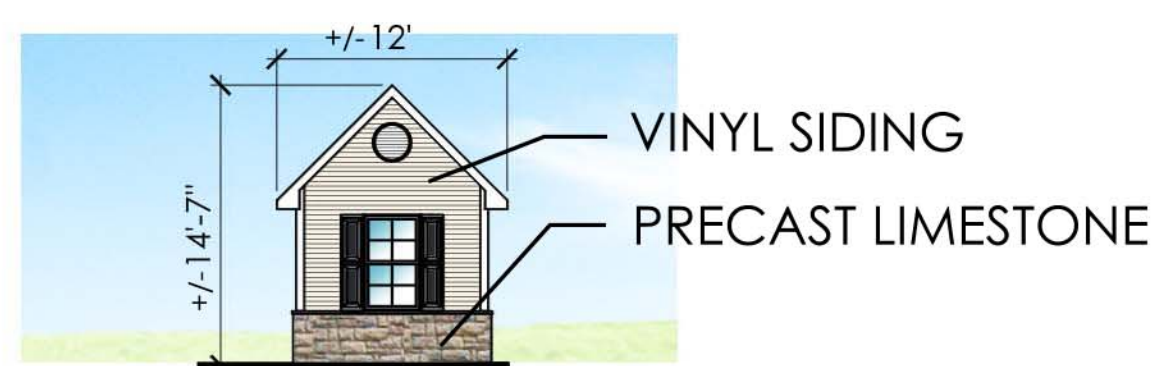
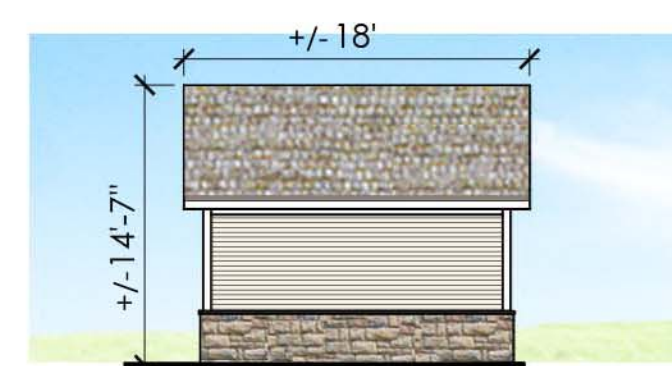
6 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



7 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'



8 MAIL STATION ELEVATIONS
SCALE: 1"=10'



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

3 STORY BUILDING ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 12-20-2017



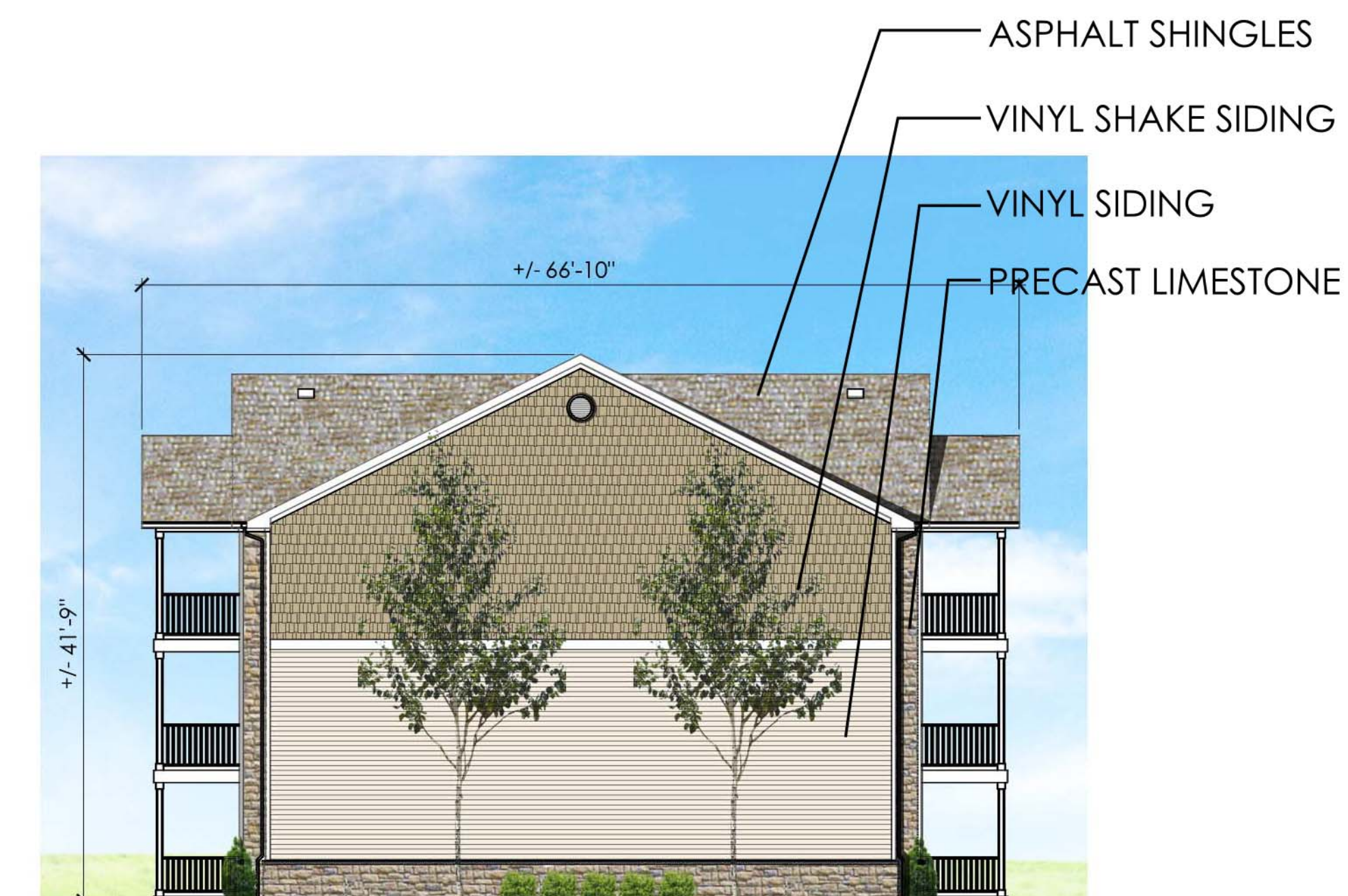
1 3 STORY BUILDING - 2 BED/2 BATH & FRONT ELEVATION
SCALE: 1"=10'



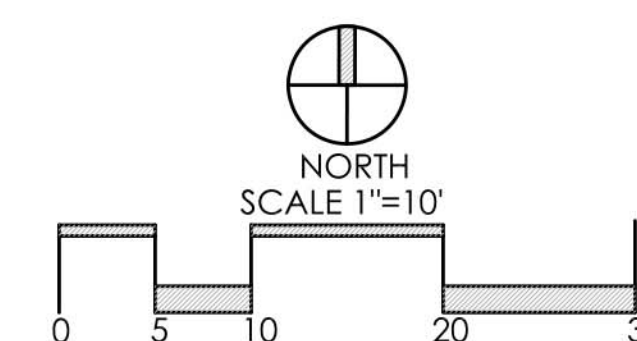
2 3 STORY BUILDING - 2 BED/2 BATH & REAR ELEVATION
SCALE: 1"=10'



3 3 STORY BUILDING - 2 BED/2 BATH & REAR ELEVATION
SCALE: 1"=10'



4 3 STORY BUILDING - 2 BED/2 BATH & REAR ELEVATION
SCALE: 1"=10'



Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43211
p (614) 487-1964 www.farisplanninganddesign.com



January 18, 2018

Mr. Eric Snowden
Planning & Zoning Administrator
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, OH 43068

Subject: Metro Development on Taylor Road - Traffic Access Study Review
Reynoldsburg, Ohio

Dear Mr. Snowden,

This letter summarizes our review of the traffic analysis for the planned Metro Development on Taylor Road dated December, 2017. The planned apartment site is at 9366 & 9370 Taylor Road on the west side of the street north of the E. Main Street/Taylor Road intersection on undeveloped land in the city of Reynoldsburg, Ohio. Our comments are as follows:

1. We concur with the Traffic access study in terms of the trip generation and trip distribution, which assigns site traffic to Taylor Road via a single, full-movement driveway serving the site. The application of the traffic growth rate is correct as well as the volume calculations used in the turn lane warrant analysis section of the report. We concur with the turn lane warrant results that no right turn lane is warranted.
2. The east side of Taylor Road along the site frontage generally is undeveloped. Since the northbound left turns are reasonable in volume, we recommend the center lane pavement on Taylor Road remain striped as a two-way left turn lane along the site frontage. At the site driveway, a portion of this striping should be removed to allow turns to/from Taylor Road.
3. Future development along the east side of Taylor Road in this area should be served by a site drive that aligns with the planned Metro Development site drive intersection.

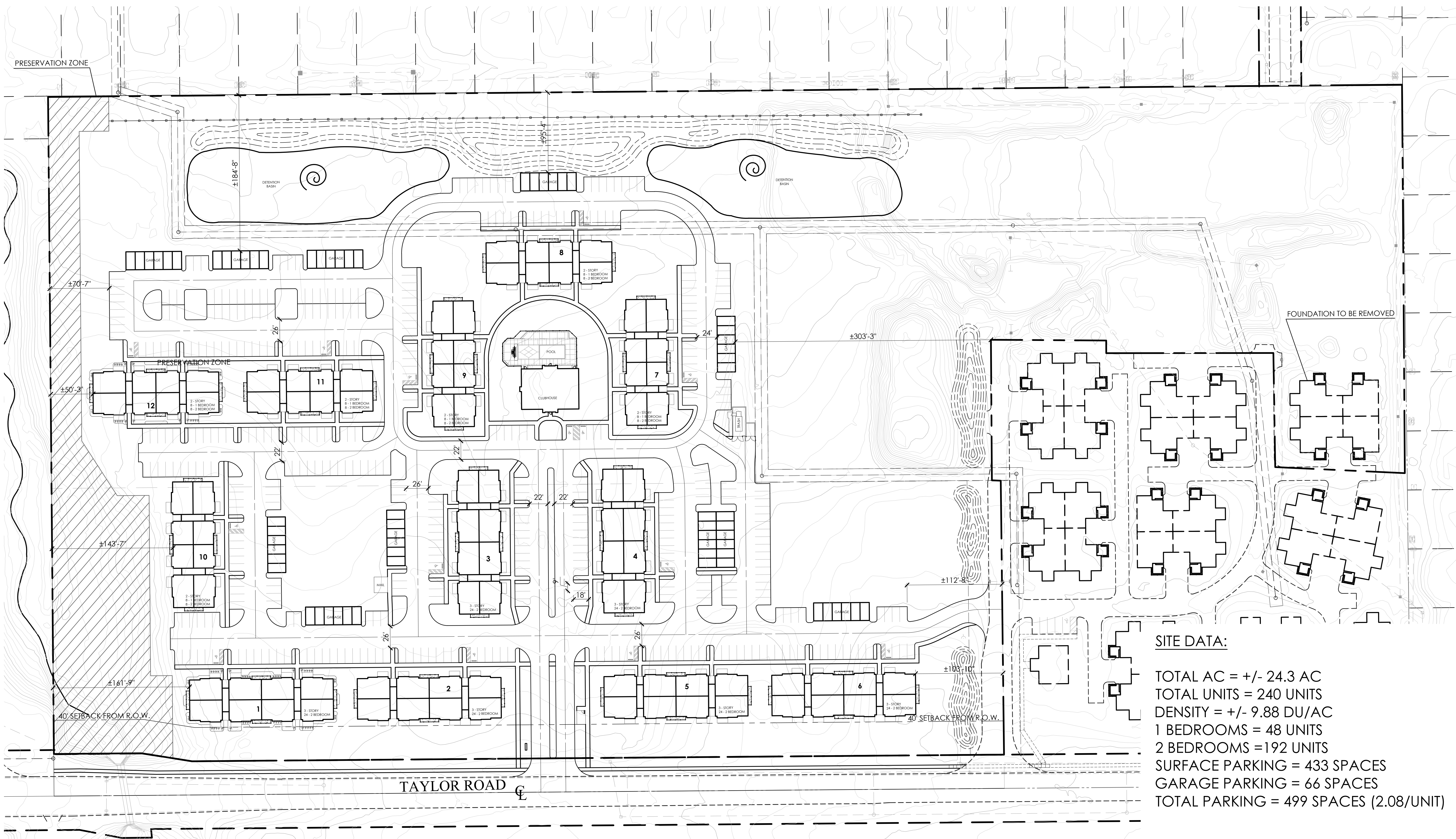
If you have questions or comments, please contact me directly at your convenience at (614) 775-4650.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Douglas A. Bender', is written over a light blue horizontal line.

Douglas A. Bender, PE, PTOE
Senior Traffic Engineer

Cc: Ryan Andrews, EMH&T



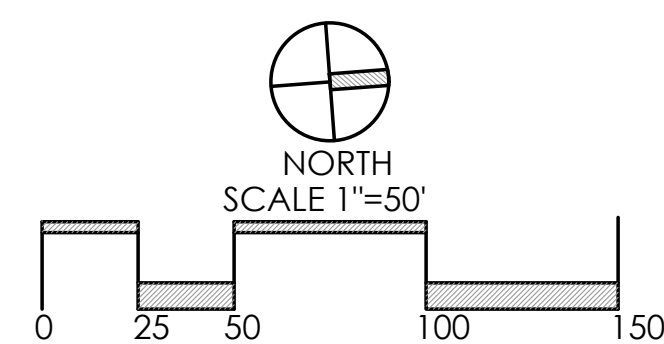
DEVELOPMENT PLAN

EXHIBIT C-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2-20-2018



Faris Planning & Design

LAND PLANNING
243 N. 5th Street
p (614) 487-1964

Suite 401

LANDSCAPE ARCHITECTURE
Columbus, OH 43215
www.farisplanninganddesign.com



SITE DATA:

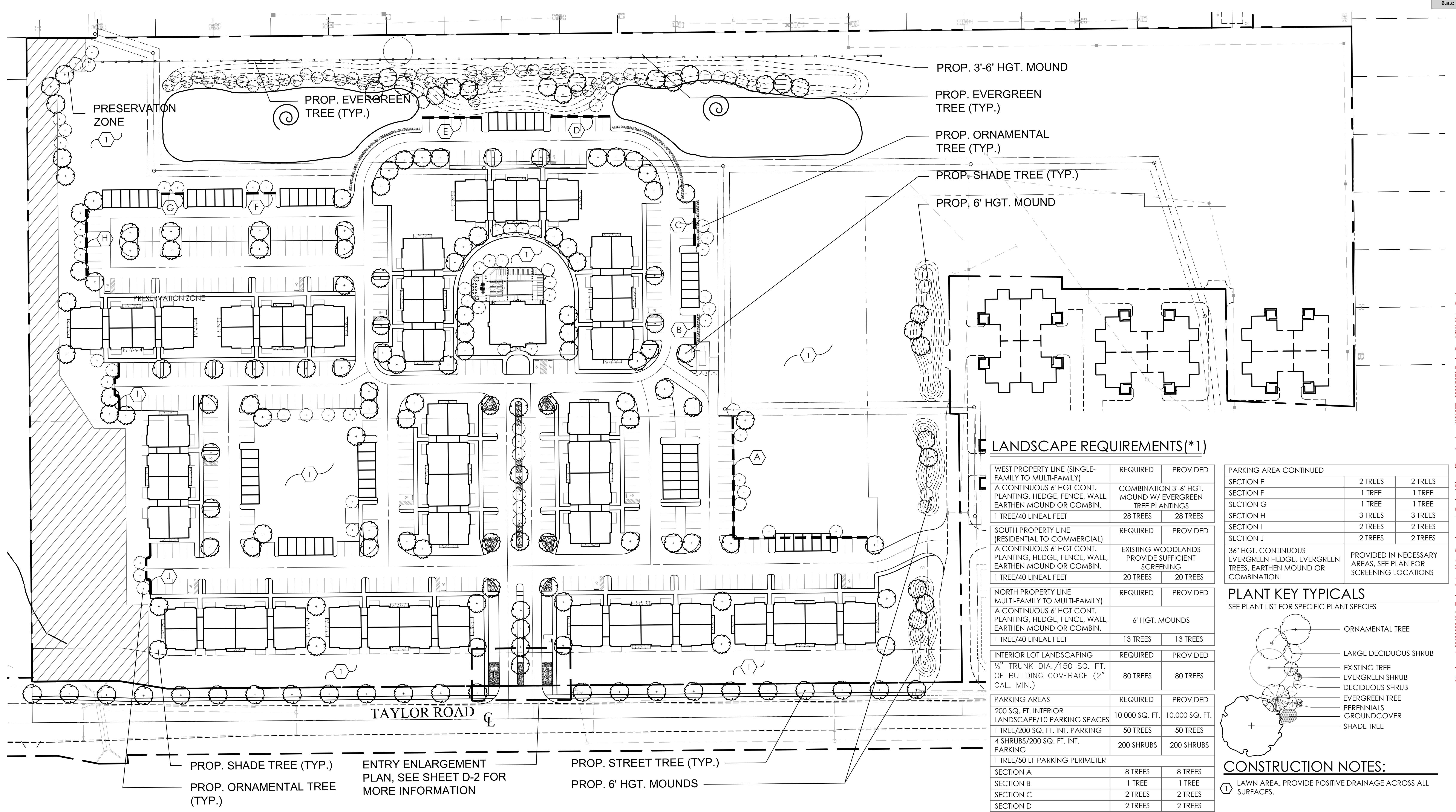
TOTAL AC = +/- 24.3 AC
TOTAL UNITS = 240 UNITS
DENSITY = +/- 9.88 DU/AC
1 BEDROOMS = 48 UNITS
2 BEDROOMS = 192 UNITS
SURFACE PARKING = 433 SPACES
GARAGE PARKING = 66 SPACES
TOTAL PARKING = 499 SPACES (2.08/UNIT)

ILLUSTRATIVE PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 2.20.18

EXHIBIT C-3



LANDSCAPE REQUIREMENTS(*1)

WEST PROPERTY LINE (SINGLE-FAMILY TO MULTI-FAMILY)	REQUIRED	PROVIDED
A CONTINUOUS 6' HGT. CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN.	COMBINATION 3'-6' HGT. MOUND W/ EVERGREEN TREE PLANTINGS	
1 TREE/40 LINEAL FEET	28 TREES	28 TREES
SOUTH PROPERTY LINE (RESIDENTIAL TO COMMERCIAL)	REQUIRED	PROVIDED
A CONTINUOUS 6' HGT. CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN.	EXISTING WOODLANDS PROVIDE SUFFICIENT SCREENING	
1 TREE/40 LINEAL FEET	20 TREES	20 TREES
NORTH PROPERTY LINE (MULTI-FAMILY TO MULTI-FAMILY)	REQUIRED	PROVIDED
A CONTINUOUS 6' HGT. CONT. PLANTING, HEDGE, FENCE, WALL, EARTHEN MOUND OR COMBIN.	6' HGT. MOUNDS	
1 TREE/40 LINEAL FEET	13 TREES	13 TREES
INTERIOR LOT LANDSCAPING	REQUIRED	PROVIDED
1/2" TRUNK DIA./150 SQ. FT. OF BUILDING COVERAGE (2" CAL. MIN.)	80 TREES	80 TREES
PARKING AREAS	REQUIRED	PROVIDED
200 SQ. FT. INTERIOR LANDSCAPE/10 PARKING SPACES	10,000 SQ. FT.	10,000 SQ. FT.
1 TREE/200 SQ. FT. INT. PARKING	50 TREES	50 TREES
4 SHRUBS/200 SQ. FT. INT. PARKING	200 SHRUBS	200 SHRUBS
1 TREE/50 LF PARKING PERIMETER		
SECTION A	8 TREES	8 TREES
SECTION B	1 TREE	1 TREE
SECTION C	2 TREES	2 TREES
SECTION D	2 TREES	2 TREES

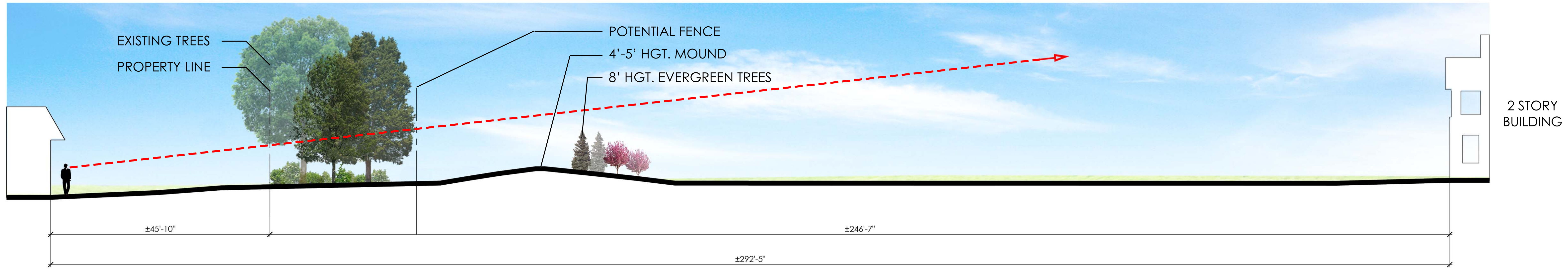
PARKING AREA CONTINUED		
SECTION E	2 TREES	2 TREES
SECTION F	1 TREE	1 TREE
SECTION G	1 TREE	1 TREE
SECTION H	3 TREES	3 TREES
SECTION I	2 TREES	2 TREES
SECTION J	2 TREES	2 TREES
36" HGT. CONTINUOUS EVERGREEN HEDGE, EVERGREEN TREES, EARTHEN MOUND OR COMBINATION	PROVIDED IN NECESSARY AREAS. SEE PLAN FOR SCREENING LOCATIONS	

PLANT KEY TYPICALS

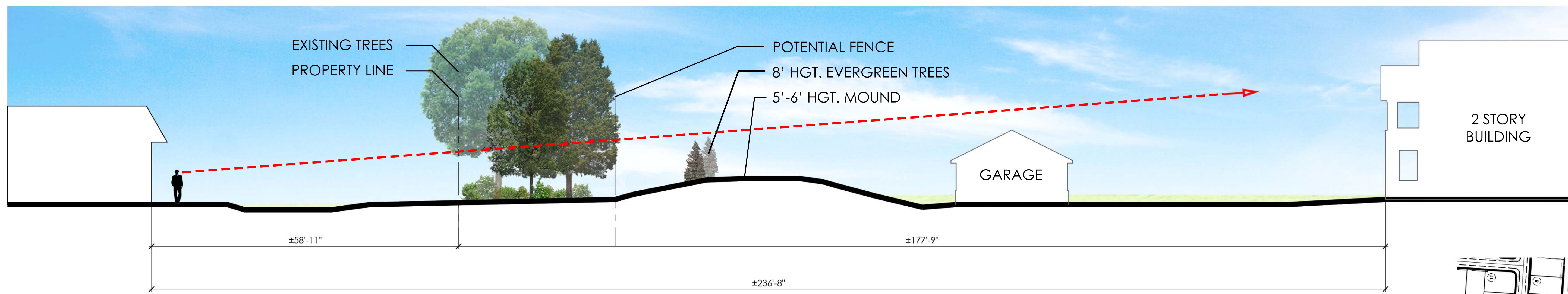
- SEE PLANT LIST FOR SPECIFIC PLANT SPECIES
- ORNAMENTAL TREE
 - LARGE DECIDUOUS SHRUB
 - EXISTING TREE
 - EVERGREEN SHRUB
 - DECIDUOUS SHRUB
 - EVERGREEN TREE
 - PERENNIALS
 - GROUNDCOVER
 - SHADE TREE

CONSTRUCTION NOTES:

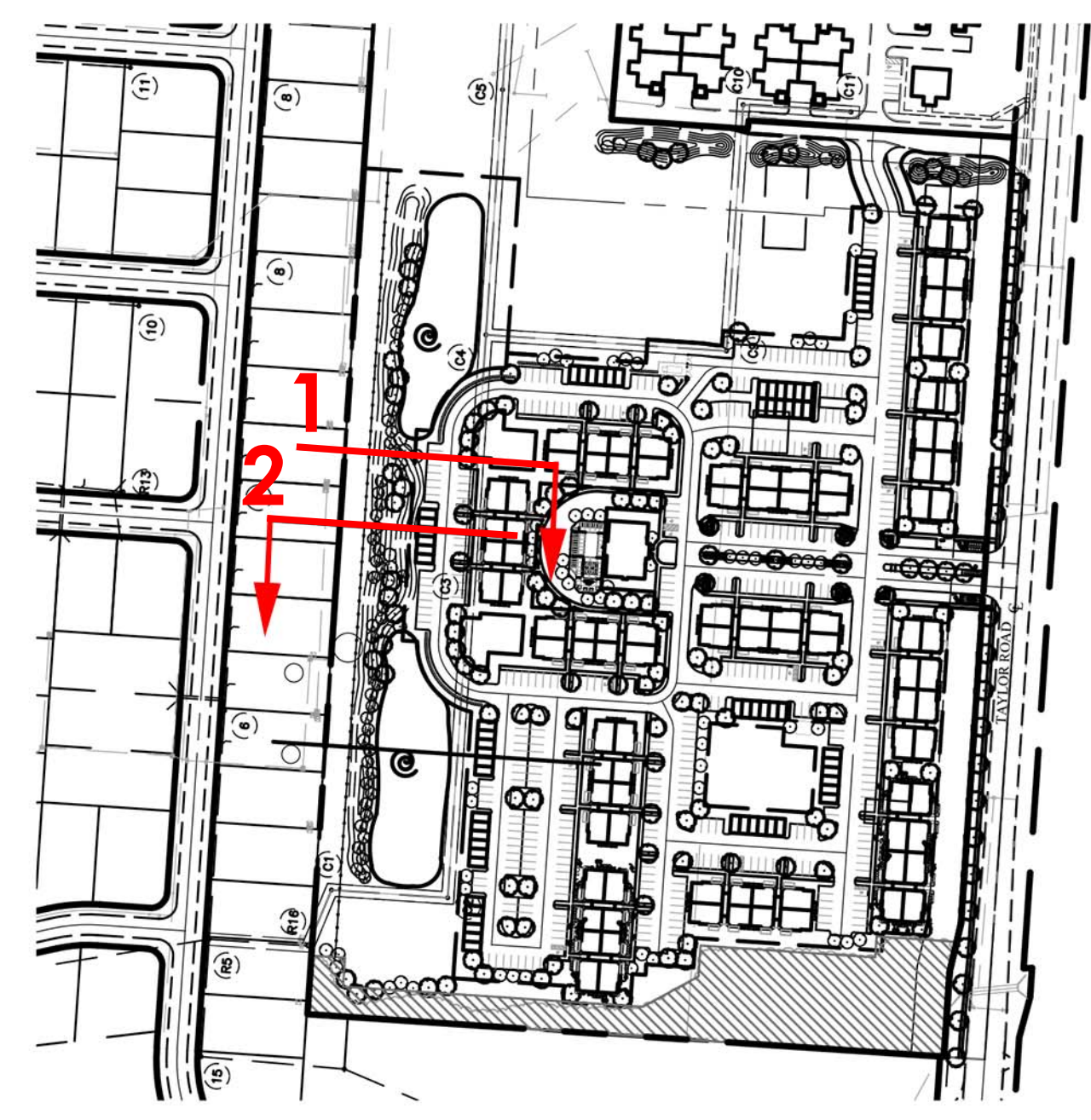
- 1 LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.



1 LANDSCAPE BUFFER SECTION ONE
SCALE: 1"=10'



2 LANDSCAPE BUFFER SECTION TWO
SCALE: 1"=10'



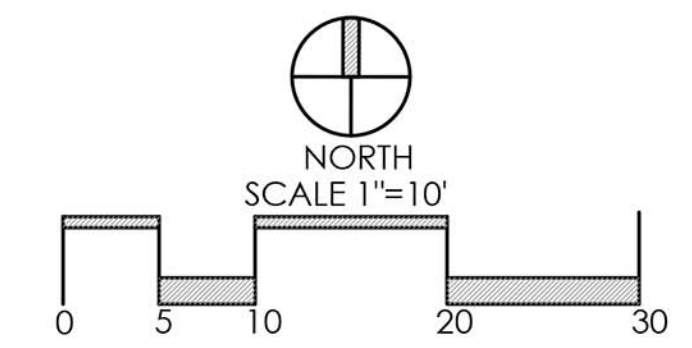
3 SECTION KEY MAP
SCALE: 1"=200'

LANDSCAPE BUFFER SECTIONS

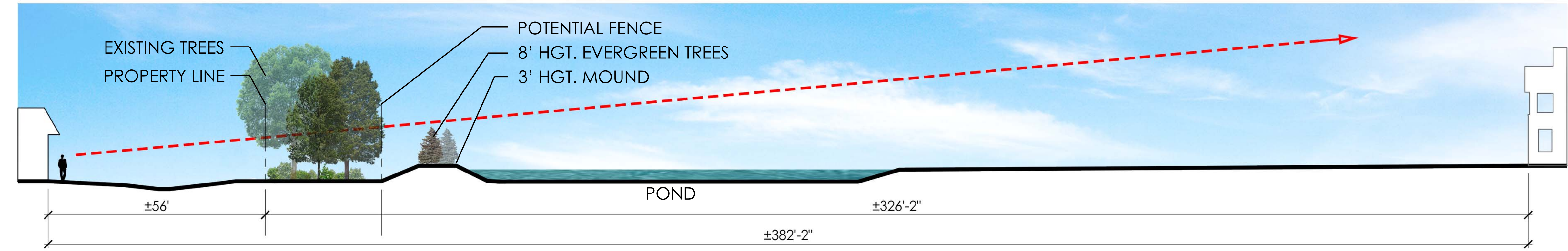
TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 2-20-2018

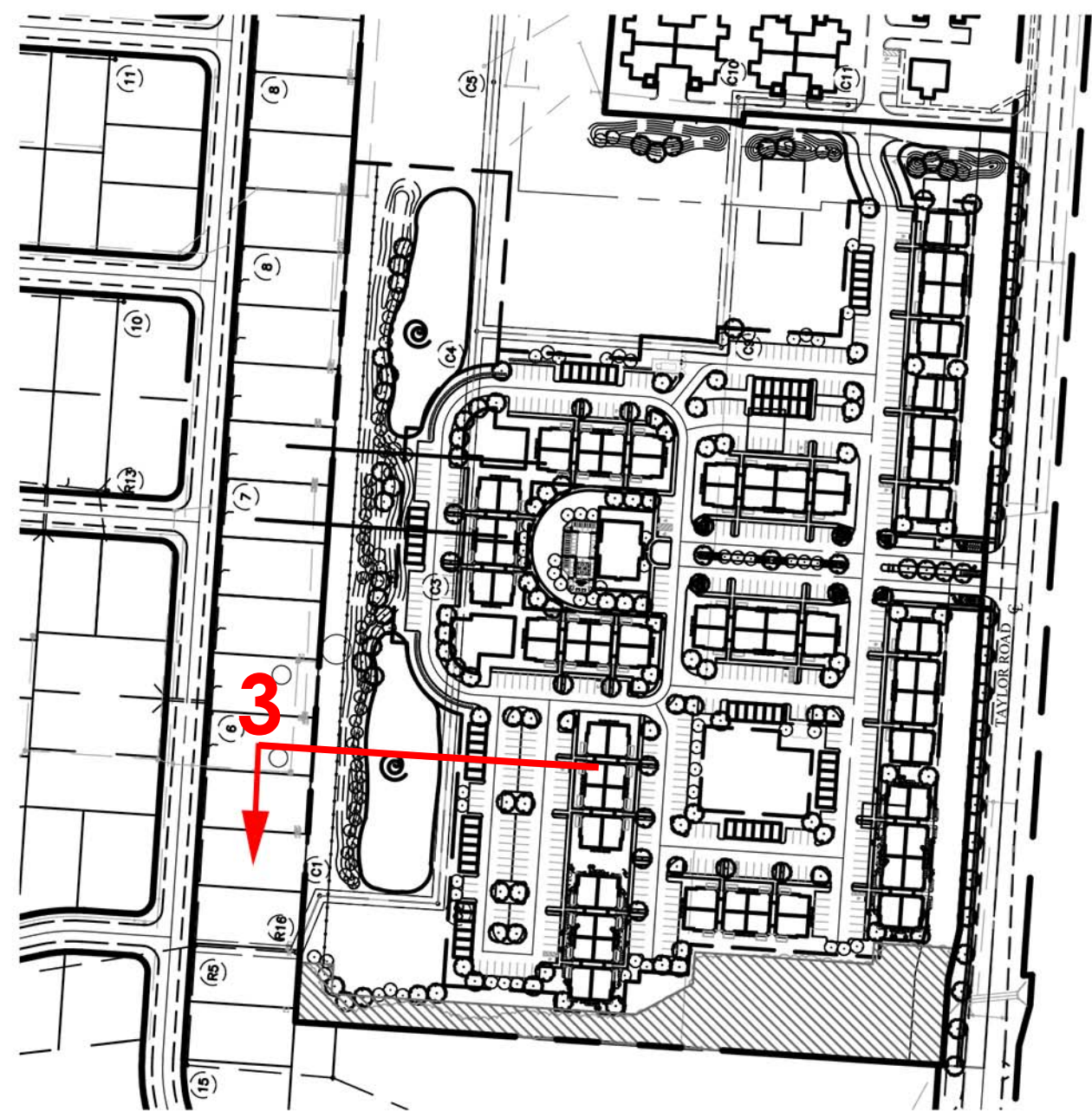
EXHIBIT D-1.2



Faris Planning & Design
LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanninganddesign.com



1 LANDSCAPE BUFFER SECTION THREE
SCALE: 1"=16'



2 SECTION KEY MAP
SCALE: 1"=200'

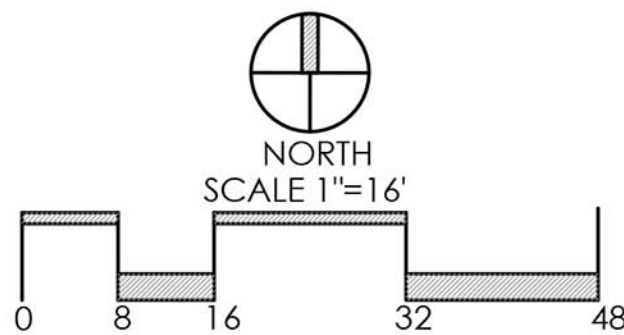
LANDSCAPE BUFFER SECTIONS

TAYLOR ROAD & E. MAIN STREET

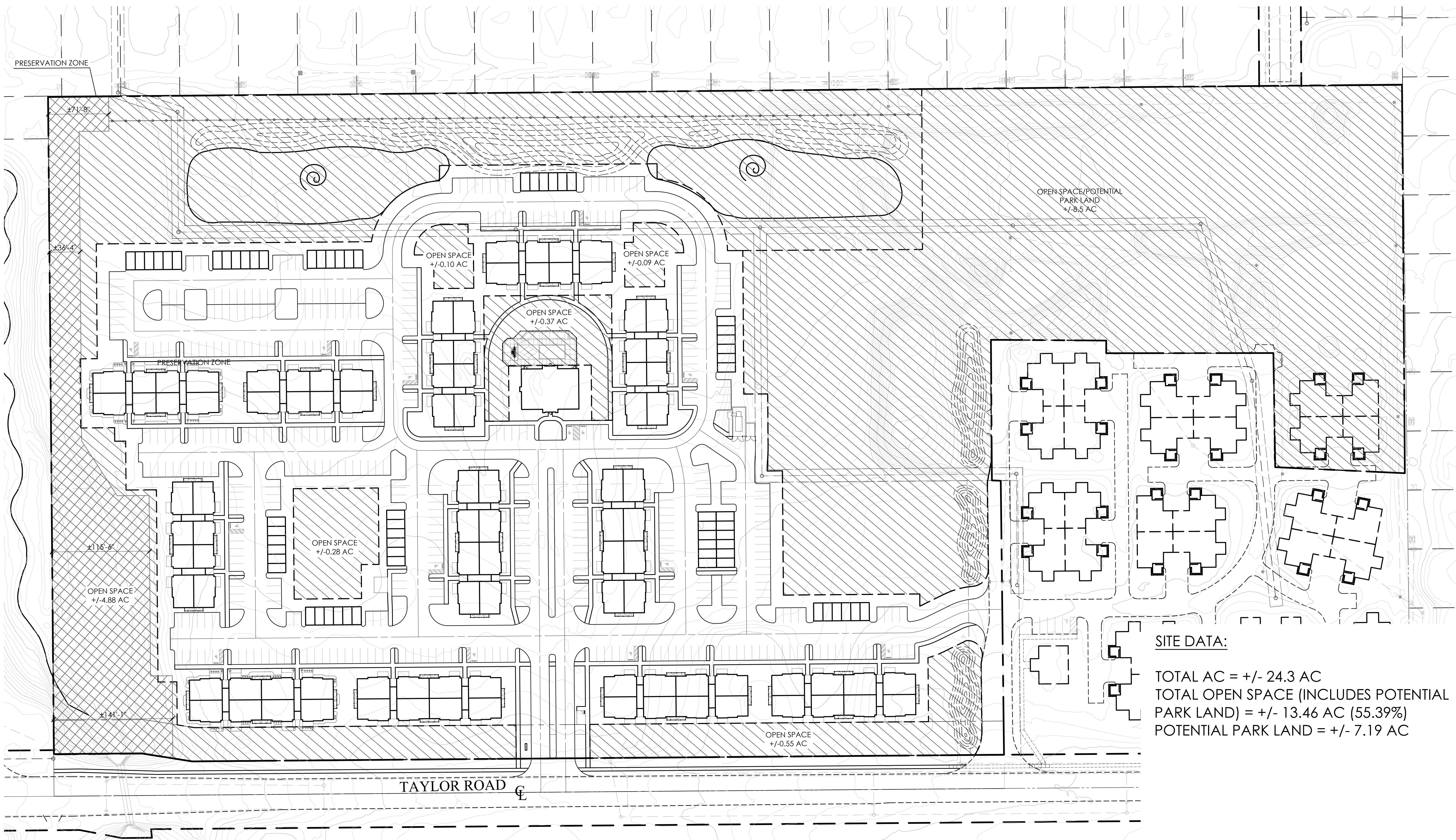
PREPARED FOR METRO DEVELOPMENT
DATE: 2-20-2018

EXHIBIT D-1.3

Faris Planning & Design



LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanninganddesign.com

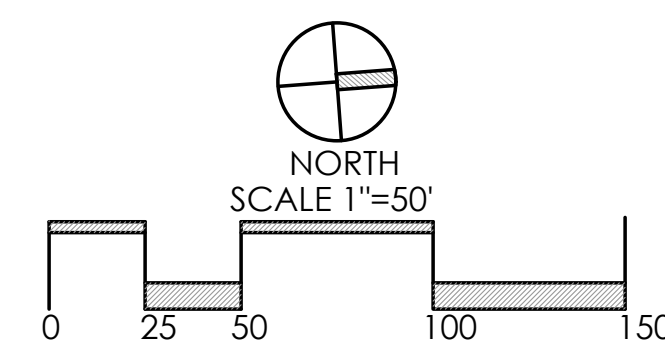


OPEN SPACE PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
 DATE: 2-20-2018

EXHIBIT D-2



Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE
 243 N. 5th Street Suite 401 Columbus, OH 43215
 p (614) 487-1964 www.farisplanninganddesign.com

9366 & 9370 Taylor Road Traffic Access Study

Prepared For:

Metro Development

Prepared By:



1900 Crown Park Court, Suite E
Columbus, OH 43235
(614) 914-5543

December 2017

REV. 1
4/2018

SSI Project #: 720501

© Smart Services, Inc., 2017
All Rights Reserved

9366 & 9370 Taylor Road Traffic Access Study

Prepared For:

Metro Development
470 Olde Worthington Road, Suite 100
Westerville, OH

Telephone: (614) 540-2400

Prepared By:

Smart Services, Inc.
1900 Crown Park Court, Suite E
Columbus, OH 43235

Telephone: (614) 914-5543
e-mail: tstanhope@smartservices-inc.com

Under the direction of:



Registered Engineer No. E-64507, Ohio

4-25-2018

Date



December 2017

REV. 1
4/2018

TABLE OF CONTENTS

Background	1
Existing Conditions	1
Projected Site Traffic	1
2018 and 2028 Traffic	5
Traffic Analyses	8
Conclusions	10

APPENDIX

General Correspondence
Traffic Counts
Referenced Exhibits
Turn Lane Warrant Graphs

BACKGROUND

Metro Development, LLC is proposing to develop a site with approximately 240 multi-family units in a combination of two and three story buildings. The site is located on the west side of Taylor Road between Main Street (US 40) and Taylor Chase Drive. Figure 1 shows the location of the site. One full access is proposed on Taylor Road. In addition, there is also access to Taylor Chase Drive in the development to the north which also has access to Taylor Road. The permitting agency for the access on Taylor Road is the City of Reynoldsburg. Figure 2 shows the proposed site layout.

Per Section 3A of the *Reynoldsburg Development Handbook*, a traffic access study (TAS) is required if peak hour trip ends are between 50-200 trip ends. The scope of the TAS is contained in a Memo of Understanding (MOU) that was submitted to the City Engineer on November 20, 2017. A copy of the MOU is in the Appendix.

An original submission of the TAS (dated 12/8/2017) was approved by the City of Reynoldsburg in a letter dated 1/18/2018. At the City's suggestion, the developer is providing this revision of the traffic study that includes a 2028 comparison of 'No Build' and 'Build' capacity of the Main Street (US 40) & Taylor Road intersection.

EXISTING CONDITIONS

Taylor Road is a three-lane section (including a center two-way left turn lane) at the site access. The speed limit is 35 MPH. As part of the project, peak hour (7-9 AM and 4-6 PM) turning movement counts were taken at Taylor Road & the Kroger Access. The volumes on the north leg of the intersection were the basis of the existing through traffic at the site access.

PROJECTED SITE TRAFFIC

Trip Generation

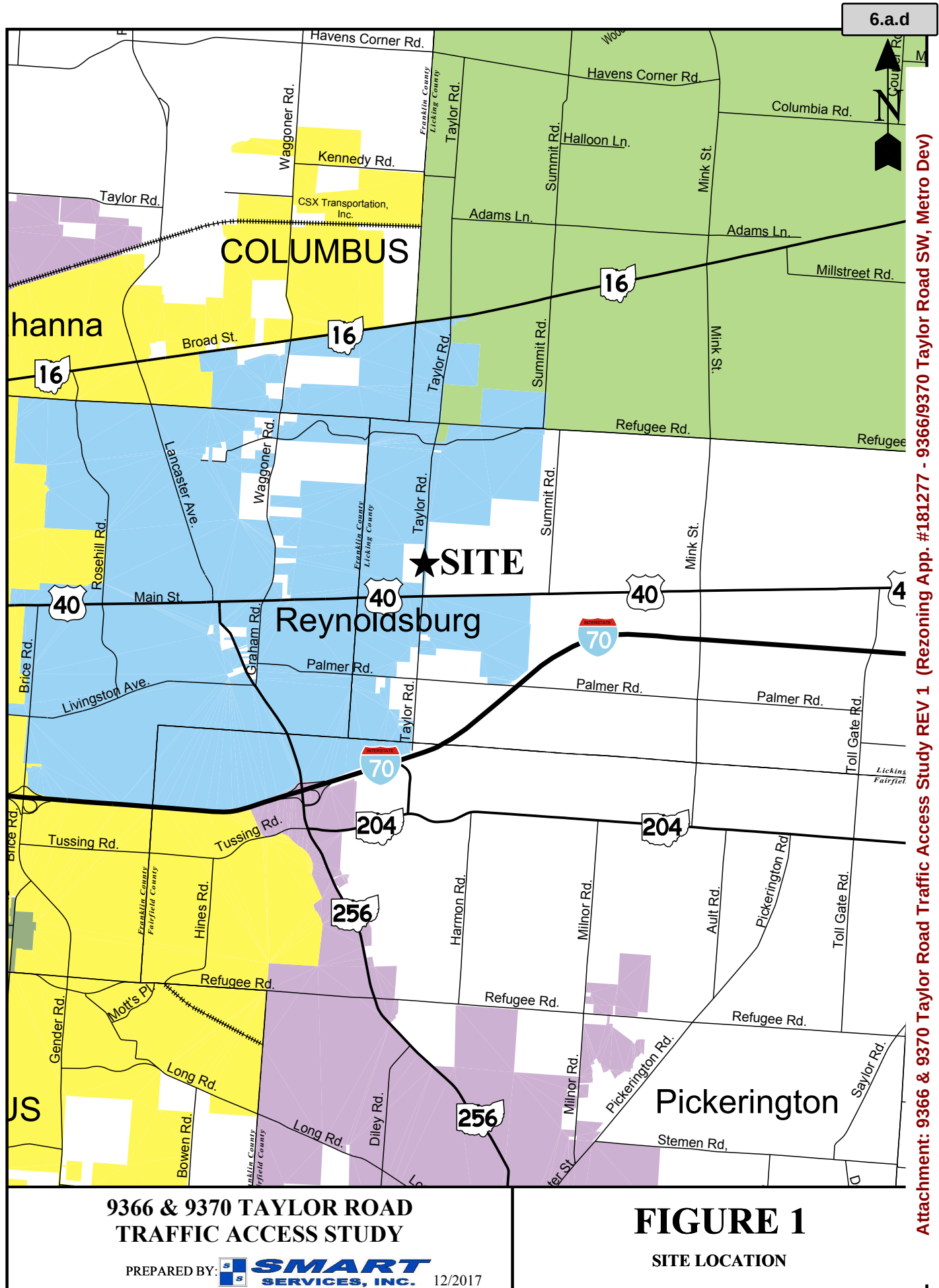
The accepted method for computing trip generation in the traffic engineering profession is *Trip Generation, 10th Edition* published by the Institute of Transportation Engineers (ITE). This report provides trip rates for different land uses based on data from sample sites in each category. The proposed land use is represented by "Multifamily Housing (Low-Rise)" ITE Code #220. Table 1 shows a summary of the site generated traffic.

Trip Distribution

The distribution of traffic was based upon the existing counts going away from the site in the AM peak hour (AM). The AM peak hour provides the best representation of where people work relative to where they live. The following is the resulting distribution (The volume basis is in parentheses):

- 62% to/from the south on Taylor Road (601)
 - 21% to/from the west of Taylor Road on Main Street (203)
 - 30% to/from south of Main Street on Taylor Road (297)
 - 11% to/from the east of Taylor Road on Main Street (106)
- 38% to/from the north on Taylor Road (376)

Although there is a small percentage of the traffic that would use the connection to Taylor Chase Drive to access the site, all traffic was assumed to use the proposed access for the purposes of this study.



Attachment: 9366 & 9370 Taylor Road Traffic Access Study REV 1 (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

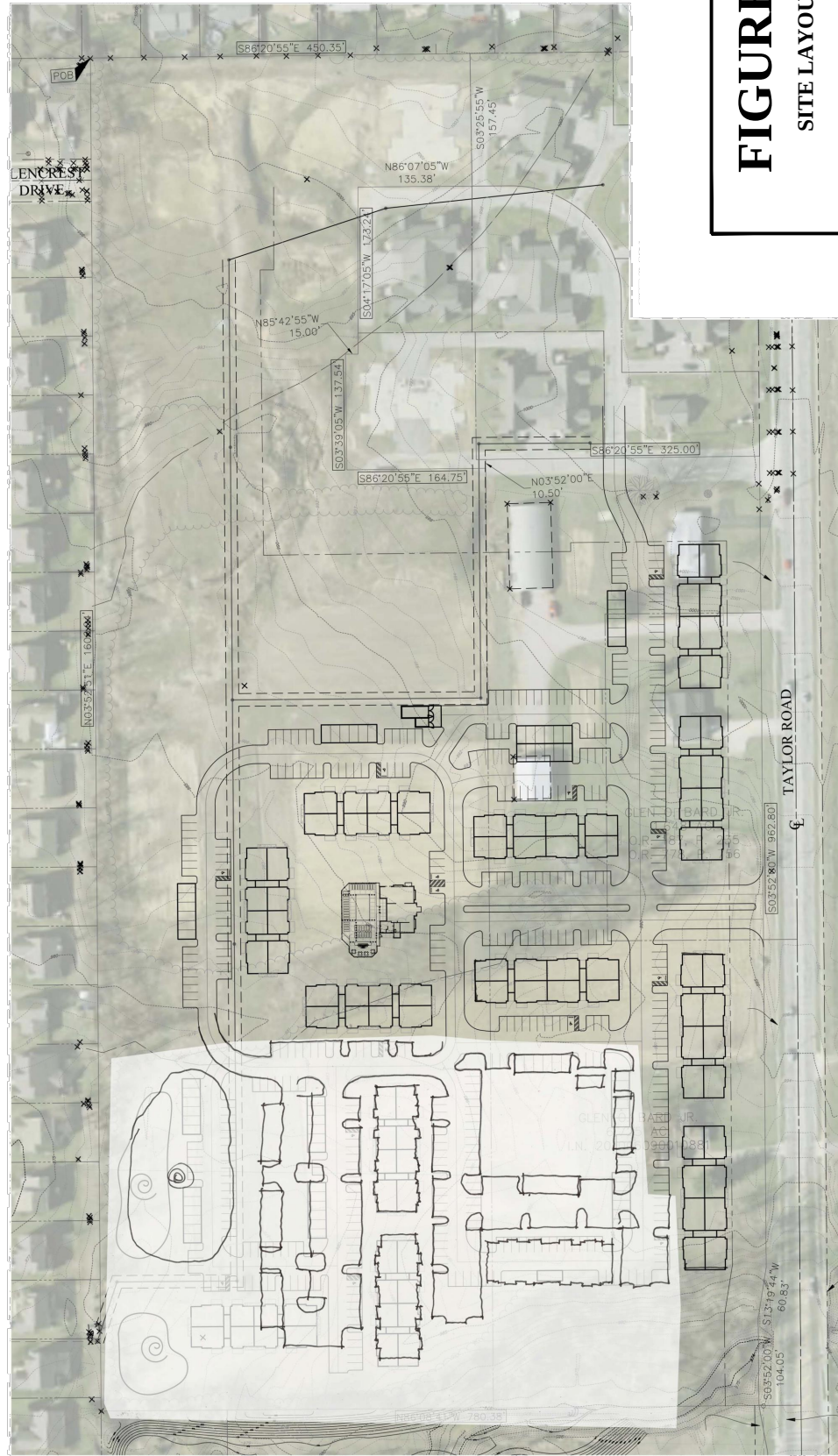
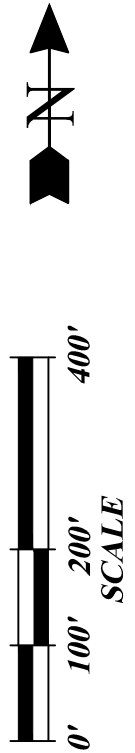


FIGURE 2

SITE LAYOUT

**9366 & 9370
TAYLOR ROAD
TRAFFIC ACCESS
STUDY 12/2017**

PREPARED BY:



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) = 240 Dwelling Units	Daily	Weekday	☐	T=7.56(X)-40.86	1774	50%	887	50%	887
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	ln(T)=0.95ln(X)-0.51	110	23%	25	77%	85
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	ln(T)=0.89ln(X)-0.02	129	63%	81	37%	48
				☐						
TOTALS			Daily	☒		1774		887		887
			AM Peak			110		25		85
			PM Peak			129		81		48

9366 & 9370 Taylor Road Traffic Access Study - 12/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

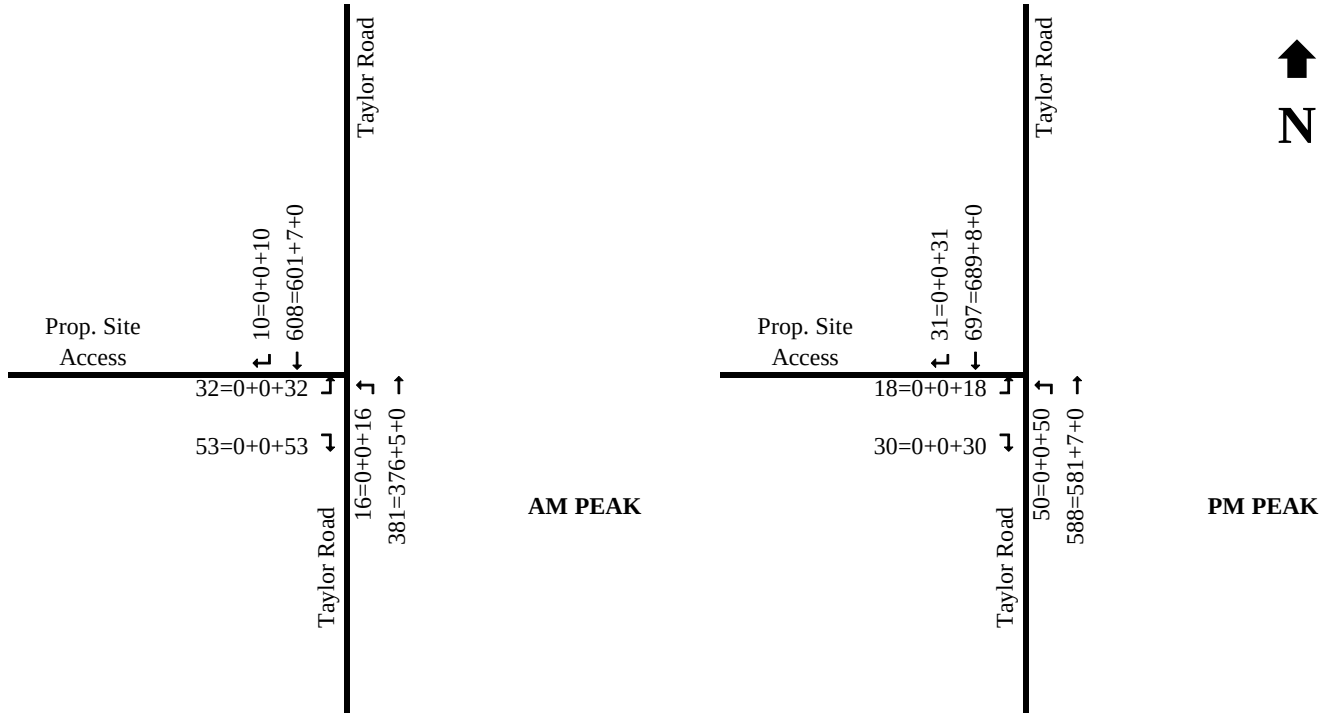
2018 AND 2028 TRAFFIC

A 10-year horizon is required for the traffic study. Opening day is assumed to be 2018, therefore the design year is 2028. A linear annual growth rate was obtained from the Mid-Ohio Regional Planning Commission (MORPC). Table 2 shows the growth rate and the corresponding factors applied to the 2017 traffic count. The City indicated that this growth rate could also be applied to the intersection of Main Street (US 40) & Taylor Road.

Segment	Linear Annual Growth Rate	2017 to 2018 Factor	2017 to 2028 Factor
Taylor Road	1.20%	1.012	1.132

TABLE 2 – 2017 Based Growth Factor Summary

Figure 3 shows the components of the 2018 ‘Build’ traffic. Figure 4 shows the components of the 2028 ‘Build’ traffic. To assist with the review, an exhibit showing the 2029 ‘No Build’ volumes has been provided in the Appendix.



LEGEND
A=B+C+D

A = 2018 'BUILD'
B = EXISTING (2017)

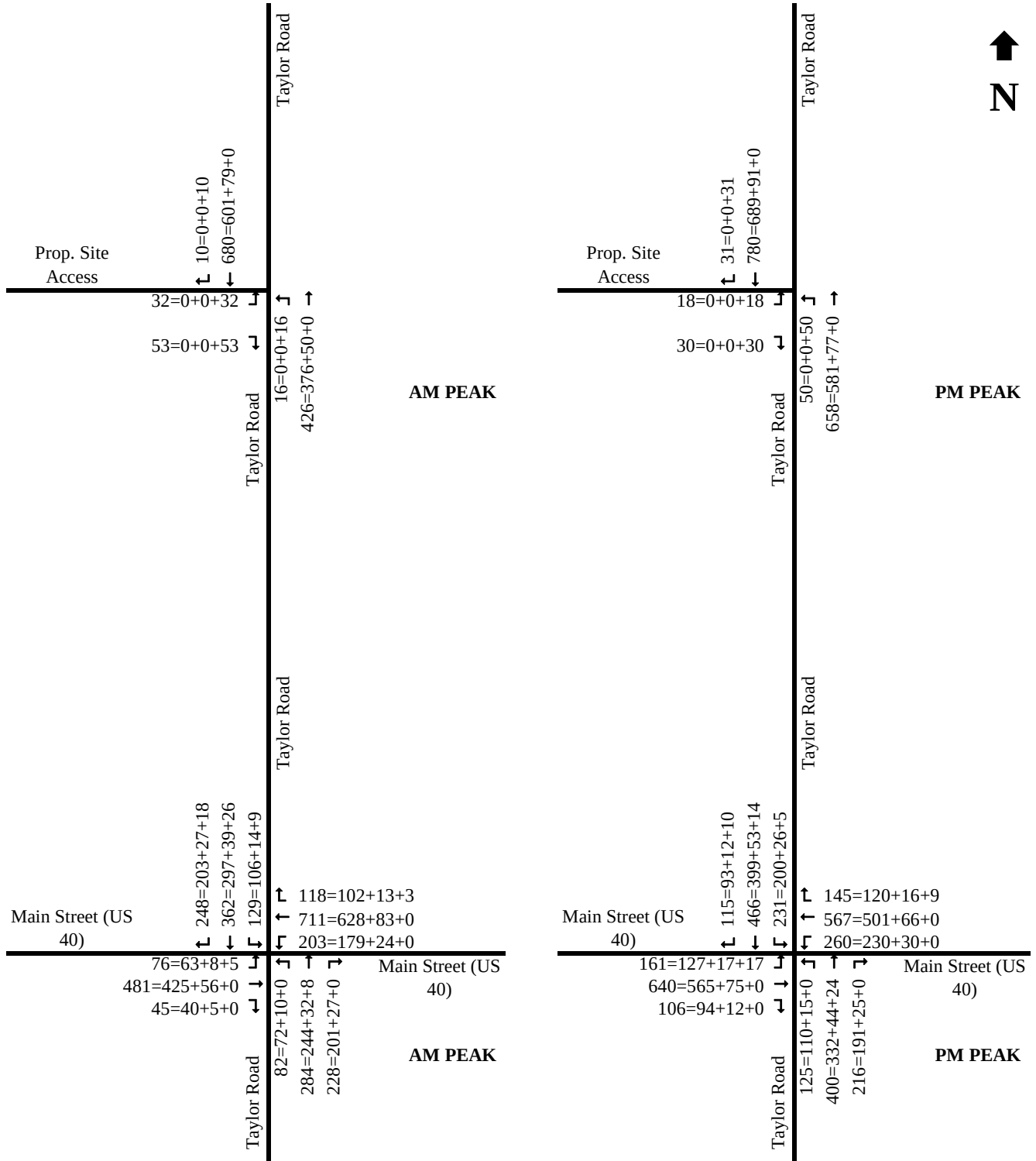
C = GROWTH
D = SITE TOTAL

**9366 & 9370 TAYLOR ROAD
TRAFFIC ACCESS STUDY**

PREPARED BY: **SMART** SERVICES, INC. 12/2017

FIGURE 3

2018 'BUILD'



LEGEND
A=B+C+D

A = 2028 'BUILD'
B = EXISTING (2017)

C = GROWTH
D = SITE TOTAL

**9366 & 9370 TAYLOR ROAD
TRAFFIC ACCESS STUDY**

PREPARED BY: **SMART SERVICES, INC.** REV. 1
4/2018

FIGURE 4

2028 'BUILD'

TRAFFIC ANALYSES

Turn Lane Warrants

Since a two-way left turn lane exists in front of the site, a left turn lane warrant analysis is not necessary. The procedure to determine whether a right turn lane is warranted is according to the *State Highway Access Management Manual (SHAMM)* published by the Ohio Department of Transportation (ODOT). The posted speed limit of 35 MPH was used for the analysis. The results show that a right turn lane is not warranted. The graph from the *SHAMM* is in the Appendix.

Signalized Capacity Analyses

Signalized capacity analyses were performed at the existing signalized intersection of Main Street (US 40) & Taylor Road. The purpose of the analysis is to determine if any mitigation is necessary. The analyses were performed using the computer software *Synchro 10*. In the analyses, delays are computed which correspond to a Level of Service (LOS) “A” through “F”. In an urban area, Level of Service (LOS) “D” and above is generally considered an acceptable LOS. Since driver expectations are different for various types of traffic control, there are different LOS criteria for unsignalized intersections versus signalized intersections. LOS criteria for signalized intersections are shown in Table 3.

Level of Service	Delay Range (seconds/vehicle)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: *Highway Capacity Manual 2010*

TABLE 3 - Level of Service Criteria for Signalized Intersections

The following comprises the background of the signalized capacity analysis:

- *Synchro 10* was used to perform the analysis.
- The existing intersection peak hour factor was applied.
- The existing lane configuration and phasing were considered in the analysis. The phasing is represented in *Synchro* but field phase numbers may not be consistent with the analysis.
- The heavy vehicle percentage was assumed.
- Signal timing was optimized for each case. Because this is a comparison of the ‘No Build’ and ‘Build’, a 120 second cycle length was used which is a typical cycle length used in planning.

Table 4 shows the results of the capacity analyses. The detailed reports from *Synchro* are in the Appendix. The results will be discussed in the Conclusions section.

Intersection	Time	Year	Delay (Level of Service)				
			Intersection	Eastbound	Westbound	Northbound	Southbound
Taylor Road & Main Street (US 40) (#20)	AM Peak						
		2028 'No Build' Traffic	44.5 (D)	39.8 (D)	38.9 (D)	41.8 (D)	59.4 (E)
		2028 'Build' Traffic	46.4 (D)	41.7 (D)	42.1 (D)	39.0 (D)	62.3 (E)
	PM Peak						
		2028 'No Build' Traffic	57.7 (E)	53.4 (D)	50.5 (D)	64.2 (E)	65.5 (E)
		2028 'Build' Traffic	60.5 (E)	57.7 (E)	53.8 (D)	67.4 (E)	65.2 (E)

9366 & 9370 Taylor Road Traffic Access Study - REV. 1: 4/2

TABLE 4 - Signalized (Synchro 10) Capacity Summary

CONCLUSIONS

2018 and 2028 ‘No Build’ and ‘Build’ volumes were developed for use in a right turn lane warrant analysis. The following is a summary of the conclusions for each analysis condition:

2018 ‘Build’

- Taylor Road & Prop. Site Access
 - Since there is an existing two-way left turn lane, accommodation for the northbound left turn lane is provided.
 - A southbound right turn lane is not warranted.

2028 ‘No Build’

- Taylor Road & Prop. Site Access
 - Since there is an existing two-way left turn lane, accommodation for the northbound left turn lane is provided.
 - A southbound right turn lane is not warranted.
- Main Street (US 40) & Taylor Road
 - The intersection operates just below the Level of Service D-E threshold in the PM Peak hour. Background improvements the City could consider in the future are northbound and/or southbound right turn lanes with corresponding left turn overlaps.

2028 ‘Build’

- Taylor Road & Prop. Site Access
 - Since there is an existing two-way left turn lane, accommodation for the northbound left turn lane is provided.
 - A southbound right turn lane is not warranted.
- Main Street (US 40) & Taylor Road
 - Same as ‘No Build’: The intersection operates just below the Level of Service D-E threshold in the PM Peak hour. The addition of the site traffic to the intersection causes a nominal increase (less than 3 seconds/vehicle) in delay and does not change the intersection Level of Service.
 - The traffic generated by the proposed site represents 2.3% of the traffic at the intersection. The calculations are in the Appendix.

The conclusion of the study is that no improvements are associated with the development of the site.

APPENDIX



January 18, 2018

Mr. Eric Snowden
Planning & Zoning Administrator
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, OH 43068

Subject: Metro Development on Taylor Road - Traffic Access Study Review
Reynoldsburg, Ohio

Dear Mr. Snowden,

This letter summarizes our review of the traffic analysis for the planned Metro Development on Taylor Road dated December, 2017. The planned apartment site is at 9366 & 9370 Taylor Road on the west side of the street north of the E. Main Street/Taylor Road intersection on undeveloped land in the city of Reynoldsburg, Ohio. Our comments are as follows:

1. We concur with the Traffic access study in terms of the trip generation and trip distribution, which assigns site traffic to Taylor Road via a single, full-movement driveway serving the site. The application of the traffic growth rate is correct as well as the volume calculations used in the turn lane warrant analysis section of the report. We concur with the turn lane warrant results that no right turn lane is warranted.
2. The east side of Taylor Road along the site frontage generally is undeveloped. Since the northbound left turns are reasonable in volume, we recommend the center lane pavement on Taylor Road remain striped as a two-way left turn lane along the site frontage. At the site driveway, a portion of this striping should be removed to allow turns to/from Taylor Road.
3. Future development along the east side of Taylor Road in this area should be served by a site drive that aligns with the planned Metro Development site drive intersection.

If you have questions or comments, please contact me directly at your convenience at (614) 775-4650.

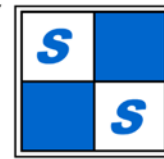
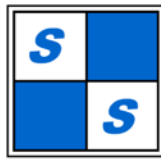
Sincerely,

A handwritten signature in blue ink, appearing to read 'Douglas A. Bender', is written over a light blue circular stamp.

Douglas A. Bender, PE, PTOE
Senior Traffic Engineer

Cc: Ryan Andrews, EMH&T

Attachment: 9366 & 9370 Taylor Road Traffic Access Study REV 1 (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)



November 20, 2017

Mr. Ryan Andrews, PE
City Engineer – City of Reynoldsburg
EMH&T
5500 New Albany Road
Columbus, OH 43054

Re: 9366 & 9370 Taylor Road Traffic Access Study MOU
City of Reynoldsburg, Licking County, Ohio

Dear Mr. Andrews:

Please consider this letter as a Memo of Understanding (MOU) for the traffic study required for the subject site. The subject site is located on the west side of Taylor Road between Main Street (US 40) and Taylor Chase Drive. The site is proposed to be developed with 240 multi-family units in a combination of two and three-story buildings. One full access is proposed on Taylor Road. In addition, there is also access to Taylor Chase Drive in the development to the north which also has access to Taylor Road. The permitting agency for the access on Taylor Road is the City of Reynoldsburg.

Per Section 3A of the *Reynoldsburg Development Handbook*, a traffic access study is required if peak hour trip ends are between 50-200 trip ends. The attached trip generation calculations indicate that the site will generate between 50 and 200 peak hour trips which would require a Traffic Access Study (TAS). The following is the scope of the TAS:

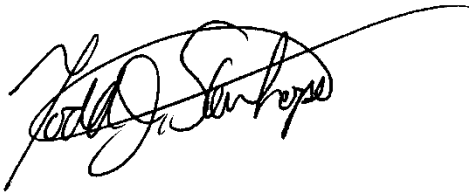
- The study area will be limited to the proposed site access on Taylor Road.
- The time of analysis will be the weekday AM Peak hour (one hour between 7 and 9 AM) and the PM Peak hour (one hour between 4 and 6 PM).
- A new peak-hour link count will be provided on Taylor Road between the Kroger Access and Taylor Chase Drive.
- Trip Generation - Site traffic will be computed using *Trip Generation Manual, 10th Edition* published by ITE. The land use Multifamily Housing (Low-Rise) ITE Code #220 will be used to represent the site.
- Trip distribution will be determined after the data is collected.
- Design Year Traffic Development – A 10-year design horizon is required. Opening Day is assumed to be 2018. Therefore, the design year is 2028. Annual growth rates for Taylor Road will be obtained from the Mid-Ohio Regional Planning Commission (MORPC). The schedule for the study may not allow a response from MORPC, so if that is the case a growth rate assumption will need to be worked out with the City.

- Analyses
 - A right turn lane warrant analyses will be performed at the site access. A two-way left turn lane already exists on Taylor Road so a left turn lane is not necessary
 - The length of any warranted turn lanes will be calculated using the method in Section 400 of the *ODOT L&D Manual*.

If this MOU is acceptable to you, please indicate your approval in the space provided below. If not, please let us know what items need to be changed.

If you have any questions, please contact me. Thank you!

Sincerely,
SMART SERVICES, INC.



Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

Submitted: One electronic copy (PDF format) via e-mail

cc: E. Snowden – City of Reynoldsburg
J. Thomas, Jr. – Metro Development

City of Reynoldsburg

Approved: _____ 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>	Entering		Exiting	
						%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220) Ind. Variable (X) = 240 Dwelling Units	Daily	Weekday	☐	$T=7.56(X)-40.86$	50%	887	50%	887
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	☐	$\ln(T)=0.95\ln(X)-0.51$	23%	25	77%	85
		PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	☐	$\ln(T)=0.89\ln(X)-0.02$	63%	81	37%	48
		AM Peak	AM Peak Hour of Generator	☒	$\ln(T)=0.94\ln(X)-0.29$	28%	36	72%	93
		PM Peak	PM Peak Hour of Generator	☐	$T=0.66(X)+1.41$	59%	94	41%	66

- 11/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Taylor Road & Kroger Driveway AM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
07:00 AM	144	13	157		5	70	75		5	2	7	239
07:15 AM	125	9	134		5	79	84		8	5	13	231
07:30 AM	128	8	136		6	106	112		3	6	9	257
07:45 AM	164	10	174		3	102	105		3	6	9	288
Total	561	40	601		19	357	376		19	19	38	1015
08:00 AM	115	11	126		2	77	79		8	1	9	214
08:15 AM	104	6	110		10	75	85		7	5	12	207
08:30 AM	108	13	121		8	81	89		8	2	10	220
08:45 AM	106	7	113		7	65	72		4	3	7	192
Total	433	37	470		27	298	325		27	11	38	833
Grand Total	994	77	1071		46	655	701		46	30	76	1848
Approch %	92.8	7.2			6.6	93.4			60.5	39.5		
Total %	53.8	4.2	58		2.5	35.4	37.9		2.5	1.6	4.1	

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
07:00 AM	144	13	157		5	70	75		5	2	7	239
07:15 AM	125	9	134		5	79	84		8	5	13	231
07:30 AM	128	8	136		6	106	112		3	6	9	257
07:45 AM	164	10	174		3	102	105		3	6	9	288
Total Volume	561	40	601		19	357	376		19	19	38	1015
% App. Total	93.3	6.7			5.1	94.9			50	50		
PHF	.855	.769	.864		.792	.842	.839		.594	.792	.731	.881

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Taylor Road & Kroger Driveway PM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
04:00 PM	105	16	121		9	126	135		24	9	33	289
04:15 PM	123	24	147		17	122	139		26	6	32	318
04:30 PM	150	23	173		12	109	121		24	12	36	330
04:45 PM	155	27	182		15	117	132		36	18	54	368
Total	533	90	623		53	474	527		110	45	155	1305
05:00 PM	153	17	170		13	128	141		25	14	39	350
05:15 PM	133	23	156		16	100	116		31	10	41	313
05:30 PM	158	23	181		9	129	138		15	9	24	343
05:45 PM	142	22	164		28	130	158		24	18	42	364
Total	586	85	671		66	487	553		95	51	146	1370
Grand Total	1119	175	1294		119	961	1080		205	96	301	2675
Approch %	86.5	13.5			11	89			68.1	31.9		
Total %	41.8	6.5	48.4		4.4	35.9	40.4		7.7	3.6	11.3	

	Taylor Road Southbound				Taylor Road Northbound				Kroger Driveway Eastbound			
	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Start Time												
04:45 PM	155	27	182		15	117	132		36	18	54	368
05:00 PM	153	17	170		13	128	141		25	14	39	350
05:15 PM	133	23	156		16	100	116		31	10	41	313
05:30 PM	158	23	181		9	129	138		15	9	24	343
Total Volume	599	90	689		53	474	527		107	51	158	1374
% App. Total	86.9	13.1			10.1	89.9			67.7	32.3		
PHF	.948	.833	.946		.828	.919	.934		.743	.708	.731	.933

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Main Street (US 40) & Taylor Road AM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound						Main Street (US 40) Westbound						Taylor Road Northbound						Main Street (US 40) Eastbound					
	Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total	Int. Total
Start Time	30	55	57		142		53	191	27		271		10	44	49		103		11	149	6		166	682
07:00 AM	23	82	49		154		50	156	26		232		26	60	50		136		12	88	4		104	626
07:15 AM	22	73	46		141		37	146	26		209		15	70	46		131		18	65	5		88	569
07:30 AM	31	87	51		169		39	135	23		197		21	70	56		147		22	123	25		170	683
07:45 AM	106	297	203		606		179	628	102		909		72	244	201		517		63	425	40		528	2560
Total	23	75	33		131		46	110	15		171		22	59	43		124		14	67	21		102	528
08:00 AM	19	80	33		132		58	102	28		188		16	46	45		107		14	58	14		86	513
08:15 AM	22	62	37		121		37	75	20		132		12	62	28		102		13	40	8		61	416
08:30 AM	25	70	30		125		43	70	17		130		20	46	22		88		12	53	12		77	420
08:45 AM	89	287	133		509		184	357	80		621		70	213	138		421		53	218	55		326	1877
Total	195	584	336		1115		363	985	182		1530		142	457	339		938		116	643	95		854	4437
Grand Total	17.5	52.4	30.1		25.1		23.7	64.4	11.9		34.5		15.1	48.7	36.1		21.1		13.6	75.3	11.1		19.2	
Apprch %	4.4	13.2	7.6				8.2	22.2	4.1				3.2	10.3	7.6				2.6	14.5	2.1			
Total %																								

	Taylor Road Southbound						Main Street (US 40) Westbound						Taylor Road Northbound						Main Street (US 40) Eastbound					
	Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total	Int. Total
Start Time	30	55	57		142		53	191	27		271		10	44	49		103		11	149	6		166	682
07:00 AM	23	82	49		154		50	156	26		232		26	60	50		136		12	88	4		104	626
07:15 AM	22	73	46		141		37	146	26		209		15	70	46		131		18	65	5		88	569
07:30 AM	31	87	51		169		39	135	23		197		21	70	56		147		22	123	25		170	683
07:45 AM	106	297	203		606		179	628	102		909		72	244	201		517		63	425	40		528	2560
Total Volume	17.5	49	33.5				19.7	69.1	11.2				13.9	47.2	38.9				11.9	80.5	7.6			
% App. Total	.855	.853	.890		.896		.844	.822	.944		.839		.692	.871	.897		.879		.716	.713	.400		.776	.937
PHF																								

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Main Street (US 40) & Taylor Road PM Peak 11-16-2017
Site Code :
Start Date : 11/16/2017
Page No : 1

Groups Printed- All Vehicles

	Taylor Road Southbound						Main Street (US 40) Westbound						Taylor Road Northbound						Main Street (US 40) Eastbound					
	Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total	Int. Total
Start Time	46	68	11		125		61	105	25		191		27	70	41		138		31	83	20		134	588
04:00 PM	56	63	40		159		55	89	27		171		24	83	44		151		29	104	9		142	623
04:15 PM	50	99	26		175		58	118	16		192		32	84	48		164		23	95	23		141	672
04:30 PM	73	111	20		204		36	89	23		148		24	71	55		150		34	123	16		173	675
04:45 PM																								
Total	225	341	97		663		210	401	91		702		107	308	188		603		117	405	68		590	2558
05:00 PM	57	92	27		176		68	153	28		249		30	74	47		151		37	139	20		196	772
05:15 PM	51	101	21		173		53	88	18		159		22	72	47		141		29	140	23		192	665
05:30 PM	40	110	20		170		62	111	27		200		24	89	54		167		38	141	27		206	743
05:45 PM	52	96	25		173		47	149	47		243		34	97	43		174		23	145	24		192	782
Total	200	399	93		692		230	501	120		851		110	332	191		633		127	565	94		786	2962
Grand Total	425	740	190		1355		440	902	211		1553		217	640	379		1236		244	970	162		1376	5520
Apprch %	31.4	54.6	14				28.3	58.1	13.6				17.6	51.8	30.7				17.7	70.5	11.8			
Total %	7.7	13.4	3.4		24.5		8	16.3	3.8		28.1		3.9	11.6	6.9		22.4		4.4	17.6	2.9		24.9	

	Taylor Road Southbound						Main Street (US 40) Westbound						Taylor Road Northbound						Main Street (US 40) Eastbound					
	Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total		Left	Thru	Right	App.	Total	Int. Total
Start Time	57	92	27		176		68	153	28		249		30	74	47		151		37	139	20		196	772
05:00 PM	51	101	21		173		53	88	18		159		22	72	47		141		29	140	23		192	665
05:15 PM	40	110	20		170		62	111	27		200		24	89	54		167		38	141	27		206	743
05:30 PM	52	96	25		173		47	149	47		243		34	97	43		174		23	145	24		192	782
05:45 PM																								
Total Volume	200	399	93		692		230	501	120		851		110	332	191		633		127	565	94		786	2962
% App. Total	28.9	57.7	13.4				27	58.9	14.1				17.4	52.4	30.2				16.2	71.9	12			
PHF	.877	.907	.861		.983		.846	.819	.638		.854		.809	.856	.884		.909		.836	.974	.870		.954	.947

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

From: [Hwashik Jang](#)
To: [Todd Stanhope](#)
Cc: [Nick Gill](#); ["Andrews, Ryan"](#); [Eric Snowden](#); [Joe Thomas ,Jr.](#); [Zhuojun Jiang](#)
Subject: RE: Growth Rate Request - Taylor Road
Date: Tuesday, December 05, 2017 9:39:21 AM

Todd,

We have completed processing growth rate request on Taylor Rd study area.
 Please use an overall **1.2%** linear annual growth rate for the study segment.

Note: This is planning level analysis based on MORPC regional travel demand model.

If you have any questions, please let me know.

Thanks,

Hwashik

Hwashik Jang | hjang@morpc.org | MORPC
 Tel 614.233.4145 | Fax 614.233.4245

From: Todd Stanhope [mailto:tstanhope@smartservices-inc.com]
Sent: Monday, November 20, 2017 12:02 PM
To: Zhuojun Jiang <zjiang@morpc.org>
Cc: Nick Gill <ngill@morpc.org>; Hwashik Jang <hjang@morpc.org>; 'Andrews, Ryan' <randrews@emht.com>; Eric Snowden <esnowden@ci.reynoldsburg.oh.us>; Joe Thomas ,Jr. <jthomasjr@villagecommunities.com>
Subject: Growth Rate Request - Taylor Road

Zhuojun

We are performing a traffic access study for the above site that has access on Taylor Road.
 Please provide a growth rate for Taylor Road between the Kroger Driveway and Taylor Chase Drive (north of Main Street). Below is MORPC's requested information about the study:

1. Traffic Data upon which you would be applying these growth rates (preferably 24 hour counts). **As part of the project, AM and PM peak hour turning movement counts were taken at the intersection of Taylor Road & Kroger Driveway. The count report is attached.**
2. Open Year & Design Year, for this study: **2018 and 2028**
3. Roadway network assumptions: Any roadway assumptions/changes in the vicinity, such as change in number of lanes or roadway alignments, etc: **None anticipated.**
4. Land use assumptions: General info on proposed site location & development, such as: site

map, Trip Generation (excel file, preferably). The subject site is located on the west side of Taylor Road between the Kroger Driveway and Taylor Chase Drive. Trip generation for the 240 apartment units will be calculated as part of the study and is not available at this time.

5. Project Review Contact Person: Ryan Andrews will be reviewing the study for the City of Reynoldsburg. His e-mail address is in the cc: line.

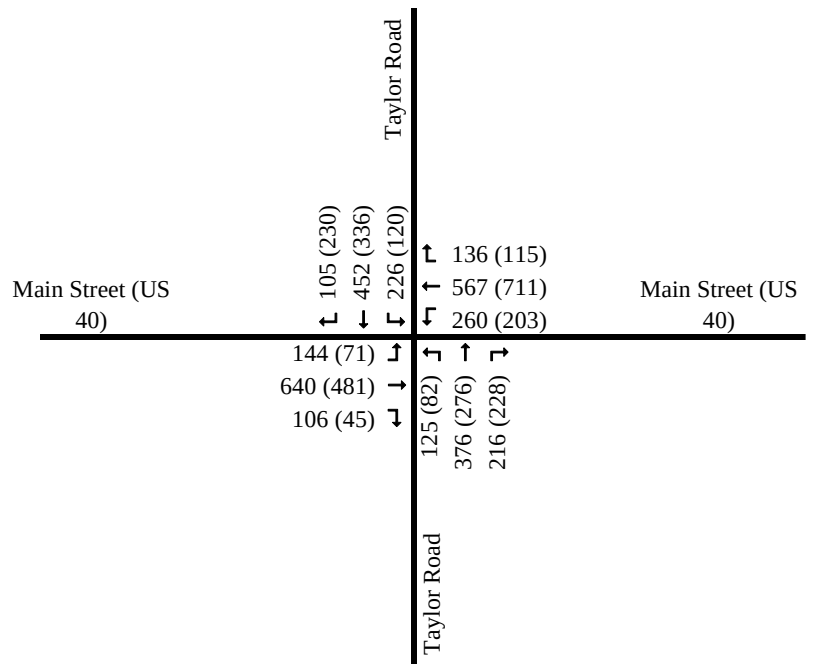
Thank you!

Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

Smart Services, Inc. (Columbus Office)

A DBE / EDGE Certified Business

1900 Crown Park Court, Suite E
Columbus, Ohio 43235
Ph: 614-914-5543
www.SmartServices-Inc.com



LEGEND	
222	- PM PEAK Hour Turning Movement
(222)	- AM PEAK Hour Turning Movement

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY: **SMART SERVICES, INC.** REV. 1
4/2018

APPENDIX EXHIBIT

2028 'NO BUILD' TRAFFIC

Timings

3: Taylor Road & Main Street (US 40)

04/10/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	71	481	45	203	711	115	82	276	228	120	336	230
Future Volume (vph)	71	481	45	203	711	115	82	276	228	120	336	230
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	76	517	48	218	765	124	88	297	245	129	361	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	565	0	218	889	0	88	542	0	129	608	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.0	26.0		13.0	26.0		13.0	16.0		13.0	16.0	
Total Split (s)	13.0	35.0		20.0	42.0		13.0	52.0		13.0	52.0	
Total Split (%)	10.8%	29.2%		16.7%	35.0%		10.8%	43.3%		10.8%	43.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	39.8	32.7		51.5	41.1		50.4	43.4		7.0	43.4	
Actuated g/C Ratio	0.33	0.27		0.43	0.34		0.42	0.36		0.06	0.36	
v/c Ratio	0.40	0.59		0.65	0.74		0.51	0.83		0.65	0.93	
Control Delay	28.7	41.3		32.9	40.4		28.0	44.1		70.6	57.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	41.3		32.9	40.4		28.0	44.1		70.6	57.0	
LOS	C	D		C	D		C	D		E	E	
Approach Delay		39.8			38.9			41.8			59.4	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 20 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 44.5

Intersection LOS: D

Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Taylor Road & Main Street (US 40)

Ø1	Ø2 (R)	Ø3	Ø4
20 s	35 s	13 s	52 s
Ø5	Ø6 (R)	Ø7	Ø8
13 s	42 s	13 s	52 s

Timings

3: Taylor Road & Main Street (US 40)

04/10/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	481	45	203	711	118	82	284	228	129	362	248
Future Volume (vph)	76	481	45	203	711	118	82	284	228	129	362	248
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	517	48	218	765	127	88	305	245	139	389	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	565	0	218	892	0	88	550	0	139	656	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.0	26.0		13.0	26.0		13.0	16.0		13.0	16.0	
Total Split (s)	13.0	35.0		19.0	41.0		13.0	53.0		13.0	53.0	
Total Split (%)	10.8%	29.2%		15.8%	34.2%		10.8%	44.2%		10.8%	44.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	37.9	30.9		49.3	38.9		52.7	45.7		7.0	45.7	
Actuated g/C Ratio	0.32	0.26		0.41	0.32		0.44	0.38		0.06	0.38	
v/c Ratio	0.47	0.62		0.69	0.79		0.53	0.80		0.69	0.96	
Control Delay	32.5	43.0		37.1	43.3		29.4	40.6		73.9	59.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	43.0		37.1	43.3		29.4	40.6		73.9	59.9	
LOS	C	D		D	D		C	D		E	E	
Approach Delay		41.7			42.1			39.0			62.3	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 46.4

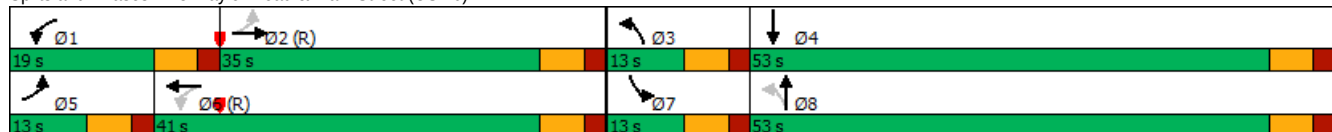
Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Taylor Road & Main Street (US 40)



Timings

3: Taylor Road & Main Street (US 40)

04/10/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	640	106	260	567	136	125	376	216	226	452	105
Future Volume (vph)	144	640	106	260	567	136	125	376	216	226	452	105
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	152	674	112	274	597	143	132	396	227	238	476	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	786	0	274	740	0	132	623	0	238	587	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.0	26.0		13.0	26.0		13.0	16.0		13.0	16.0	
Total Split (s)	15.0	36.0		21.0	42.0		14.0	48.0		15.0	49.0	
Total Split (%)	12.5%	30.0%		17.5%	35.0%		11.7%	40.0%		12.5%	40.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	38.8	30.0		51.0	36.2		49.9	42.0		9.0	43.1	
Actuated g/C Ratio	0.32	0.25		0.42	0.30		0.42	0.35		0.08	0.36	
v/c Ratio	0.64	0.90		0.97	0.70		0.67	0.99		0.93	0.89	
Control Delay	36.2	56.7		78.3	40.1		36.2	70.1		95.3	53.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	56.7		78.3	40.1		36.2	70.1		95.3	53.4	
LOS	D	E		E	D		D	E		F	D	
Approach Delay		53.4			50.5			64.2			65.5	
Approach LOS		D			D			E			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 21 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 57.7

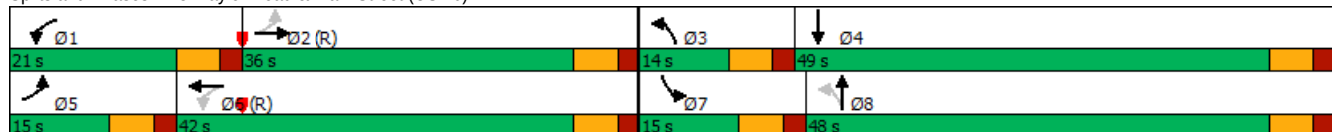
Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Taylor Road & Main Street (US 40)



Timings

3: Taylor Road & Main Street (US 40)

04/10/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	640	106	260	567	145	125	400	216	231	466	115
Future Volume (vph)	161	640	106	260	567	145	125	400	216	231	466	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	169	674	112	274	597	153	132	421	227	243	491	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	786	0	274	750	0	132	648	0	243	612	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8					
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.0	26.0		13.0	26.0		13.0	16.0		13.0	16.0	
Total Split (s)	17.0	35.0		21.0	39.0		13.0	49.0		15.0	51.0	
Total Split (%)	14.2%	29.2%		17.5%	32.5%		10.8%	40.8%		12.5%	42.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	39.6	29.0		48.4	33.4		50.0	43.0		9.0	45.0	
Actuated g/C Ratio	0.33	0.24		0.40	0.28		0.42	0.36		0.08	0.38	
v/c Ratio	0.70	0.93		0.97	0.77		0.71	1.00		0.95	0.89	
Control Delay	40.1	61.5		78.8	44.7		40.7	72.9		99.2	51.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.1	61.5		78.8	44.7		40.7	72.9		99.2	51.8	
LOS	D	E		E	D		D	E		F	D	
Approach Delay		57.7			53.8			67.4			65.2	
Approach LOS		E			D			E			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 21 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 60.5

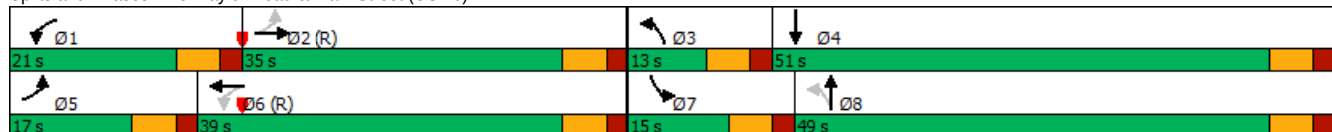
Intersection LOS: E

Intersection Capacity Utilization 96.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Taylor Road & Main Street (US 40)



ID	Intersection	2028 'BUILD' - AM PEAK												2028 'BUILD' - PM PEAK												AM PEAK & PM PEAK																		
		Intersection				Northbound Total				Southbound Total				Eastbound Total				Westbound Total				Intersection				Northbound Total				Southbound Total				Eastbound Total				Westbound Total						
		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site		Site	Total	% Site								
20	Taylor Road & Main Street (US 40)	69	2967	2.3%		8	594	1.3%		53	739	7.2%		5	602	0.8%		3	1032	0.3%		79	3432	2.3%		24	741	3%		29	812	4%		17	907	2%		9	972	1%		148	6399	2.3%

9366 & 9370 Taylor Road Traffic Access Study - REV. 1: 4/2018

APPENDIX EXHIBIT SITE GENERATED TRAFFIC AT STUDY INTERSECTIONS

Rezoning Text
Planned Neighborhood Development District
24.3 Acre Tract, West side of Taylor Road, North of E. Main Street

EXISTING ZONING: CC Community Commerce District & AR 2 Multiple Family Residence District

PROPOSED ZONING: PND Planned Neighborhood Development District

EXISTING PROPERTY ADDRESS(s): 9366 & 9370 Taylor Road, 8700 Taylor Chase Blvd.

EXISTING PARCEL ID: 2005120800038955, 201006090010881, 187-0235

CURRENT OWNER: Murphy Development Co., Taylor Chase LLC

APPLICANT: Metro Development LLC

APPLICATION NUMBER: #181277

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, and open space that can be used by the public if the City has interest in a public park. The existing 24.3 acres site is currently used for agriculture, and consists of several single family homes, barns, as well as a slab for an unfinished condominium building. These structures and building pad 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-2 Multiple Family Residence, as well as CC Community Commerce District.

The surrounding zoning districts are AR-2 Apartment Residence District to the north, R-3 Single Family Residence District to the west, and CC Community Commerce District to the south. To the east is undeveloped land in Etna Township, under township rural zoning district.

The project will consist of 240 dwelling units, 48 units will be 1 bedroom units, and 192 units will be 2 bedroom units. There will be 499 parking spaces, of which 66 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 to the south of the project for residents use. Significant buffering is provided to the west between the proposed multifamily buildings and existing single family, as well as to the north adjacent the existing condominiums. A preservation zone is located along the southern boundary to protect the existing trees and stream buffer between the proposed use and the Kroger store to the south.

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 brick 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 1183.04(b)	Shall not exceed 5 units per acre in the district and not 10 units per acre in any part of the district.	Total District: 9.88 du/ac	Yes
Front Setback 1175.06 (a)	Major Arterial: 40 feet (Taylor Road)	40 feet	No
Side and Rear Yard Setbacks	N/A	50' south, 95' west, 100' to condominium north	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	3,160.17 sf/unit	No
Building Height	N/A	32'-3" – 2 Story 41'-9" – 3 Story	No
Maximum Lot Coverage by building and Decks	N/A	Lot Coverage: 15%	No
Floor Area Requirements for Dwellings	N/A	675 sf -1 bed 933 sf -2 bed	No
Signage		One ground sign per sub-area shall be permitted along the primary and secondary frontages, and shall be approved in accordance with the procedures of Chapter 1181 of the Zoning Code.	No
Parking – Table 1179	2 spaces per unit	480 required 433 surface and 66 garage spaces provided	Yes
Open Space-1183.04	30%	55%	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.

The applicant is in conversations with the neighborhood group to the west. Agreements have been made to establish a 60' setback from the lot line for retention ponds, and a 30' setback from the lot line for mounding, in order to preserve the existing tree line. A 4' open style fence is proposed with a 30' setback off the lot line at the base of the proposed mounding. Existing trees that are dead or in poor condition, and undesirable underbrush shall be removed from the existing tree line. These commitments are reflected on the development plan.



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

Application #: 181277
Permit #:
Date Submitted: 12/29/17
Fee Amount: \$1800.00
~~80000005~~
☒ Paid:

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION		
Property Address: 9366, 9370 Taylor Road SW, 9333 Taylor Chase		FOR DISTRICT CHANGE ONLY
Description of Location: West side of Taylor Road, North of East Main/Kroger		
Parcel ID(s): 200512080038925, 201006090010881, 187-0235		
Number of Lots: 3	Present Zoning: CC/AR-2c	
Present Use: single family/agriculture		
Complete Where Applicable:		Proposed Zoning: PND
Engineer/Surveyor: EMH&T		Size of Area to be Rezoned: 24.3 acres
Builder: Metro Development LLC		Existing Structures: 3 existing homes
		1 condominium foundation to be removed
		2 outbuildings
		Proposed Use: Multi-family Apartments with clubhouse and pool
III. PROPERTY OWNER OF RECORD		
Property Owner Name(s): Glen Bard Jr, Murphy Development Company/Taylor Chase LLC		Property Owner Address(s): 9370 Taylor Road, Reynoldsburg, Ohio 4442 Professional Pkwy, Groveport, OH 43125
IV. APPLICANT INFORMATION		
Applicant Name: Metro Development LLC / Todd Barris		
Applicant Address: 470 Olde Worthington Road, Suite 101, Westerville, Ohio 43082		
Applicant Phone Number: 614-540-2400		Applicant Email: jthomasjr@villagecommunities.com
I. PROJECT TYPE		
☒ District Change (Rezoning) (\$750 Residential plus \$50 per lot/\$1,000 Non-Residential)		
☐ Amendment of Development Plan or Text (\$500)		
☐ Major Site Plan (\$500)		

Applicant Signature: [Signature] Date: 12-13-17
 *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>	<u>Planning Com. Meeting</u>	<u>City Council Meeting</u>
	☐ Historic District	Date: _____	Date: _____
	☐ CC Overlay	☐ Approved as Submitted	☐ Approved as Submitted
		☐ Approved w/ Conditions	☐ Approved w/ Conditions
	<u>Add'l Approvals Req'd</u>	☐ Tabled	☐ Tabled
	☐ DRB	☐ Denied	☐ Denied
	☐ BZBA	P&Z Admin.: _____ Date: _____	
		Clerk of Council: _____ Date: _____	

4. Plan Review Fee Schedule

Major Site Plans and Zoning District Changes

Project: Taylor/Main Multi-family Complex Date: 12/20/17

Traffic Studies:

(see Facility Demand Worksheet)

Traffic Access Study \$ 1,000.00

Traffic Impact Study \$ 4,000.00

Regional Traffic Study \$ TBD

Additional fees as determined by section 1155 of the City's Codified Ordinances:

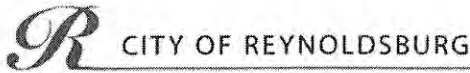
\$ 800.00

Total Plan Review Fee:

\$ 1,800.00

Major Site Plan and Zoning District Change (Rezoning) review fees for traffic studies include one initial and one subsequent submittal if required. Additional submittals for these items are one-half the original fee for each subsequent submittal. Incomplete submittals will not be accepted. Re-submittals required, but not due to direct action of the applicant or applicant's representative, will not be charged additional fees at the City's discretion. Additional submittals, if desired by the applicant, will be one-half the original fee for plan sheet reviews. Plans are to be submitted 30 days prior to hearing date as determined by the Planning & Zoning Administrator.

Twenty (20%) of the fee covers the administrative costs incurred by the City of Reynoldsburg. The remainder of the fee covers the costs associated with the detailed review, either performed by the City or designated representative.



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

Application #: _____

Permit #: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION

Property Address:

9366, 9370 Taylor Road SW, 9333 Taylor Chase

FOR DISTRICT CHANGE ONLY

Description of Location:

West side of Taylor Road, North of East Main/Kroger

Proposed Zoning:

PND

Parcel ID(s):

200512080038925, 201006090010881, 187-0235

Size of Area to be Rezoned:

24.3 acres

Number of

Lots: 3

Present Zoning:

CC/AR-2c

Present Use:

single family/agriculture

Existing Structures:

3 existing homes

Complete Where Applicable:

1 condominium foundation to be removed

2 outbuildings

Engineer/Surveyor: EMH&T

Builder: Metro Development LLC

Proposed Use:

Apartments with clubhouse and pool

III. PROPERTY OWNER OF RECORD

Property Owner Name(s):

Glen Bard Jr,
Murphy Development Company/Taylor Chase LLC

Property Owner Address(s):

9370 Taylor Road, Reynoldsburg, Ohio
4442 Professional Pkwy, Groveport, OH 43125

IV. APPLICANT INFORMATION

Applicant Name:

Metro Development LLC

Applicant Address:

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

Applicant Phone Number:

614-540-2400

Applicant Email:

jthomasjr@villagecommunities.com

I. PROJECT TYPE



District Change (Rezoning)

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

Applicant Signature:

Date: 12-13-17

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

☐ I Historic District☐ CC Overlay

Add'l Approvals Req'd

☐ DRB☐ 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: _____

12.20.17

**Taylor Road and Main Street
Proposed Apartment Community
Metro Development LLC**

CHAPTER 1183

Planned Neighborhood Development District

1183.01 Purpose.	1183.04 Use regulations and
1183.02 Development plan	development standards.
requirements and review	1183.05 Standards for development
procedures.	plan review.
1183.03 Site plan review.	1183.06 Existing planned
	developments.
	1183.07 Fees.

1183.01 PURPOSE.

(a) The purpose of the Planned Neighborhood Development District is to permit comprehensively planned residential developments approved by City Council and the Planning Commission using more flexible zoning guidelines and site design criteria than permitted in traditional districts.

(b) The suspension of traditional zoning provisions is intended to: encourage creative, high quality site design practices in the development of residential areas; encourage the creation and preservation of attractive and useful open spaces; promote compatibility with and complement existing developments; protect adjoining properties from adverse impacts; promote safe and efficient pedestrian, bicycle, and vehicular movement; promote efficient layout of infrastructure; and promote protection or enhancement of natural and historic resources. It is not the purpose of the planned development provisions to permit reduction in traditional lot sizes without mitigating amenities or quality design which justify such reduction to the benefit of the residents and the community as a whole.

(c) In place of enforcing the traditional zoning provisions, City Council and the Planning Commission may exercise control through standards, design criteria,

12.20.17

conditions, and agreements appropriate for the particular site, its surroundings, and proposed uses, and sufficient to ensure effective and complete implementation of the development consistent with the development plan. (Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.02 DEVELOPMENT PLAN REQUIREMENTS AND REVIEW PROCEDURES.

The owner of a lot or lots seeking approval of a Planned Neighborhood Development District shall initiate such proposal according to the provisions for zoning amendments established in this Zoning Code and in the Charter. The following requirements and procedures shall apply to a petition for a Planned Neighborhood Development District and shall be in addition to the requirements for an application for a zoning district change with development plan as provided in Chapter 1151.

- (a) Required Content of Development Plan. The applicant proposing a Planned Neighborhood Development District shall submit the information described below which, together with any other information, agreements, statements, or commitments required by the Planning Commission or City Council, shall constitute the development plan for the proposed Planned Neighborhood Development District.
- (1) Completed application form. **See attached application**
 - (2) Name, address, and phone number of the owner of the lot or lots and, if applicable, of the owner's designated agent.

Glenn Bard Jr., 9370 Taylor Road, Reynoldsburg, Ohio. (614) 554-2999

Murphy Development Company/Taylor Chase LLC, 4442 Professional Pkwy, Groveport, OH 43125. (614) 836-4403

- (3) A list of the names and addresses of the owners (as appearing on the County Auditor's tax list) of all lots located within, contiguous to, and directly across the street from the property which is the subject of the application. **See attached Property Owners List, Tab2, Exhibit A-1**
- (4) Legal description of the property, including a survey of the existing lot or lots to be included in the Planned Neighborhood Development District. **See attached Legal Description and Survey, Tab 3, Exhibit B-1 and B-2**
- (5) A description of the current zoning district(s) and the existing uses of the subject lot or lots. **The site is currently zoned CC along Taylor Road frontage and AR-2c in the rear. Currently is being used for single family and agricultural uses. There is also a foundation for a condominium that**

12.20.17

was never constructed on the north portion of the lot. All structures and foundation will be removed from the site.

- (6) Plan drawings and narrative descriptions of:
- A. The existing conditions of the site, including topography, soils, wetlands, streams and ditches, water bodies, retention facilities, other significant natural resources or features, historic or archaeological resources; ***See existing conditions plan, Tab 4, Exhibit C-1***
 - B. The proposed topography, water features, drainage features and improvements, and the treatment of significant natural, historic, or archaeological resources; a general plan for landscaping the entrances, major roads and major open spaces; a concept plan for the landscaping of individual structures; ***See Sanitary Sewer Impact Study (Exhibit E-2, Tab 6) and Storm Water Impact Study (Exhibit E-1, Tab 6) for storm water, and concept landscape plans (Exhibit D-1 to D-1.2, Tab 5). Detailed plans for grading and utilities, as well as landscape will be provided at time of major site plan review***
 - C. The proposed locations and approximate dimensions of lots to be platted in the district, including a statement of the minimum widths and depths of proposed lots for dwelling; ***This will be one lot***
 - D. The nature and locations of the proposed use or uses to be established in the district; ***See Development plan for locations of proposed structures (Exhibit C-2, Tab 4). Apartment Residential uses, clubhouse with pool, and garages are proposed.***
 - E. The number and locations of structures, the number of dwelling units in each area of the proposed district, the number of dwelling units per structure, the approximate floor area proposed for each use and structure, and locations and approximate dimensions of any planned accessory uses such as outbuildings, pools, recreation structures, or parking structures; sketch or draft elevations of the proposed building(s) indicating maximum heights, anticipated style and materials of existing surfaces and other building features; the approximate or minimum dimensions of yards and setbacks; ***See Development Plan for structure locations, Exhibit C-2, Tab 4. There are 6- 2 story buildings with 16 units each building, containing 8- 1 bedroom and 8- 2 bedroom units, and 6-3 story buildings with 24 units, all 2 bedrooms. 1 bedroom units will be approximately 675 square feet, and 2 bedroom units will be approximately 933 square feet. There will be a clubhouse, a pool area, 9- 6 car garages and one 12 car garage, a trash compactor enclosure, a mail kiosk, and a water meter building.***

12.20.17

See architectural elevations for materials, colors, and dimensions, Exhibit G-1, Tab 8. Refer to Development Plan for approximate setbacks, Exhibit C-1, Tab 4.

- F. The locations and approximate acreage(s) of common open space(s), and reserves; **Refer to Open Space plan for open space areas, Exhibit D-2, Tab 5.**
 - G. The approximate locations, dimensions, and capacities of proposed public and private streets, significant curb cuts and intersections with public streets, parking and loading areas, numbers of parking spaces, facilities for pedestrians and bicycles, and the general concept for landscaping these facilities; **All interior streets shall be private, Refer to Development Plan for curb cuts and parking areas, Exhibit C-2, Tab 4. Refer to concept landscape plans for parking landscape, Exhibit D-1, Tab 5. Detailed landscape plans will be submitted with Major Site plan submittal**
 - H. The approximate locations, dimensions, and capacities of proposed water lines, sanitary sewers, storm sewers, other major storm water facilities; **See Sanitary Sewer Impact Study and Storm Water Impact Study, Exhibits E-1 and E-2, Tab 6**
 - I. A description of any variances to the Subdivision Regulations which may be necessary for the design and installation of improvements in the proposed district. **No variances are requested from the subdivision regulations as this will be one lot.**
- (7) A narrative statement discussing the compatibility of the proposed use with the existing uses of adjacent lots, with the zoning districts of adjacent lots, and with the Land Use Plan and other plans of the City, including an evaluation of the impacts on adjoining lots and neighborhoods of traffic circulation, noise, glare, odor, fumes, vibration, and storm water, and descriptions or illustrations of any measures designed to mitigate the impacts of the proposed uses. **Apartment Residential uses are compatible with the surrounding land uses, and serve as a natural transition from lower density uses such as single family homes and condominiums to more intense retail and office uses. Apartment residential uses generate less traffic and school age children than traditional single family uses. Storm water will be designed to meet all local and federal standards for volume and water quality.**
- (8) A statement of the benefits anticipated to occur to the City and to the neighborhoods abutting the proposed development, including, as applicable, increased landscaping, dedicated or preserved open spaces, dedication of city parkland or school sites, or other benefits. **The**

12.20.17

city and neighborhoods will benefit from the preservation of open space on site and increased buffering to the west and north than the previously approved plans for condominiums. The development will be landscaped and professionally maintained. Additionally, the treed area and stream area will be preserved. The developer is also open to dedicating the open space to the Northwest of this site to the city for parkland if the City so desires.

- (9) A narrative addressing each of the provisions set forth in 1183.04 Use Regulations and Development Standards. ***See Section 1183.04***
- (10) A narrative addressing any proposed condominium or homeowners associations or other forms of organization proposed to own, manage, control or regulate all or parts of the development. ***There are no Associations***
- (11) Anticipated time schedule for construction of the improvements and buildings, included any anticipate phases of development. ***This project will be developed as one phase and take 12- 18 months to complete***
- (12) Such other information as the Planning Commission shall deem necessary to make a determination of the compliance of the proposed development and uses with the applicable standards and regulations.

- (b) Submittal, Review, Public Hearing, Recommendation, Action on District Change. Application submittal, review, public hearing, recommendation by the Planning Commission, and action by City Council shall be as required for district changes in Chapter 1151.

(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.03 SITE PLAN REVIEW.

Subsequent to approval of the district change for a Planned Neighborhood Development District, the applicant shall submit an application for major site plan review in accordance with the provisions of Chapter 1143. Major site plan review may be conducted for the entire site or for any phase of the site as deemed appropriate by the Planning Commission.

(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.)

1183.04 USE REGULATIONS AND DEVELOPMENT STANDARDS.

The following shall be the minimum standards required for development in a Planned Neighborhood Development District. Additional requirements and conditions may be established by the Planning Commission and by City Council for approval of the district and the development plans. Such requirements and conditions may include but are not limited to: approved uses; width, height, yard requirements; density; arrangement and spacing

12.20.17

of buildings and other structures; signs; parking; vehicular, pedestrian and bicycle circulation; landscaping; the construction of public improvements; and preservation of natural features or historic structures. Varied requirements and conditions may be applied to different areas of the development. (a) Permitted Uses. The following uses may be permitted, as approved in the development plan, in a Planned Development District:

- (1) Single family dwellings;
- (2) Two-family dwellings;
- (3) Multiple family dwellings;
- (4) Public uses, semipublic uses, public service facility, accessory uses, essential services;
- (5) Residential care facility;
- (6) Non-commercial recreational uses, structures, and facilities, such as pools, tennis courts, playgrounds, and other similar uses provided for the use of residents of the development or for general public use.

The Planning Commission and City Council shall determine the appropriateness of each proposed use and feature of the development plan, giving consideration to the standards established in Section 1183.05 and any other considerations deemed significant in determining the appropriate uses and character of development for the proposed district. The Commission and City Council shall have the authority to deny approval for any proposed use which it determines to be inappropriate due to potential impacts, incompatibility with the surroundings, or other similar reasons.

Multi Family and non- commercial recreational uses are proposed and are permitted uses if approved.

- (b) Density of Dwelling Units. The maximum density of dwelling units for both the overall Planned Neighborhood Development District and for each of its areas shall be as approved in the development plan, except that the density of dwellings in the district shall not exceed five (5) units per acre and density shall not exceed ten (10) units per acre in any part of the district. In making a determination of the number of dwellings to be permitted in the district, consideration shall be given to the compatibility of the proposed dwelling density and the characteristics of the proposed lots and structures with the existing and projected surrounding dwelling density, lots, and structures. ***The development will be approximately 9.88 du/ac***
- (c) Required Open Space and Protection of Features. Historic structures and sites, natural features such as watercourses, wetlands, rock outcroppings, trees, and other vegetation shall be identified in the development plan. The development plan and detailed development plan shall indicate design of planned improvements in a manner which protects, enhances, and appropriately incorporates such features into the overall design. The Planning

12.20.17

Commission or City Council may approve, amend, or deny the proposed treatments of such features. Compliance with the requirements for the dedication of public areas, reserves or of other fees or considerations, and the provisions of Chapter 1180 shall be minimum requirements for the approval of a Planned Neighborhood Development District. ***There are approximately 13.5 acres of open space, or 55% of the site, which includes a potential park land dedication of approximately 7.2 acres, as well as protection of existing trees and stream along the southern portion of the site. See open space plan Exhibit D-2, Tab 5.***

- (d) Parking. The detailed development plan shall comply with the parking requirements of this Zoning Code, except that the Planning Commission may vary such requirements where a finding is made that the provisions are excessive or inappropriate for the use proposed or that the provisions are satisfied by alternative methods clearly documented in the major site plan. ***The code requires one garage space per multifamily unit (240 garages). The plan proposes 66 garage parking spaces. A minimum of 2 total parking spaces per unit, including garages and surface parking, will be complied with. The code also limits driveways from residential developments to 8' width and non-residential developments to 30' width. The plan proposes a boulevard style entry and will exceed those requirements.***
- (e) Lot and Yard Dimensions, Building Spacing.
 - (1) Lot and yard dimensions shall be as established in the detailed development plan, except that no lot designed for a single family dwelling shall have a width of less than sixty-five feet (65FT) or a depth of less than one hundred ten feet (110FT). ***No single family is proposed- approximate setbacks are on the Development plan Exhibit C-2, Tab 4 and will be clearly defined at submission of Major Site Plan review.***
 - (2) In locations where the Planned Neighborhood Development District abuts other zoning districts, the minimum area and widths of yards and setbacks within the proposed Planned Development District shall be no less than the minimums required for such abutting districts unless specifically varied by approval of the Planning Commission. ***Setbacks meet or exceed requirements.***
 - (3) In review of lot and yard dimensions and the spacing of buildings, the Planning Commission shall consider the spacing necessary for adequate visual and acoustical privacy, adequate light and air, fire and emergency access, building configurations, energy-efficient siting, the relationships of building sites to circulation patterns, and the customary use of space surrounding dwellings for outdoor activities and facilities such as patios and decks.

12.20.17

- (f) Variances to the Subdivision Regulations. To the extent specifically provided in the Subdivision Regulations, the Planning Commission may vary the requirements for improvements as determined necessary and appropriate for the design and development of the Planned Development District.
(Ord. 114-99. Passed 9-13-99; Ord. 83-16. Passed 9-12-16.) ***No variances are requested as this shall be developed as one lot***

12.20.17

1187.06 SPECIAL PROVISIONS FOR AR-1, AR-2, AND AR-3 MULTIPLE FAMILY RESIDENCE DISTRICTS.

- (a) Purpose. Due to the unique challenges presented by multi-family dwellings, the purpose of this section is to provide design requirements that are applicable to all dwellings located in the AR-1, AR-2 and AR-3 multi-family residence districts. These regulations shall be in addition to the appearance standards for all dwellings listed in Section 1187.07.
- (b) Building Massing. The maximum number of dwelling units in all AR districts shall be four (4) per building. ***The plan proposes a mixture of 16 unit and 24 unit buildings***
- (c) Building Design. Multi-family residential structures shall incorporate architectural design details and elements which provide visual character and interest, avoiding flat planar walls and “box-like” appearances through the use of courtyards, balconies, offset planes and levels, deeply recessed or projecting windows, sloping roofs, and landscaped yards. Building entrances to multi-family dwelling units shall convey a sense of individual identity for each dwelling unit. ***See elevations for architectural character, Tab 8, Exhibit G-1***
- (d) Site Design. For multi-family developments, areas for the storage of items and equipment used for maintenance of the property should be stored in an area that is integrated into the design of the building. The use of freestanding storage sheds shall be avoided. ***Outdoor storage will not be allowed***
- (e) Open Space. Each multi-family residential development shall include open space areas, provided and maintained for recreational use as follows:
 - (1) Common open space shall be easily accessible and of sufficient size to be usable by residents. The minimum area for open space shall be thirty percent (30%) of the lot or parcel. ***See open space plan Tab 5, Exhibit D-2***
 - (2) Landscaping shall be integrated into the architectural scheme so as to accent and enhance appearance of the multi-family development. See concept landscape plans. ***Final landscape plans will be submitted with Major Site Plan review.***
- (f) Lighting. In addition to the general lighting regulations for all site plans, pedestrian walkways shall be illuminated unless they are otherwise illuminated by parking lot lighting. ***Lighting plans will be developed and submitted with Major Site Plan review***

1187.07 RESIDENTIAL APPEARANCE STANDARDS.

12.20.17

- (a) Purpose. The purpose of this section is to provide design requirements that are applicable to all dwellings located in residential districts. These requirements are designed to increase the quality of neighborhoods, to promote positive architectural appearance within residential areas, to encourage design flexibility and creativity, and to establish an interesting, aesthetically pleasing residential environment. It is also the intent of this section to promote durable, quality materials that will allow residential neighborhoods to endure and mature for future generations in the City. These requirements are minimum appearance requirements applicable to all dwellings in all districts, including Planned Neighborhood Development District, except as may be specifically approved by a development plan in that district. These guidelines shall also apply in the Historic Overlay District to the extent that they do not conflict with any adopted historic design guidelines.
- (b) Applicability. New buildings and structures, exterior remodeling and exterior changes of or to an existing building for which compliance with this Zoning Code is required shall be subject to review for compliance with the design standards in this section. However, the following buildings, physical improvements, and site developments are not subject to these standards:
- (1) Interior design and interior modifications to buildings or structures.
 - (2) Remodeling projects that do not involve changes in the architectural style of the building or structure, such as window and door openings, handrails, and stairways.
- (c) General Provisions.
- (1) The height and bulk of any proposed building and structure on the site should be in scale and in proportion with surrounding structures and not dominate the site or neighborhood. The exterior finish shall not have exposed rough lumber and shall have a minimum of a stucco application, wood or vinyl siding or similar material. ***Siding will be a mixture of vinyl, precast stone, and asphalt shingles. 2 story units are proposed adjacent the existing single family to the west and are at a significant setback, whereas the 3 story buildings are located adjacent Taylor Road to create a streetscape. Refer to Exhibit G-1, Tab 8 for architectural elevations***
 - (2) All required site plans shall meet or exceed the minimum development standards (i.e., setbacks, open space, lighting standards, minimum parking and loading spaces, and landscaping requirements) established in this Zoning Code. ***Major Site Plan review will address all these issues in detail***
 - (3) Building elevations, design characteristics and other architectural and aesthetic features shall not be unsightly, undesirable, or obnoxious in appearance; shall create an orderly and aesthetically pleasing

12.20.17

environment; and shall be harmonious and compatible with existing development in the area. **See architectural elevations Tab 8, Exhibit G-1**

- (4) New development or remodeling shall be designed in such a way as to upgrade the appearance and quality of the area.
- (5) No continuous wall is allowed to extend for more than forty feet (40FT) without a recess or change in plane. At least twenty-five percent (25%) of the front facade of any new single or two-family dwelling shall be clad in natural material.
- (6) New accessory structures or building additions shall match the existing bulk, color, roof design, architectural treatment, and materials of the main structure on the site. **None proposed**
- (7) All utility lines and conduit lines shall be incorporated into the building and not permitted on the exterior of any building. **Development shall comply**
- (8) Window and door security gates or guards shall not be installed on the exterior of the structure. (Ord. 83-16. Passed 9-12-16.) **Development shall comply.**

TABLE OF CONTENTS

APPLICATION

Tab 1

DEVELOPMENT PLAN TEXT

EXHIBITS

Tab 2

- EX. A-1 : Surrounding Property Owners

Tab 3

- EX. B-1 : Legal Description
- EX. B-2 : Zoning Exhibit/Boundary Survey

Tab 4

- EX. C-1 : Existing Conditions Plan
- EX. C-2 : Development Plan
- EX. C-3: Illustrative Plan

Tab 5

- EX. D-1 : Concept Landscape Plan
- EX. D-1.1 : Landscape Details
- EX. D-1.2 : Landscape Buffer Sections
- EX. D-1.3 : Landscape Buffer Sections
- EX. D-2 : Open Space Plan

Tab 6

- EX. E-1 : Storm Water Impact Study
- EX. E-2 : Sanitary Sewer Impact Study

Tab 7

- EX. F-1 : Traffic Analysis

Tab 8

- EX. G-1 : Architectural Elevations/Character

Exhibit "A-1" – Surrounding Property Owners

Exhibit “B-1. B-2, B-3” – Zoning Legal Description, Zoning Exhibit,

Exhibit “C-, C-2, C-3” –Existing Conditions Plan, Development Plan, and Illustrative Plan

Exhibit "D-1 through D-2" – Concept Landscape Plan, Landscape Details, Landscape Buffer Sections, and Open Space Plan.

Exhibit "E-1 and E-2" – Storm Water Impact Study and Sanitary Sewer Impact Study

Exhibit “F-1” – Traffic Analysis

Exhibit "G-1" – Architectural Elevations/Character

INNIS, WILLIAM H
1140 SANDERLING DR
REYNOLDSBURG OH 43068

DERUSE, RANDALL D
1175 SANDERLING DR
REYNOLDSBURG OH 43068

SAPP, JOANNE
1182 SANDERLING DR
REYNOLDSBURG OH 43068

YOUNG, BEULAH M-TR
1422 RESERVE DR
REYNOLDSBURG OH 43068

BARD, GLENN O-JR
9880 YANKEETOWN
CHENOWETH RD
MOUNT STERLING OH 43143

MURPHY DEVELOPMENT
CO/TAYLOR CHASE LLC,
4442 PROFESSIONAL PKWY
GROVEPORT OH 43125

MURPHY DEV CO/TAYLOR
CHASE LLC,
4442 PROFESSIONAL PKWY
GROVEPORT OH 43125

PACZULA, TERESA
8476 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

KROGER CO,
1014 VINE ST FL 7
CINCINNATI OH 45202

AH4R PROPERTIES LLC,
30601 AGOURA RD STE 200
AGOURA HILLS CA 91301

JONES, CRAIG A
1390 RESERVE DR
REYNOLDSBURG OH 43068

POKHREL, KRISHNA P
1220 RESERVE DR
REYNOLDSBURG OH 43068

CRAWFORD, JUSTIN E
1350 RESERVE DR
REYNOLDSBURG OH 43068

CURTIS, DAVID K
1400 RESERVE DR
REYNOLDSBURG OH 43068

HUMAGAI, DEVANDRA
1290 RESERVE DR
REYNOLDSBURG OH 43068

GREGORY, RONALD
1171 SANDERLING DR
REYNOLDSBURG OH 43068

STEPHENS, CONSTANCE J
8482 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

DUFFEY, MAYNARD J
1240 RESERVE DR
REYNOLDSBURG OH 43068

ELLIS, WANDA J
1320 RESERVE DR
REYNOLDSBURG OH 43068

BOLYARD, CHESTER L
1340 RESERVE DR
REYNOLDSBURG OH 43068

BOYLE III, LEO B
1380 RESERVE DR
REYNOLDSBURG OH 43068

TUBBS, MARK W
8431 MORNING DEW DR
REYNOLDSBURG OH 43068

STANLEY, CHARLES N
8421 MORNING DEW DR
REYNOLDSBURG OH 43068

BOYD III, LUTHER T
8412 GLENCREST DR
REYNOLDSBURG OH 43068

PURSELL, LAUREN M
1250 RESERVE DR
REYNOLDSBURG OH 43068

WHITE, WILLIAM D
8485 MORNINGDEW DR
REYNOLDSBURG OH 43068

PIPER, KELLY C
1179 SANDERLING DR
REYNOLDSBURG OH 43068

SMITH, NOLA J
1190 SANDERLING DR
REYNOLDSBURG OH 43068

YOUNG, BEULAH M-TR
1422 RESERVE DR
REYNOLDSBURG OH 43068

IRISH, MATTHEW C-CO-TR
1167 SANDERLING DR
REYNOLDSBURG OH 43068

FERGUSON, RONALD W
1194 SANDERLING DR
REYNOLDSBURG OH 43068

KNORR, CHRISTOPHER J
8411 MORNINGDEW DR
REYNOLDSBURG OH 43068

SHAW, JESSICA
8441 MORNINGDEW DR
REYNOLDSBURG OH 43068

CASSIDY, MATTHEW S
1230 RESERVE DR
REYNOLDSBURG OH 43068

DANKO, JOHN
1260 RESERVE DR
REYNOLDSBURG OH 43068

KLINE, KAREN
1310 RESERVE DR
REYNOLDSBURG OH 43068

HARRIS, RONALD P
1330 RESERVE DR
REYNOLDSBURG OH 43068

GRIMES, LINDA F
1370 RESERVE DR
REYNOLDSBURG OH 43068

SEALSCOTT, TIFFANY M
1280 RESERVE DR
REYNOLDSBURG OH 43068

MCCOY, JERALD R
8475 MORNING DEW DR
REYNOLDSBURG OH 43068

MOORE TR, ERMA C
1410 RESERVE DR
REYNOLDSBURG OH 43068

WATSON, IRAN E
1210 RESERVE DR
REYNOLDSBURG OH 43068

KASSAYE, HAILEYESUS T
1300 RESERVE DR
REYNOLDSBURG OH 43068

DUNIGAN NAGEL, BARBARA E
1186 SANDERLING DR
REYNOLDSBURG OH 43068

SEARLES, KEVIN T
8457 MORNINGDEW DR
REYNOLDSBURG OH 43068

HARTSELL, ROBBIE K
1270 RESERVE DR
REYNOLDSBURG OH 43068

SLEEPER, RAYMOND J-JR
8489 WILLET LN
REYNOLDSBURG OH 43068

FOSTER, LISA
8458 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

RINEHART, BETTY J
8483 WILLET LN UNIT 9-8483
REYNOLDSBURG OH 43068

INTSIFUL, MONIKA
8464 TAYLOR CHASE DR
REYNOLDSBURG OH 43068

DEMISSIE, ASTER G
8451 MORNING DEW DR
REYNOLDSBURG OH 43068

SIGMAN, RICHARD W
8465 MORNING DEW DR
REYNOLDSBURG OH 43068

GRAY, CHARLES R
8422 GLENCREST DR
REYNOLDSBURG OH 43068

HAMMOND, THAAH K
PO BOX 371
REYNOLDSBURG OH 43068

ALBERT, DANIEL J
9197 TAYLOR RD
REYNOLDSBURG OH 43068

SHIRLEY, RONALD E
9227 TAYLOR RD
REYNOLDSBURG OH 43068

BAUMAN, JOSEPH-TR
9154 MINK RD
PATASKALA OH 43062

ENYART, JON A
8507 WILLET LN
REYNOLDSBURG OH 43068

LUCIUS, JOYCE A
8501 WILLET LN
REYNOLDSBURG OH 43068

WEBB, HENRIETTA L
1134 SANDERLING DR
REYNOLDSBURG OH 43068

BATDORFF, DAN M
1151 SANDERLING DR
REYNOLDSBURG OH 43068

HUNTER, JAY MARTIN
1155 SANDERLING DR
REYNOLDSBURG OH 43068

COBB, DOROTHY J
1178 SANDERLING DR
REYNOLDSBURG OH 43068

CASE, BENNETT A-TR
1143 SANDERLING DR
REYNOLDSBURG OH 43068

PARSONS, SANDRA I
1127 SANDERLING DR
REYNOLDSBURG OH 43068

BOSH, STEPHEN T
1139 SANDERLING DR
REYNOLDSBURG OH 43068

PASQUINELLI, ELMO A
1163 SANDERLING DR
REYNOLDSBURG OH 43068

CHAVE, KAY A
1159 SANDERLING DR
REYNOLDSBURG OH 43068

UMINSKI, PAUL EDWARD
1131 SANDERLING DR
REYNOLDSBURG OH 43068

KELLY, RICHARD W
1147 SANDERLING DR
REYNOLDSBURG OH 43068

MCKEE, DONNA J
1135 SANDERLING DR
REYNOLDSBURG OH 43068

24.3 ACRES

Situated in the State of Ohio, County of Licking, City of Reynoldsburg, located in Section 8, Township 16, Range 20, Refugee Lands being part of that 17.283 acre tract conveyed to Murphy Development/Taylor Chase LLC by deed of record in Instrument Number 200512080038925, those 1.648 acre and 6.725 acre tracts conveyed to Glen O. Bard Jr. by deeds of record in Official Record 187, Page 235, Official Record 778, Page 756 and Instrument Number 201006090010881 (all references refer to the records of the Recorder's Office, Licking County, Ohio) and being described as follows:

BEGINNING at the northwesterly corner of said 17.283 acre tract and the northeasterly corner of Lot 67 of that subdivision entitled "Reserve at Reynoldsburg Section 2, Part 1" of record in Plat Book 16, Page 354, being the southerly line of Lot 99 of that subdivision entitled "Stony Ridge Section 3" of record in Plat Book 13, Page 369;

Thence South 86° 20' 55" East, with the southerly line of said "Stony Ridge Section 3", a distance of 450.35 feet to a point;

Thence South 03° 25' 55" West, with the easterly line of said 17.283 acre tract and the westerly line of "Taylor Chase Condominium First Amendment" by deed of record in Instrument Number 200611170033548, a distance of 157.45 feet to a northeasterly corner of "Taylor Chase Condominium Second Amendment" by deed of record in Instrument Number 200704060008731;

Thence North 86° 07' 05" West, with the northerly line of said of "Taylor Chase Condominium Second Amendment", a distance of 135.38 feet to a northwesterly corner thereof;

Thence South 04° 17' 05" West, with the westerly line of said "Taylor Chase Condominium Second Amendment" and partly with the westerly line of "Taylor Chase Condominium Sixth Amendment" by deed of record in Instrument Number 201704180007921, a distance of 173.24 feet to a point;

Thence North 85° 42' 55" West, with the northerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 15.00 feet to a point;

Thence South 03° 39' 05" West, with the westerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 137.54 feet to a point;

Thence South 86° 20' 55" East, with the southerly line of said "Taylor Chase Condominium Sixth Amendment", a distance of 164.75 feet to a point;

Thence North 03° 52' 00" East, with the westerly line of said 6.725 acre tract, the easterly line of said "Taylor Chase Condominium Sixth Amendment" a distance of 10.50 feet to a point in the southerly line of "Taylor Chase Condominium Third Amendment" by deed of record in Instrument Number 20080220003719;

Thence South 86° 20' 55" East, with the southerly line of said Taylor Chase Condominium Third Amendment", the southerly line of "Taylor Chase Condominium" by deed of record in Instrument Number 200609200027540, a distance of 325.00 feet to a point in the westerly right of way line of Taylor Road;

Thence with the westerly right of way line of said Taylor Road, the easterly line of said 6.725 and 1.648 acre tracts, the following courses and distances:

South 03° 52' 00" West, a distance of 962.80 feet to a point;

South 13° 19' 44" West, a distance of 60.83 feet to a point; and

South 03° 52' 00" West, a distance of 104.05 feet to a northeasterly corner of that 8.877 acre tract conveyed to Kroger Company by deed of record in Instrument Number 200402260006620;

Thence North 86° 08' 41" West, with the northerly line of said 8.877 acre tract and the northerly line of that 1.567 acre tract conveyed to Beulah M. Young, Trustees by deed of record in Instrument Number 201107060012423, a distance of 780.38 feet to a point in the easterly line of Lot

24.3 ACRES

-2-

11 of that subdivision entitled “Reserve at Reynoldsburg Section 1” of record in Plat Book 16, Page 239;

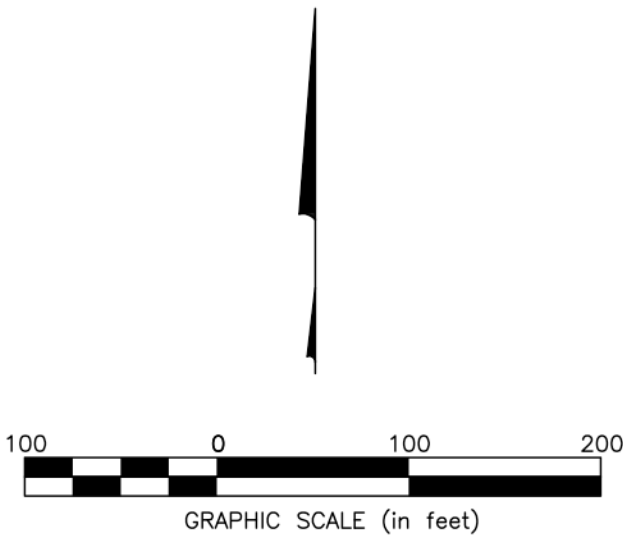
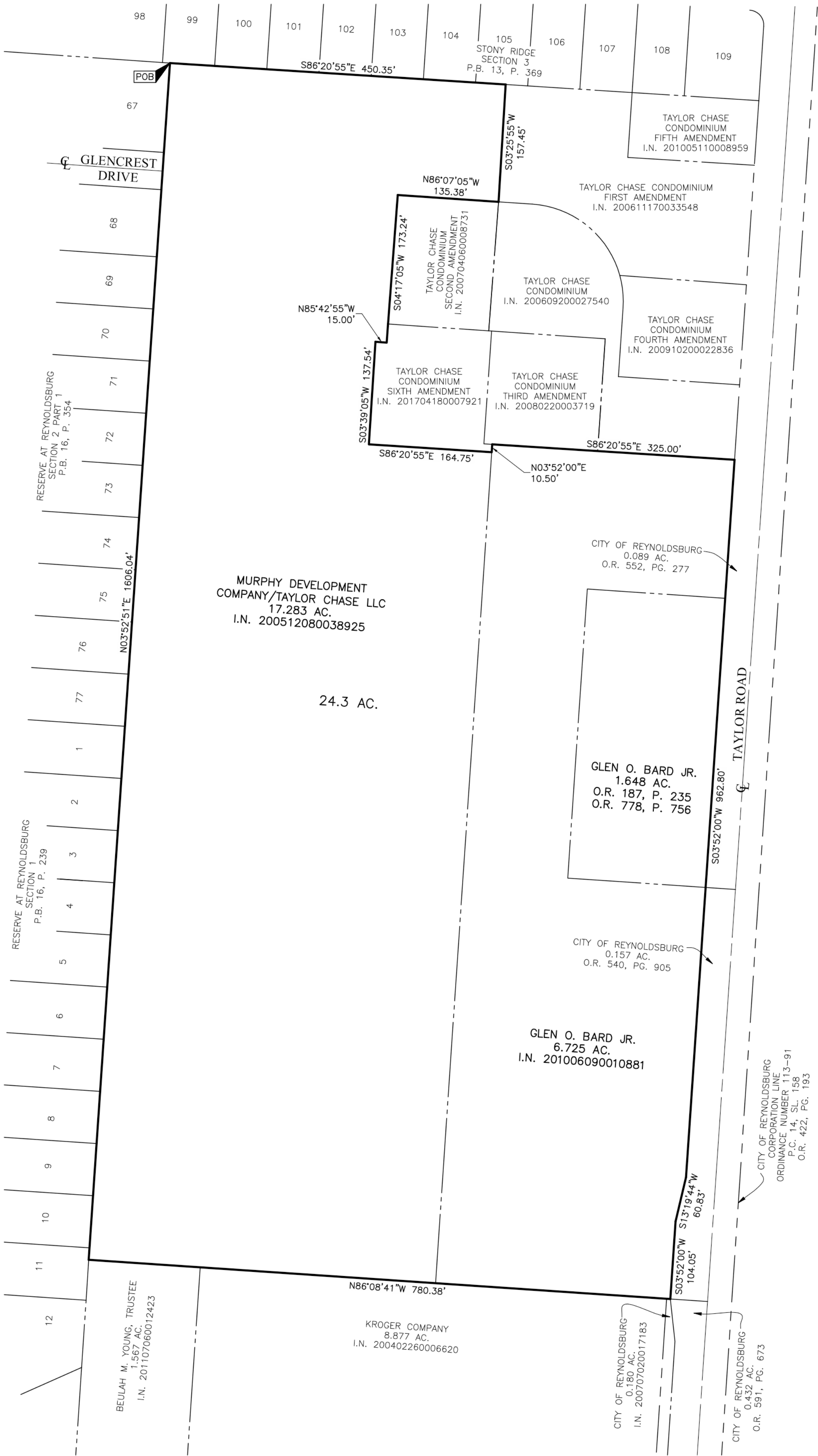
Thence North 03° 52' 51" East, the easterly line of said “Reserve at Reynoldsburg Section 1” the easterly line of said “Reserve at Reynoldsburg Section 2, Part 1”, a distance of 1606.04 feet to the POINT OF BEGINNING, containing 24.3 acres, more or less.

EVANS, MECHWART, HAMBELTON & TITLON, INC.

JCD:tmd
24_3 AC 20171345-VS-ZONE

Attachment: App. #181277 - Taylor Rd PND - Metro Development_Reduced Size (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

ZONING EXHIBIT
SECTION 8, TOWNSHIP 16, RANGE 20
REFUGEE LANDS
CITY OF REYNOLDSBURG, COUNTY OF LICKING, STATE OF OHIO



EMH&T Evans, Mechwart, Hambleton & Tilton, Inc. Engineers • Surveyors • Planners • Scientists 5500 New Albany Road, Columbus, OH 43054 Phone: 614.775.4500 Toll Free: 888.775.3648 emht.com			Date: November 14, 2017
			Scale: 1" = 100'
			Job No: 2017-1345
			Sheet: B-2
			REVISIONS
MARK	DATE	DESCRIPTION	

J:\2017\1345\DWG\CASHEETS\EXHIBITS\20171345-VS-ZONE.DWG plotted by DROMA, THERESA on 11/14/2017 9:10:19 AM last saved by TDRAMA on 11/14/2017 9:09:36 AM

LIMITED OVERLAY TEXT

8895 EAST MAIN STREET

ZONING DISTRICT CHANGE FROM CO OFFICES AND INSTITUTIONS DISTRICT
AND CS COMMUNITY SERVICES DISTRICT, TO GI GENERAL INDUSTRY
DISTRICT WITH LIMITED OVERLAY

February 7, 2018

A. Location and Size

1. The parcel is located on the south side of E. Main Street, approximately 662FT east of Taylor Road.
2. The area to be rezoned consists of a 29.091 acre parcel known as PID #013-027330-00.01, and a 20.3409 acre parcel known as PID #013-027618. The exact boundaries of the parcels are provided for in the attached legal description.
3. The total property area is approximately 49.4319 acres.

B. Permitted Uses & Special Exceptions

1. Those uses listed as special exceptions in the GI General Industry District by Section 1175.01 and Table 1175.01 of the Zoning Code of the City of Reynoldsburg, shall remain special exceptions.
2. Those uses listed as permitted uses in the GI General Industry District by Section 1175.01 and Table 1175.01 of the Zoning Code of the City of Reynoldsburg shall be considered permitted uses, except that the uses, "Adult Entertainment Business", and "Sexually Oriented Business" shall be considered special exceptions.

THE PARKER

Planned Neighborhood Development District
Revised Exhibits
Taylor Road and East Main Street
City of Reynoldsburg, Ohio
April 20, 2018

Attachment: The Parker_Revision Submission_4-20-18 (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

Rezoning Text
Planned Neighborhood Development District
24.3 Acre Tract, West side of Taylor Road, North of E. Main Street

EXISTING ZONING: CC Community Commerce District & AR 2 Multiple Family Residence District

PROPOSED ZONING: PND Planned Neighborhood Development District

EXISTING PROPERTY ADDRESS(s): 9366 & 9370 Taylor Road, 8700 Taylor Chase Blvd.

EXISTING PARCEL ID: 2005120800038955, 201006090010881, 187-0235

CURRENT OWNER: Murphy Development Co., Taylor Chase LLC

APPLICANT: Metro Development LLC

APPLICATION NUMBER: #181277

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, and open space that can be used by the public if the City has interest in a public park. The existing 24.3 acres site is currently used for agriculture, and consists of several single family homes, barns, as well as a slab for an unfinished condominium building. These structures and building pad 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-2 Multiple Family Residence, as well as CC Community Commerce District.

The surrounding zoning districts are AR-2 Apartment Residence District to the north, R-3 Single Family Residence District to the west, and CC Community Commerce District to the south. To the east is undeveloped land in Etna Township, under township rural zoning district.

The project will consist of 240 dwelling units, 48 units will be 1 bedroom units, and 192 units will be 2 bedroom units. There will be 482 parking spaces, of which 84 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 to the south of the project for residents use. Significant buffering is provided to the west between the proposed multifamily buildings and existing single family, as well as to the north adjacent the existing condominiums. A preservation zone is located along the southern boundary to protect the existing trees and stream buffer between the proposed use and the Kroger store to the south.

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 brick 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

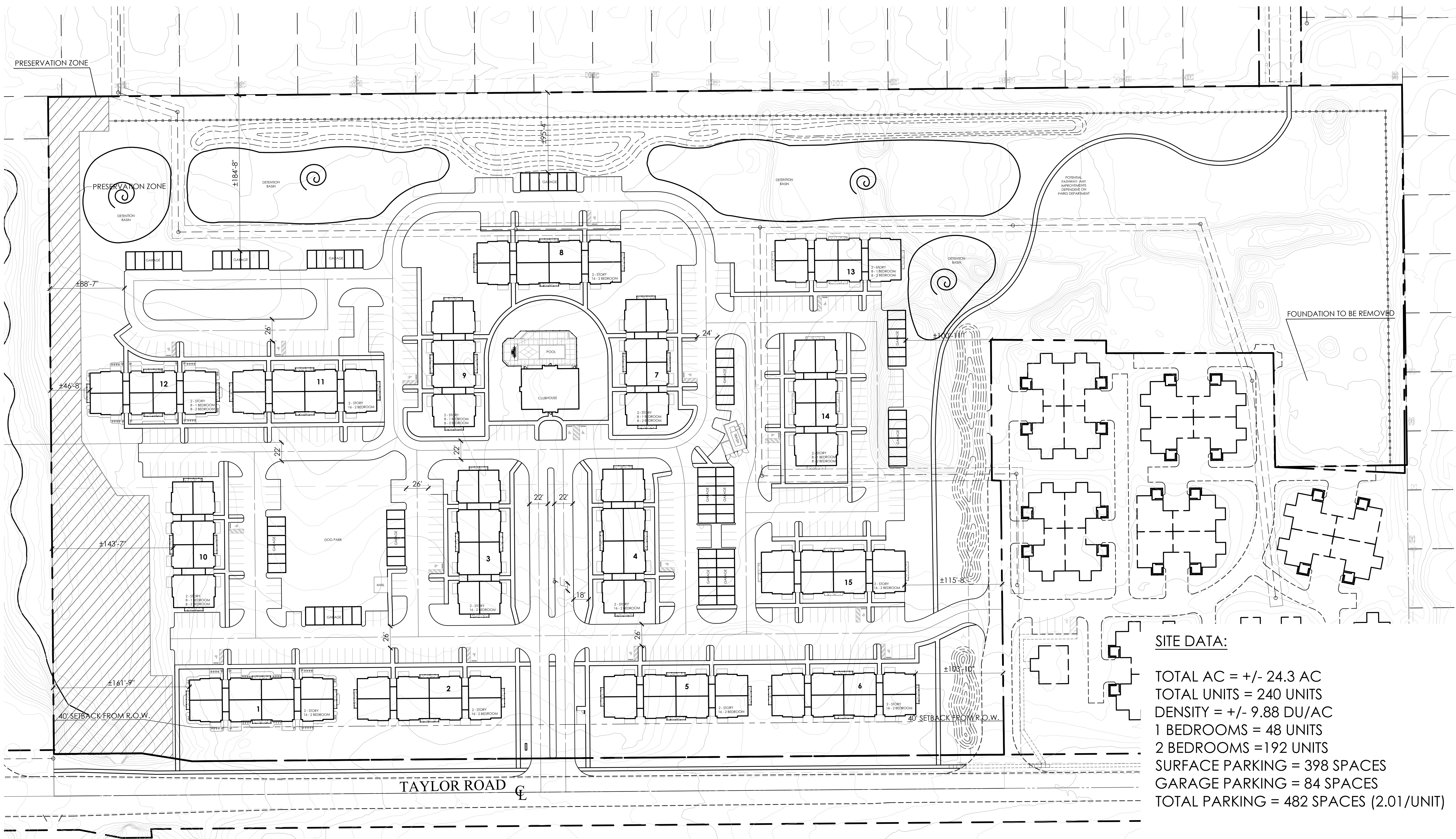
The proposed development shall comply with the zoning regulations as outlined in this text. Where not specifically identified within this text, the project shall comply with any general regulations of the Zoning Code.

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 1183.04(b)	Shall not exceed 5 units per acre in the district and not 10 units per acre in any part of the district.	Total District: 9.88 du/ac	Yes
Front Setback 1175.06 (a)	Major Arterial: 40 feet (Taylor Road)	40 feet	No
Side and Rear Yard Setbacks	N/A	50' south, 95' west, 100' to condominium north	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	3,593.7 sf/unit	No
Building Height	N/A	32'-3" – 2 Story 36'-7" – clubhouse	No
Maximum Lot Coverage by building and Decks	N/A	Lot Coverage: 15%	No
Floor Area Requirements for Dwellings	N/A	675 sf -1 bed 933 sf -2 bed	No
Signage		One ground sign per sub-area shall be permitted along the primary and secondary frontages, and shall be approved in accordance with the procedures of Chapter 1181 of the Zoning Code.	No
Parking – Table 1179	2 spaces per unit	480 required 398 surface and 84garage spaces provided	Yes
Open Space-1183.04	30%	47%	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.

The applicant is in conversations with the neighborhood group to the west and north. Agreements have been made to establish a 60' setback from the lot line for retention ponds, and a 30' setback from the lot line for mounding, in order to preserve the existing tree line. A 4' open style fence is proposed with a 30' setback off the lot line at the base of the proposed mounding to the west, and along the property line to the north. Existing trees that are dead or in poor condition, and undesirable underbrush shall be removed from the existing tree line. These commitments are reflected on the development plan.



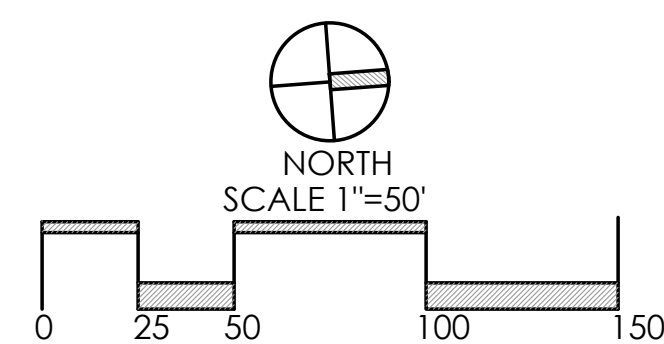
DEVELOPMENT PLAN

EXHIBIT C-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 4/20/18



Faris Planning & Design

LAND PLANNING

243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE

Suite 401

Columbus, OH 43215
www.farisplanninganddesign.com



SITE DATA:

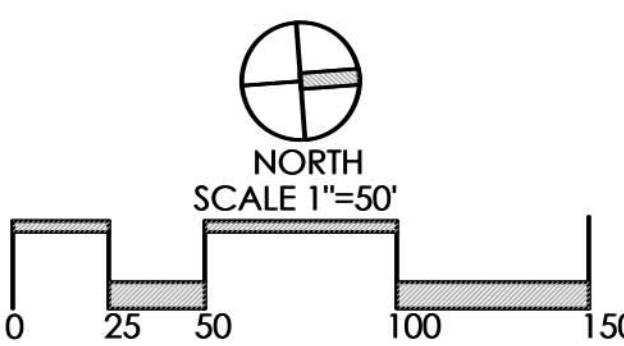
TOTAL AC = +/- 24.3 AC
TOTAL UNITS = 240 UNITS
DENSITY = +/- 9.88 DU/AC
1 BEDROOMS = 48 UNITS
2 BEDROOMS = 192 UNITS
SURFACE PARKING = 398 SPACES
GARAGE PARKING = 84 SPACES
TOTAL PARKING = 482 SPACES (2.01/UNIT)

ILLUSTRATIVE PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

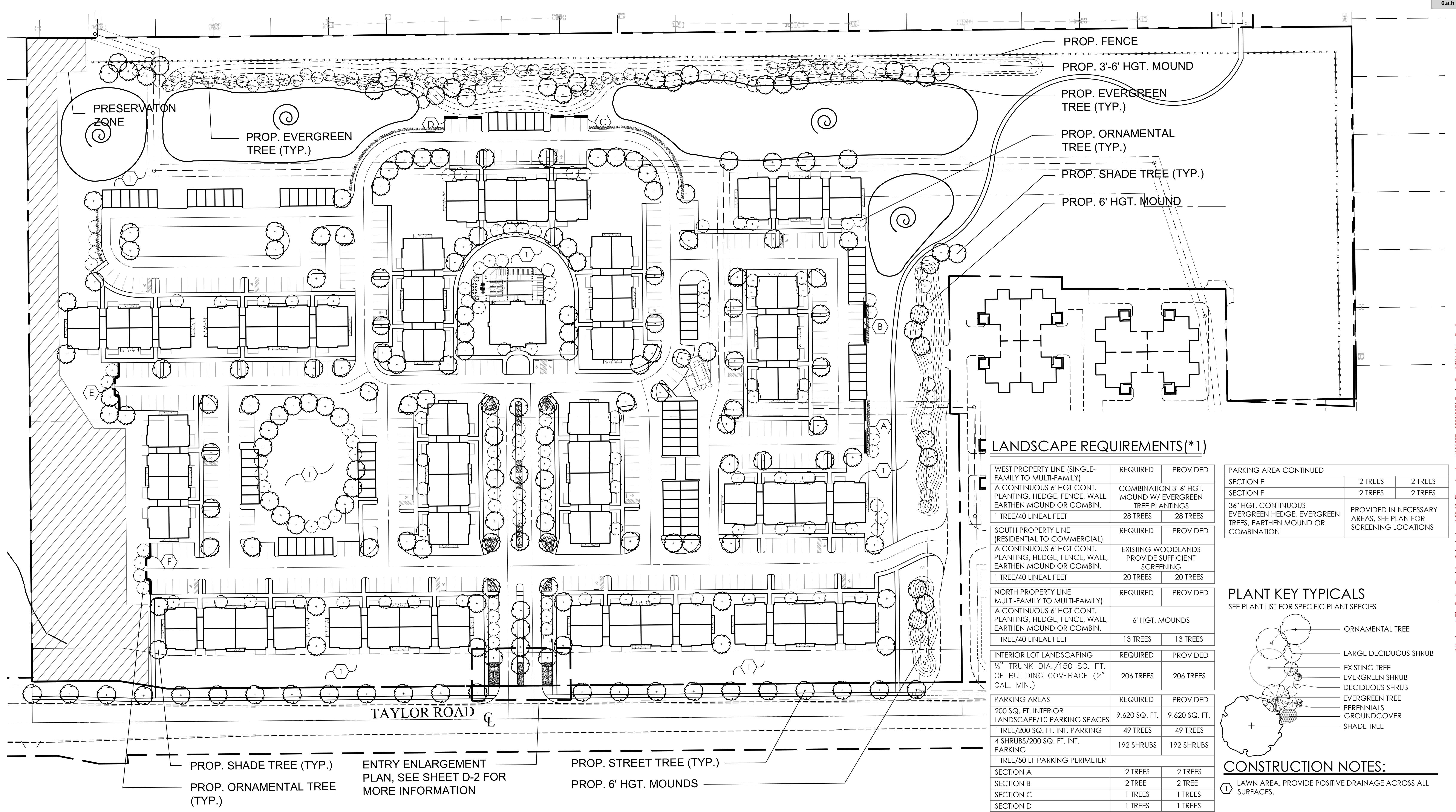
DATE: 4/20/2018



Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE

243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanninganddesign.com



OVERALL LANDSCAPE PLAN CONCEPT

EXHIBIT D-1

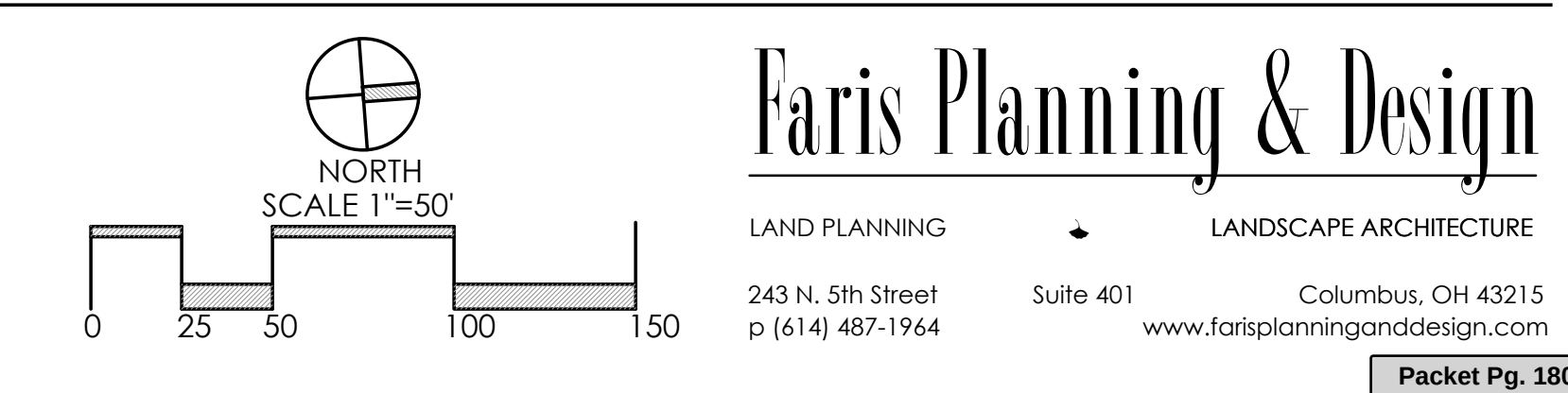
TAYLOR ROAD & E. MAIN STREET

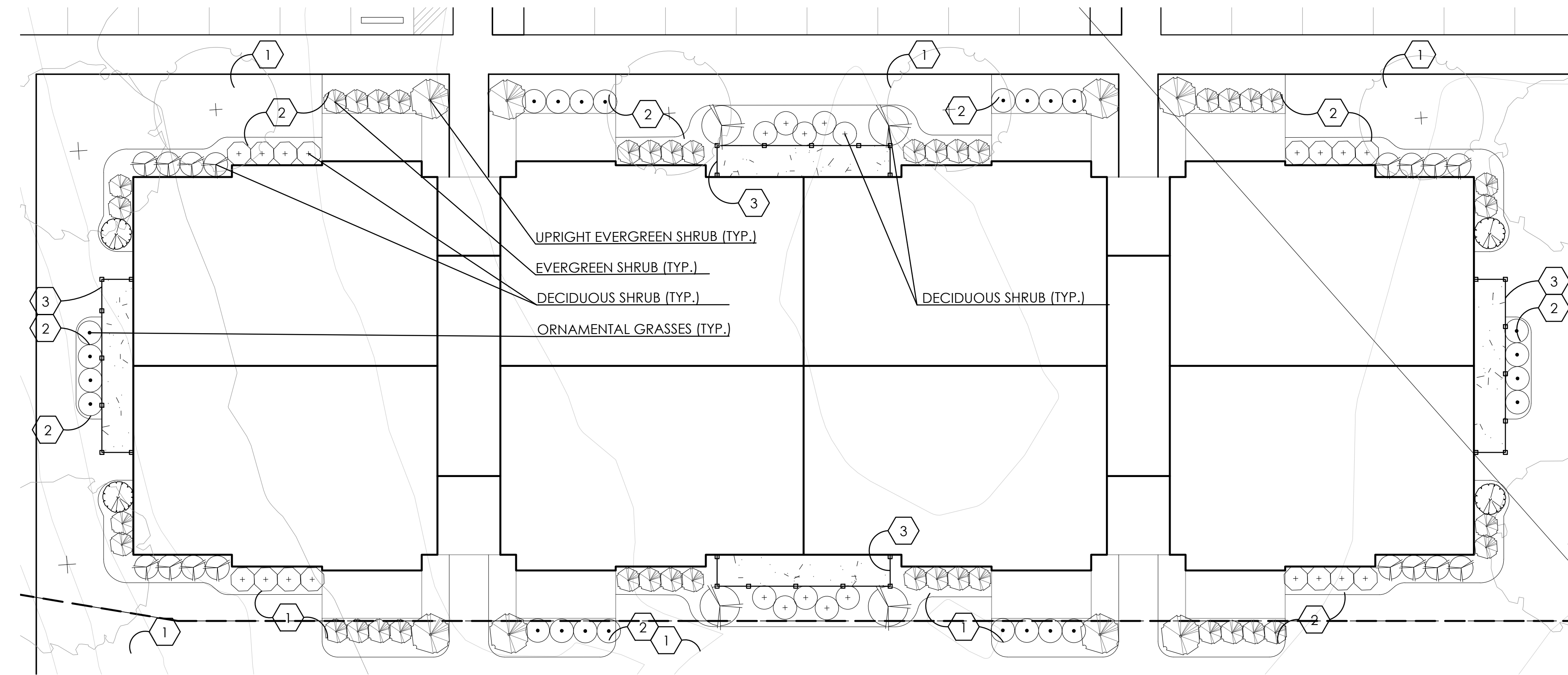
Faris Planning & Design

PREPARED FOR METRO DEVELOPMENT
DATE: 4/20/2018

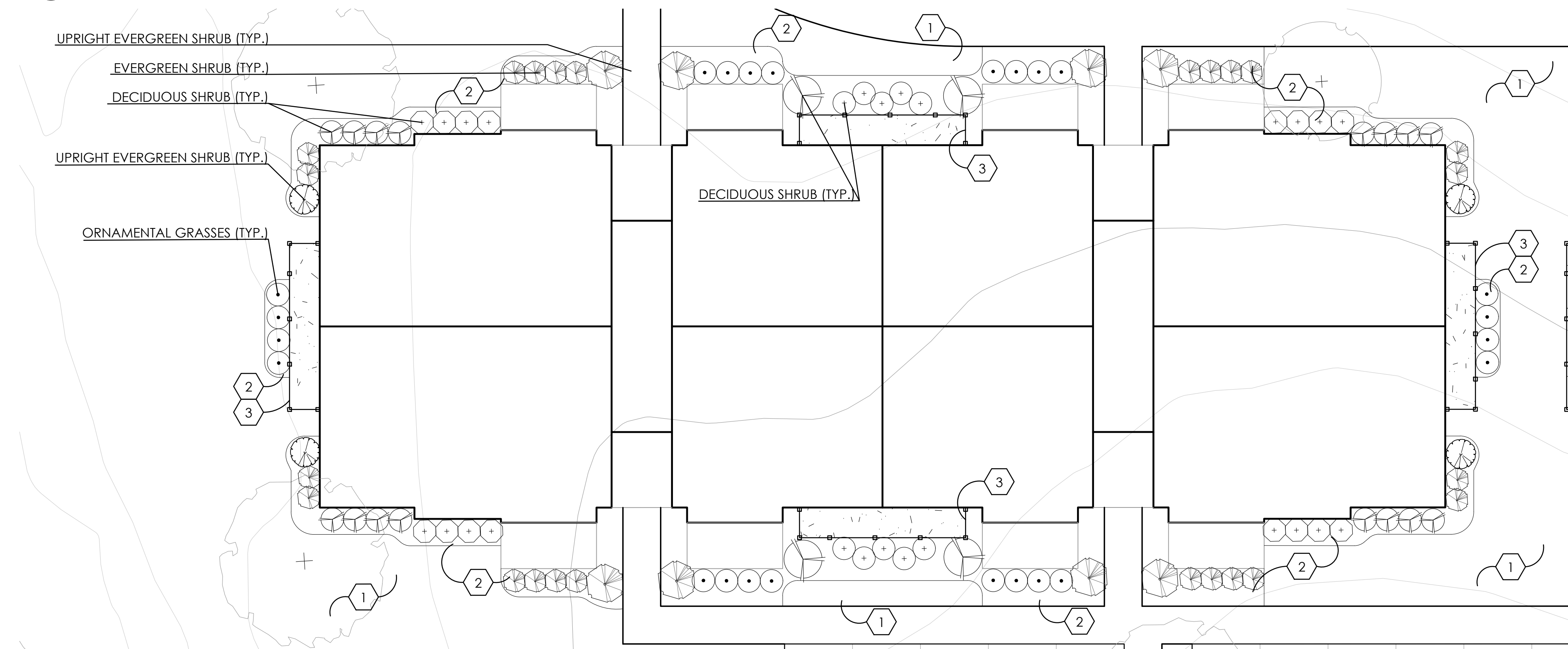
LAND PLANNING
243 N. 5th Street
p (614) 487-1964

Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com

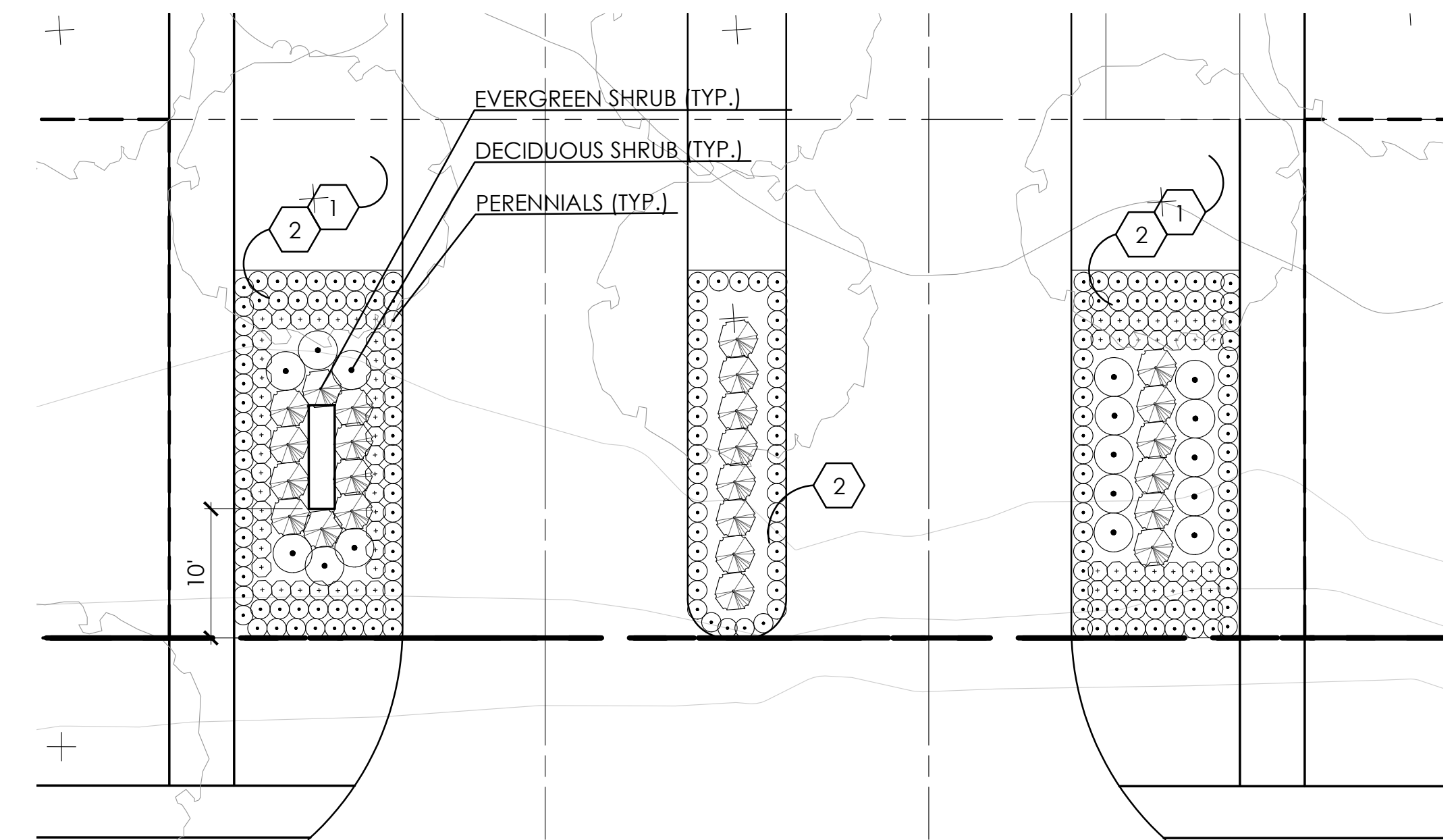




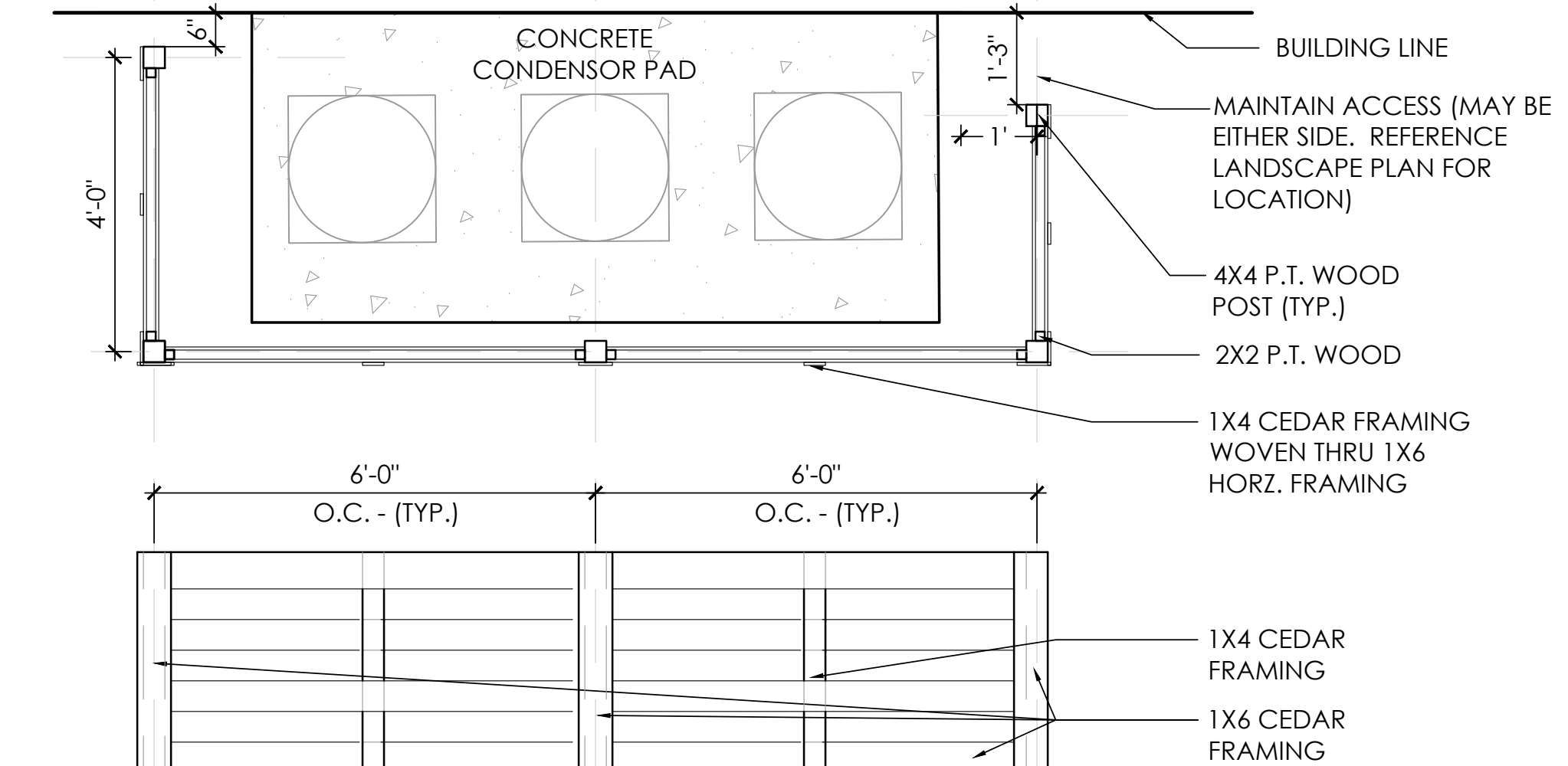
1 TYPICAL 3-STORY BUILDING PLANTING
SCALE: 1"=10'



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



3 ENTRY FEATURE PLANTING
SCALE: 1"=10'

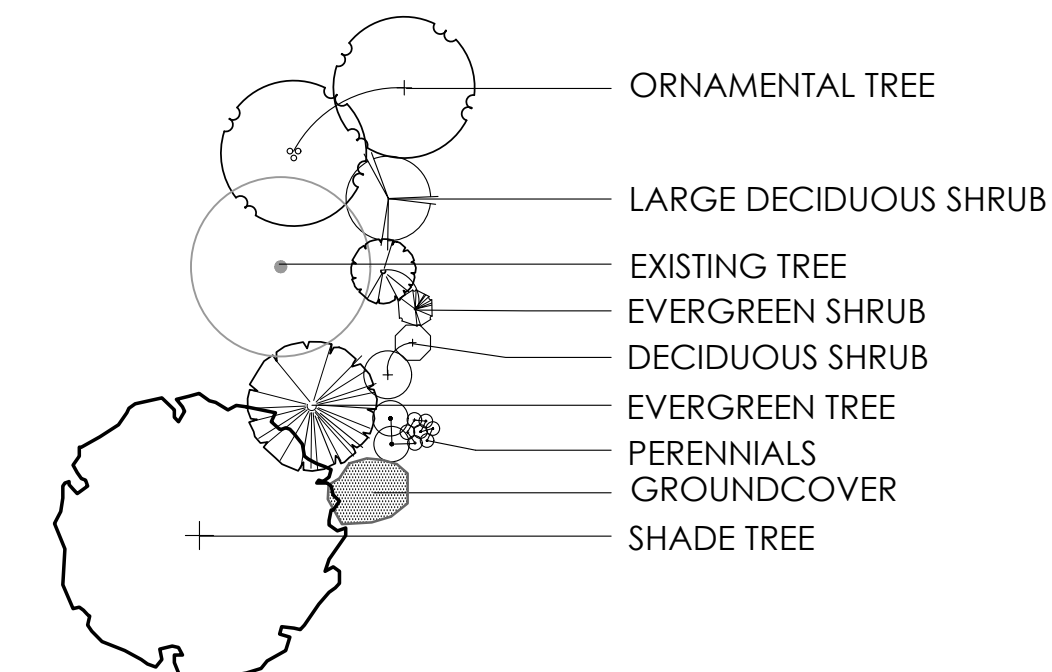


NOTE: FENCE SHALL BE PAINTED TO MATCH SHUTTERS OF ITS ASSOCIATED BUILDING.

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

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



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, THIS SHEET, AND ARCHITECT'S PLANS.

TYPICAL BUILDING PLANTINGS & ENTRY FEATURE CONCEPT

TAYLOR ROAD & E. MAIN STREET

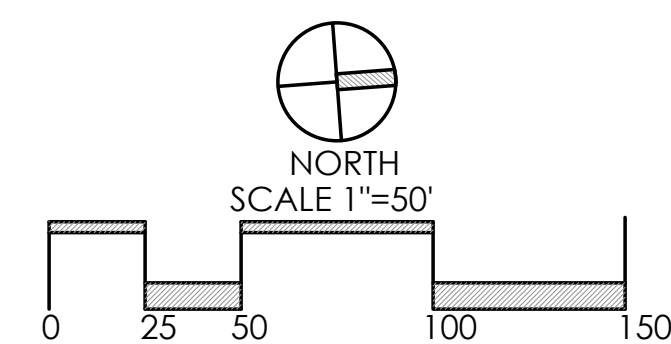
PREPARED FOR METRO DEVELOPMENT
DATE: 4/20/2018

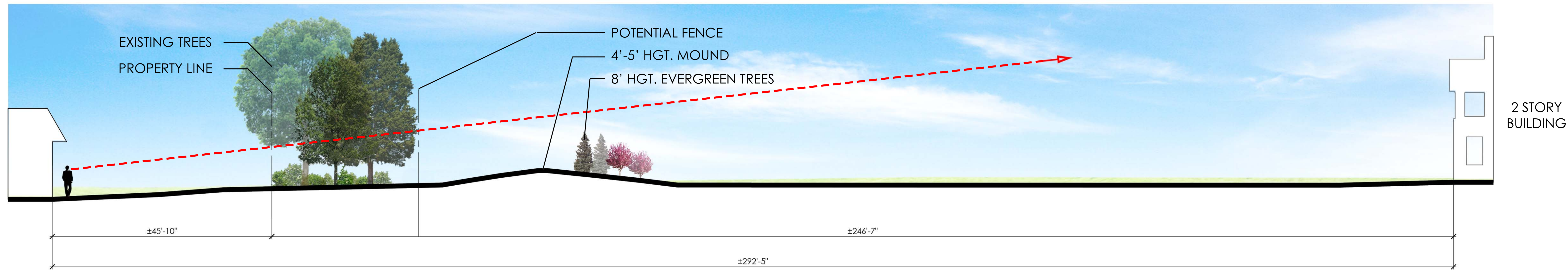
EXHIBIT D-1.1

Faris Planning & Design

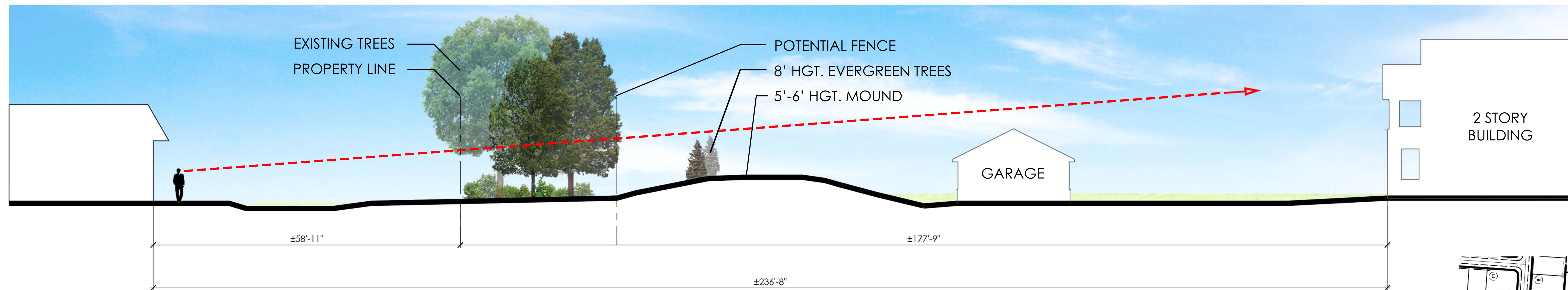
LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com

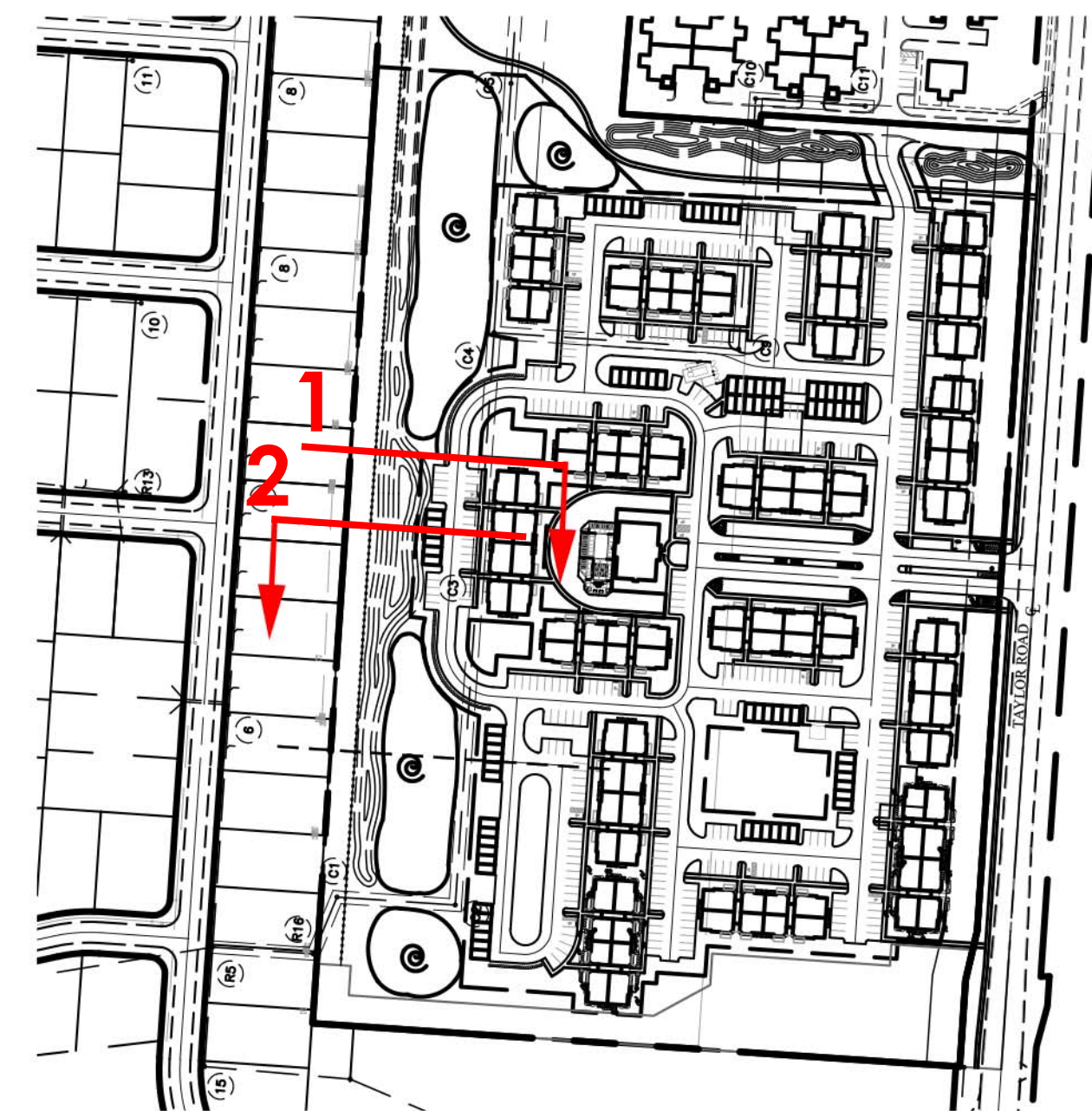




① LANDSCAPE BUFFER SECTION ONE
SCALE: 1"=10'



② LANDSCAPE BUFFER SECTION TWO
SCALE: 1"=10'

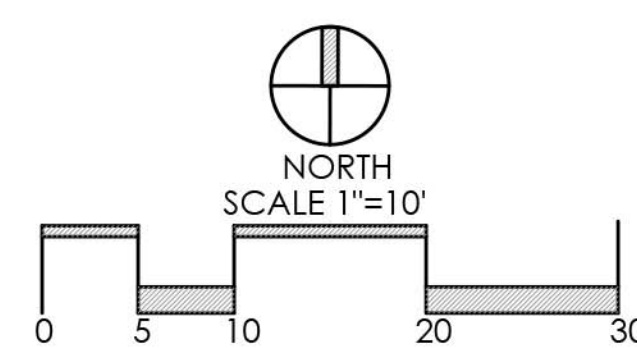


③ SECTION KEY MAP
SCALE: 1"=200'

LANDSCAPE BUFFER SECTIONS

TAYLOR ROAD & E. MAIN STREET

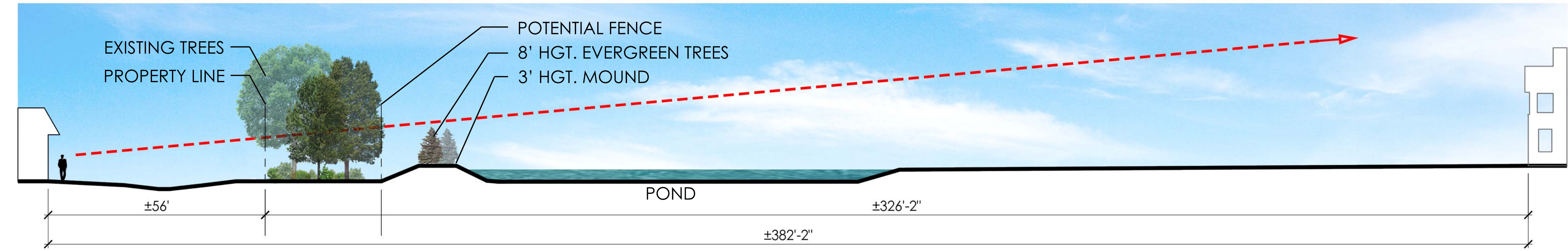
PREPARED FOR METRO DEVELOPMENT
DATE: 4-20-2018



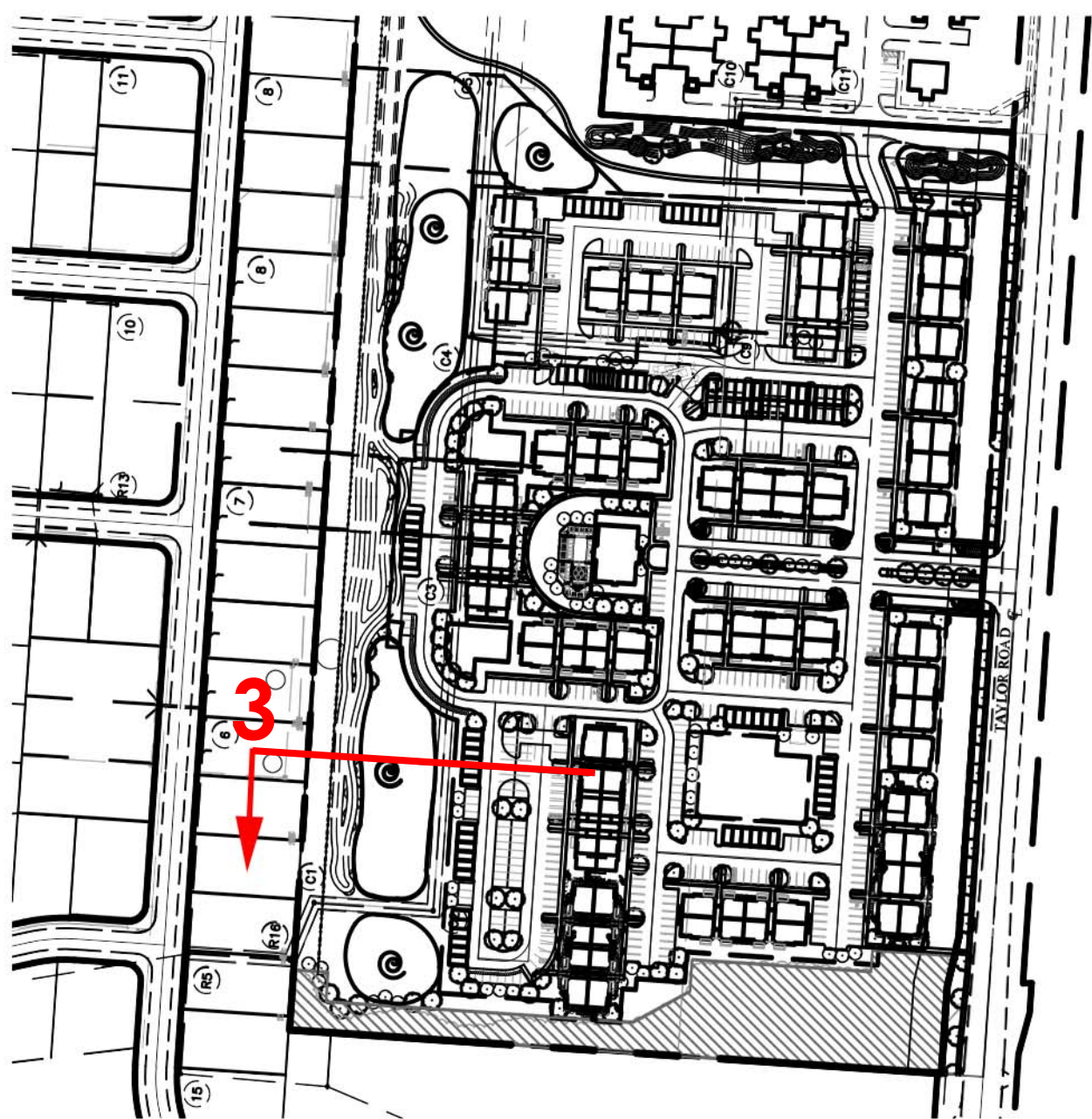
Faris Planning & Design

LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com



1 LANDSCAPE BUFFER SECTION THREE
SCALE: 1"=16'



2 SECTION KEY MAP
SCALE: 1"=200'

Attachment: The Parker_Revision Submission_4-20-18 (Rezoning App. #181277 - 93668370 Taylor Road SW, Metro Dev)

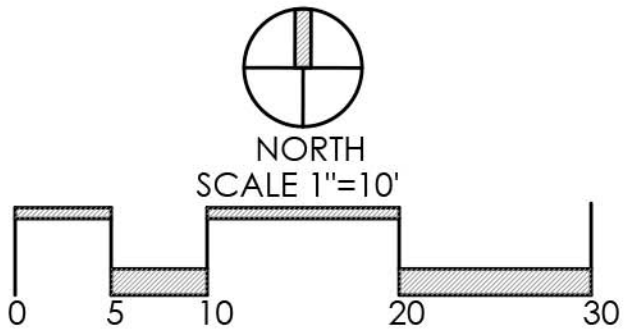
LANDSCAPE BUFFER SECTIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 4-20-2018

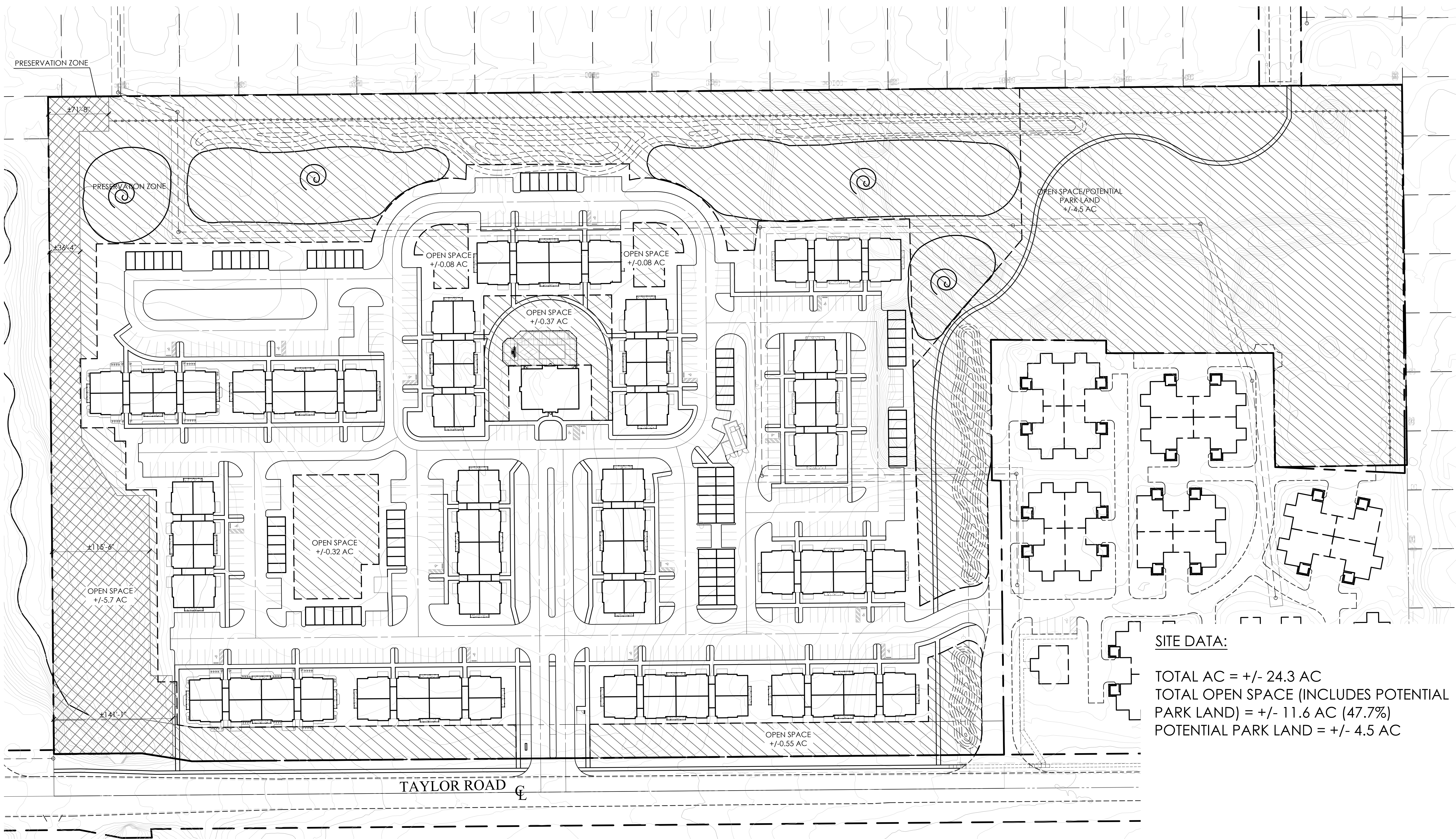
EXHIBIT D-1.3

Faris Planning & Design



LAND PLANNING
243 N. 5th Street
p (614) 487-1964

LANDSCAPE ARCHITECTURE
Suite 401
Columbus, OH 43215
www.farisplanninganddesign.com



SITE DATA:

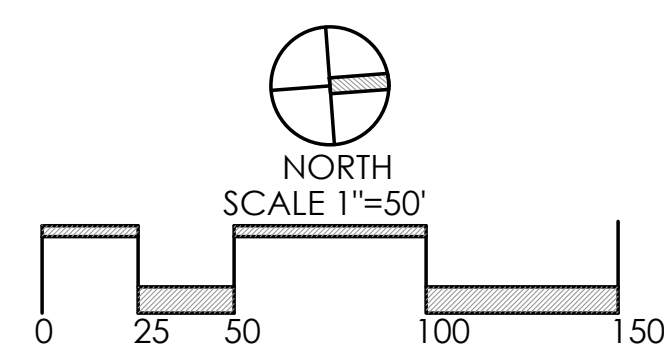
TOTAL AC = +/- 24.3 AC
 TOTAL OPEN SPACE (INCLUDES POTENTIAL PARK LAND) = +/- 11.6 AC (47.7%)
 POTENTIAL PARK LAND = +/- 4.5 AC

OPEN SPACE PLAN

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
 DATE: 4/20/2018

EXHIBIT D-2



Faris Planning & Design

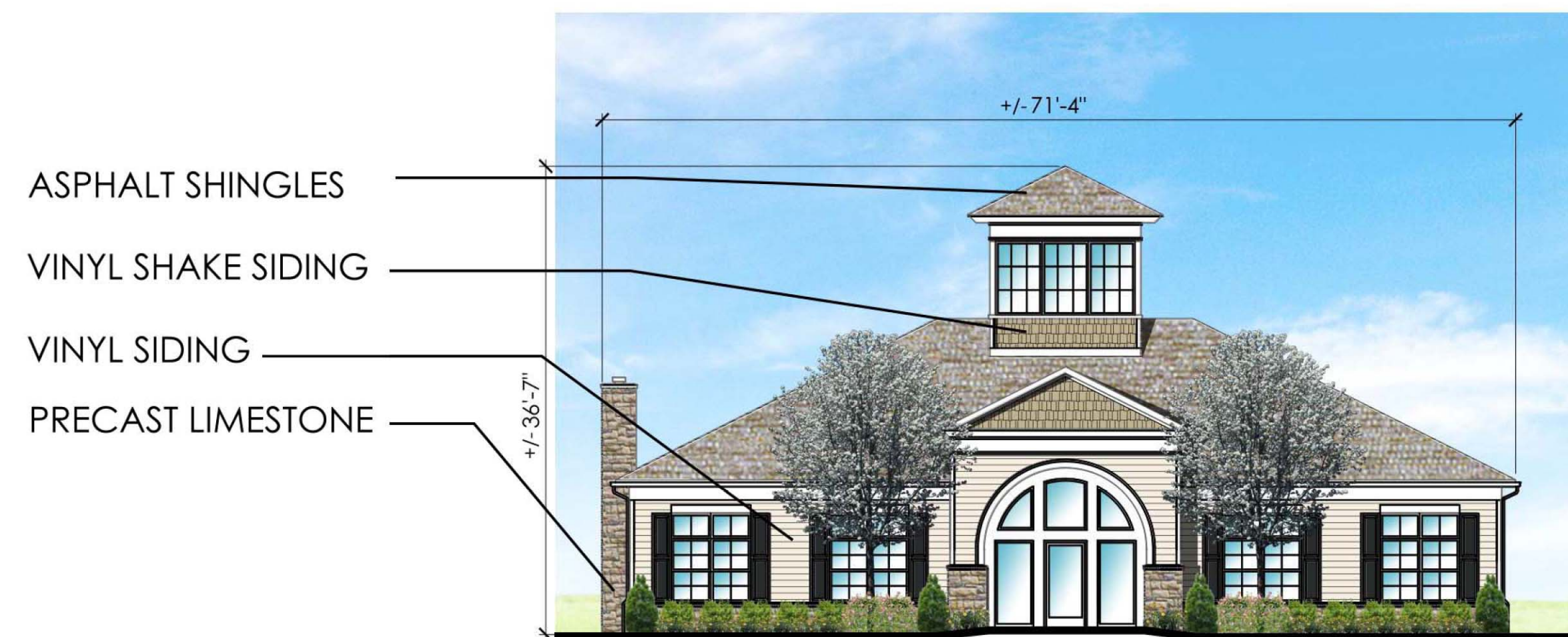
LAND PLANNING

243 N. 5th Street
 p (614) 487-1964

LANDSCAPE ARCHITECTURE

Suite 401

Columbus, OH 43215
 www.farisplanninganddesign.com



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



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



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



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

Attachment: The Parker_Revision Submission_4-20-18 (Rezoning App. #181277 - 93668370 Taylor Road SW, Metro Dev)

CLUBHOUSE ELEVATIONS

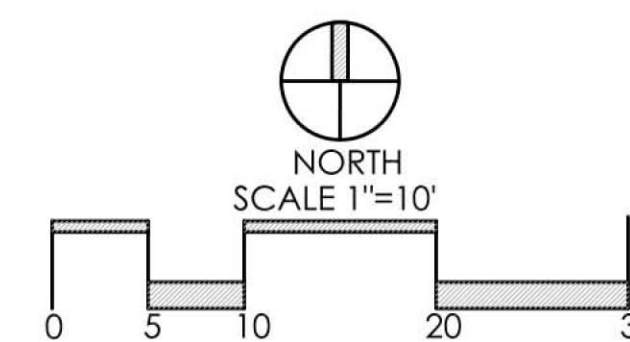
TAYLOR ROAD & E. MAIN STREET

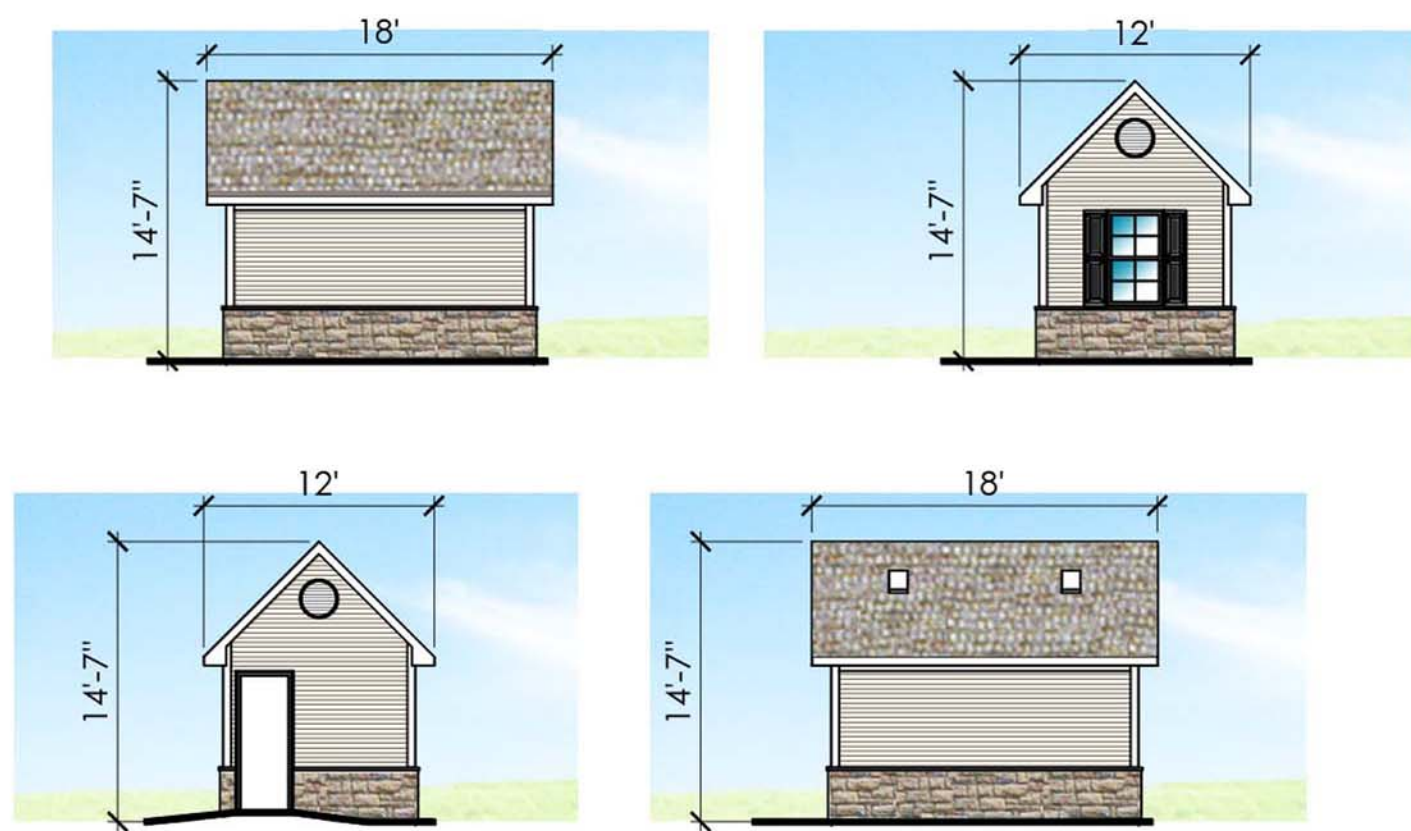
PREPARED FOR METRO DEVELOPMENT
DATE: 4.20.18

EXHIBIT G-1

Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Columbus, OH 43211
p (614) 487-1964 Suite 401 www.farisplanninganddesign.com

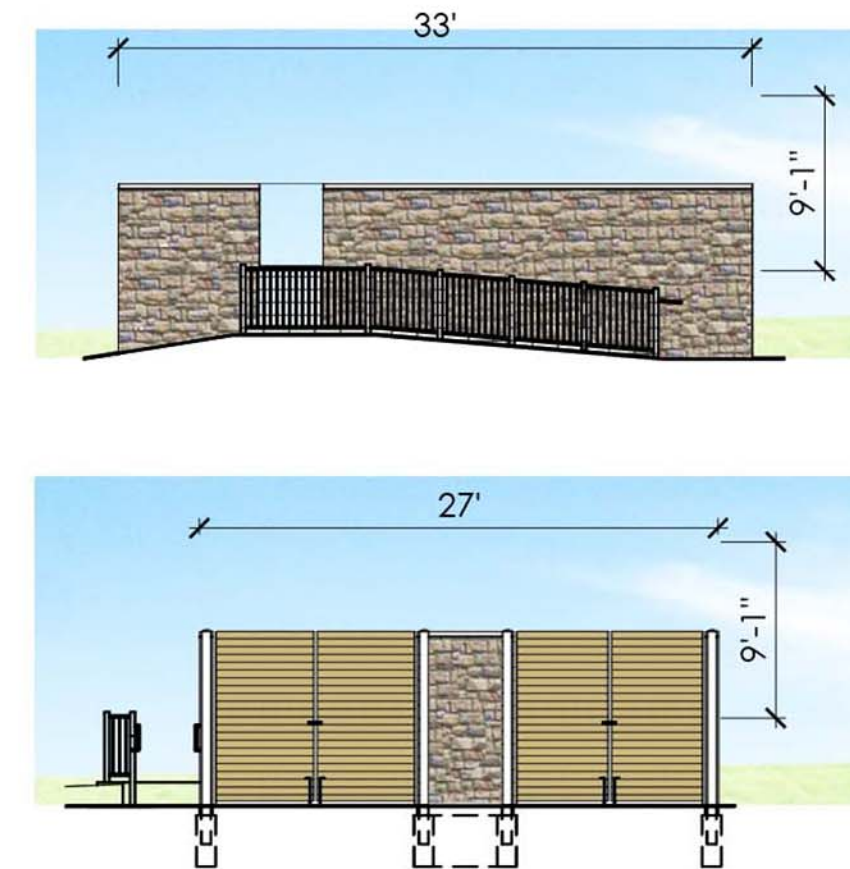




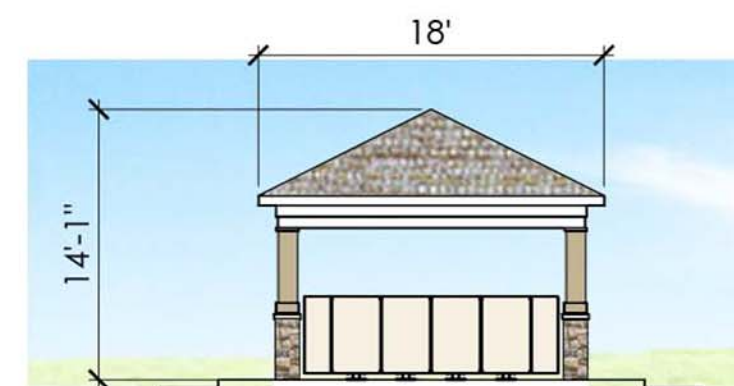
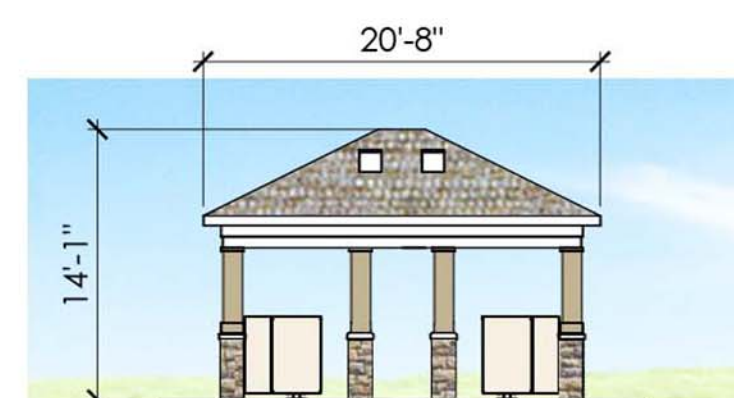
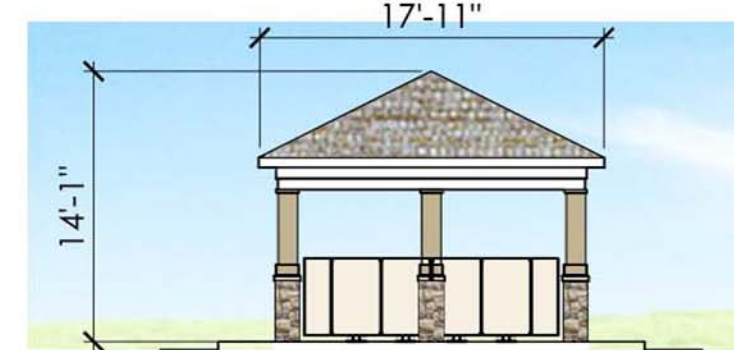
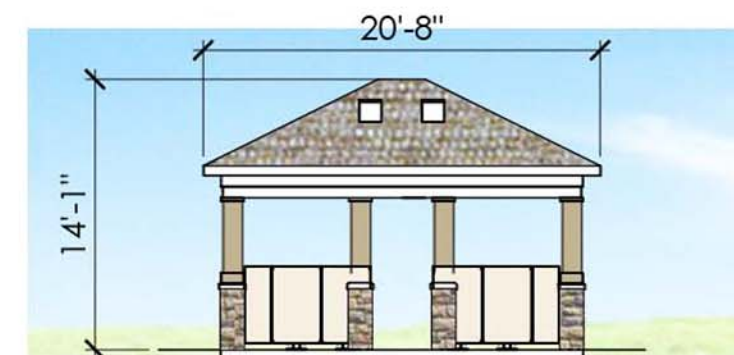
7 WATER METER BUILDING ELEVATIONS
SCALE: 1"=10'



1 2 STORY BUILDING, FRONT AND REAR ELEVATION
SCALE: 1"=10'



6 GARBAGE COMPACTOR ELEVATIONS
SCALE: 1"=10'



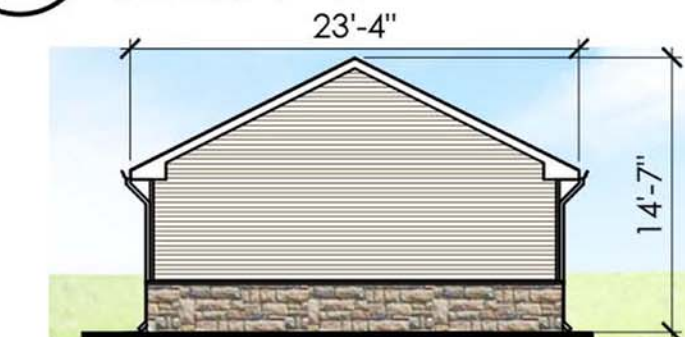
5 MAIL STATION ELEVATIONS
SCALE: 1"=10'



2 2 STORY BUILDING,
SCALE: 1"=10'
SIDE ELEVATION



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

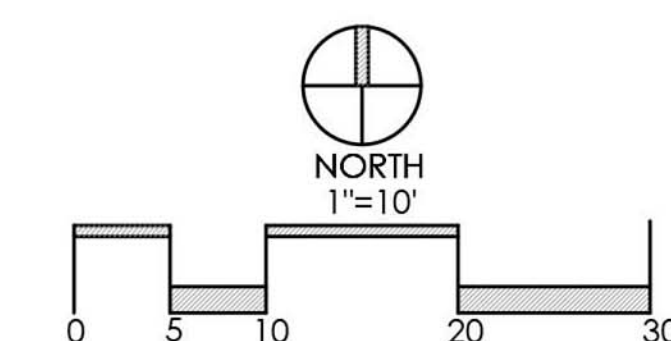


4 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'

BUILDING ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT
DATE: 4.20.18



Faris Planning & Design

LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanning.com Packet Pg. 186

MINUTES

PLANNING COMMISSION THURSDAY, JUNE 7, 2018 6:00 PM

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

A. CALL TO ORDER

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

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – May 3, 2018

RESULT:	ACCEPTED
----------------	-----------------

3. APPROVAL OF AGENDA

4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. NEW BUSINESS

1. 1304 Brice Rd; Application #2018-19; Applicant Greg Kitzmiller; Certificate of Appropriateness

OHM: The first case is a Certificate of Appropriateness application; 1304 Brice Rd. That is the shopping plaza adjacent to the Kmart site. The applicant is A Salon Studios, they are looking for a new sign. You'll see on your screen that the existing sign face right now and they are looking to replace this with a Coped Face aluminum sign. How that works is a panel will be set into the back and the sign is imprinted in the panel. This is an example on your screen here. It should be noted that the sign area is slightly above what the code says; however, it is in close proximity in terms of area and field to the other signs in that shopping plaza.

Mr Zollars: Questions or discussion from the board? Alright, if not I'd entertain a motion followed by a second.

Mr Cullinan: I'd make a motion to approve as submitted.

Mr Bizjak: Seconds

Mr Zollars: I have a first and a second, can you call the roll please?

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

2. 7536 E. Main St; Application #2018-17; Applicant Matt Winkler; Certificate of Appropriateness

OHM: Our next application is: 7536 E. Main St. This is Columbus Corporate Caterers. They are looking to add a walk in cooler to the back of their site. It will stick out about 10 feet from the back on the building. It's in the historic overlay district and in the code we have nothing regulating site design and modifications on the back of buildings. You can see on the map here that the back of this building doesn't really face anything of significance, it's kind of tucked back in the corner and faces an alley. Our staff recommendation would be, if the applicant would be willing, to install it so the color matches the building with the manufacturers finish.

Mr. Zollars: Is the applicant here?

Mr. Winkler: Yes

Mr Zollars: Would you like to add anything to that?

Mr. Winkler: No, just here to answer any questions you might have.

Mr. Zollars: Are you opposed to matching the color as close as you can?

Mr. Winkler: Not at all.

Mr. Zollars: Ok, very good. Any questions or discussions from the board?

Mr. Hicks: How far out from the building will the cooler sit? Is it sitting 10 ft. off the building?

Mr. Winkler: It is going to come through the wall of the building and extend 10 ft. past the wall.

Mr. Hicks: Ok, and there is going to be plenty of clearance of the existing dumpster that is currently there?

Mr. Winkler: Yes

Mr. Zollars: So this will become part of the structure basically?

Mr. Winkler: Yes

Mr. Zollars: Any other questions?

Mr. Bizjak: I move that we accept this application with the understanding that the extension is made to look like the rest of the building.

Mr. Zollars: We have a first do we have a second?

Mr. Hicks: I second

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

3. 6314 E. Livingston Ave; Application 2018-16; Applicant Darin Ranker; Certificate of Appropriateness

Mr. Willis: Our next application: 6314 E. Livingston. This is the Save A Lot building next to the Big Lots. This is an application to add an exterior building modification similar to the one on your screen. The Save A Lot entrance will stay and they will add a very similar one just down the wall from the existing one. This will be to access a new tenant space. Right now there is about 25,000- 30,000 sq. ft. of unused space. This will become a new tenant space and this will be the entrance to that space. From a code stand point, the natural materials used throughout the face of the building meet the threshold required by the code, with the brick and the window. It looks like.. you'll see on the screen here where we'll have windows to see through the entire building on the base with brick surrounding the window and egress on top of that.

Mr. Zollars: Is this applicant here?

Mr. Ranker: Yes

Mr. Zollars: Would you care to add anything to that?

Mr. Ranker: No, just matching what's there... (inaudible) ...

Mr. Zollars: Ok, very good. Any questions or discussions from the group? You did say you will be matching existing finishes.

Mr. Ranker: Yes

Mr. Hicks: Just to clarify, when a tenant does come in they will have a whole signage packet, that would end up coming back to us as well, correct?

Unknown: Yes, that's correct.

Mr. Zollars: In the meantime it would be empty.

Mr. Ranker: Right

Mr. Zollars: Ok, if there aren't any questions I'd like to entertain a first and a second motion.

Mr. Bizjak: I move that we accept the application.

Mr. Cullinan: I'll second.

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

D. UNFINISHED BUSINESS

1. 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: Changing the Zoning District of a 24.3 Acre Parcel on the West Side of Taylor Road Known as 9366 Taylor Road SW, and 9370 Taylor Road SW, Reynoldsburg, Ohio, from AR-2 Multiple Family Residence District and CC Community Commerce District to PND Planned Neighborhood Development District.

Mr. Willis: Our final application is The Parker apartment on Taylor Rd. This is an application that has been before planning commission in the past so you are all familiar with the site. You all have a copy of our staff review as to how this application relates to all the different items outlined in the code. The applicant is looking for a rezoning... (inaudible)... we are using this site as multi family residential and I believe that the applicant has a presentation. I think I will turn it over to them.

Mr. Glen Duggar: I'm the attorney through.. (Inaudible) ..W. Broad St. I represent the applicant Metro Development, Troy Thomas, who is behind me. I'm here with Todd Ferris. Todd is the one who does all the heavy lifting. All three of us were here in March and heard all the comments and issues and that presentation is primarily designed not to re plow the field that was on that day, but to address the issues that were brought up primarily by Mr. Hicks and his commentary near the end of the meeting with certain issues he felt were unresolved and needed further articulation and changes to the plan. We have also in the interim met with a number of our neighbors as well as city staff and OHM to talk about getting this is form that... putting our best foot forward in terms of this application. I'd like to take it in three very large sort of topic. I think there were three that Mr. Hicks originally was ... in terms of his concerns with this project. The first is that originally we had.... I can't see that very well is that me or?... Can you see that very well? Because I know what it is.... I can see it fine I'm just worried about the people behind us is all. Beautiful, is that ok? You aren't going to nod off?.. Ok, so there is the property it is on the west side of Taylor Rd., North of the Kroger center. A little over 24 acres. That's the currently revised plan, the current plan has three topics in regards to addressing them. 1: three stories instead of two. 2: The park at the NW. corner. 3: Broad traffic concern. The current plan had three story building on Taylor Rd. this plan reduces those to two. The building on the west side of Taylor Rd. the four in front and the two immediately behind that are now two story buildings. Prior plan was three

story buildings. What that meant was that the open space to the north, which was originally was 7 acres is approximately 4, but we are going to talk about the open space in a little bit. In addition with meetings with OHM, they asked that we address some of the architectural character of these buildings. They had an open breeze way in between and those buildings are now what they call a Vista model, which does not. So the buildings along the west side of Taylor Rd. have individual doors as opposed to the breeze way walk through. In addition, this plan, you can see some additional changes we made. Along our west boundary we have a 30 ft setback, in that 30 ft setback there is a fence, landing, and landscaping. That extends our entire western boundary we've extended that to the North at the request of those neighbors, as well as around the condominiums. The landscaping basically envelops the entire site on the West. North, and around the condominiums.

Getting to the park... They had concerns at our prior meeting that the park was somewhat undefined. We'll take responsibility for that. We did not receive the consensus from the city as to what they viewed should happen to that park and over the last few months we have been able to allow that consensus. Originally that park was intended to be dedicated by us to the city. There was a great deal of concern whether the city needed or wanted to own and maintain that park. It is my understanding, we initially, with the thoughts of Mr. Hicks was if we want to make it a park we should make it a park, and that there would be some parking off the street to the West as well as some form of a lot that would service this project as well as the community to the West. We met with the parks director, she took the questions to the parks commission and it is now believed the current consensus that the idea of a public park there is probably not the best idea. What we should do is it should be owner maintained, by the owner as you see it there with the manning and landscaping next to our adjacent neighbors and pedestrian connectivity to Taylor Rd. That would be a pass through park that would be finished graded and seeded and again, owner maintained by the applicant. The dollars that the applicant was willing to spend on that area should be spent on other park improvement projects in the immediate vicinity. I think the tune to that is about \$61,000. What we have done is revised our text to indicate that we will develop the open space as shown and we will make a feasible contribution to the City that those dollars could be applied to other park improvements within this area. Or within the general area that the city felt were in greater need rather than adding to another park in this location. Are you nodding your head Mr. Bowsher that this is the consensus? At least, I think, the city's position at this point.

Mr. Bowsher: Yes Sir

Mr. Duggar: The final item of concern. There is a great deal of ...(inaudible)... traffic in our prior discussion. We were criticized because we studied our access point and only our access point. I think you all know the way this process works in the City of Reynoldsburg. We do a sort of pre-application meeting to determine primarily traffic and what the traffic study parameters will be. We followed Mr. Snowden's and the city engineers recommendations on what that traffic should contain. It was basically an access study that studied just our access to Taylor Rd. The primary question and issue that arose was there was a significant problem at the south bound Taylor Rd. to South bound Main St. So basically south bound right turn. Because of the amount of improvement that has occurred at the township to the East, a lot of employment there and that intersection which once was basically not much more than a

country cross road has now carried an awful lot of trips. The traffic study did recognize... what we did was, we then went back and had our traffic study look at that intersection as well. Their conclusion was.. well a couple of things, let me back up. The first was that: that intersection in certain movements is functioning at the E, which is not very good, but is not failing. At D or an E, it's still not terribly good, but that was in the PMP. The second was that our construction of this, whether we build or we don't, had little to no impact on that intersection. We understand that having that be the case that sometimes people don't believe traffic engineers, so we were still searching around for ways to address the situation. The solution to that I think has been in front of us all along. When the condominium and the commercial development of this property was proposed in 2006, the then development director, John Brant being really on top of things said that we should adopt a TIFF district to tax finance district for this property, and they did. 30 year TIFF district expires in 2036, it is and does have revenues today, not very significant but it does have revenues. In the current TIFF fund, one there is 152,000. I think that's the Kroger fund, I could be wrong about that.

Mr. Bowsher: No, No, that is where the existing condos that Taylor Chase sit currently. Currently with the two TIFF's 175,000 as of 2017 in the TIFF fund used for infrastructure purposes as well as waste, water, and water underneath of that roadway. It has yet to be touched and that would not include Kroger, that is a separate TIFF that is associated on the South of this proposed apartment complex.

Mr. Duggar: So, that money is sitting there today and could be used by the city to address those issues or could be used by the city to address other issues. The more important thing is that this project will have a value in excess of 20 million dollars, when it is at build out, which should be at two years of our current construction. The tax increment financing benefit to the city and that starts at 148,000 a year. So between now and 2036 this project would pay to the City of Reynoldsburg also 2.8 million dollars, 2.773 thousand dollars. That would be available to the city for improvements like a south bond right turn lane. Like, additional storm improvements to Taylor Rd. Like widening and capping to Taylor Rd. Like improvements to the intersection at Taylor Rd. So this is a vehicle to provide the city money for improvements that would have to occur in the immediate area because of the way the TIFF law works is you can't take this money and go ahead and spend it on Brice Rd. It has to be spent within the reasonable proximity of this project. I think that the statutory term is there has to be a public benefit to this project as a consequence to those TIFF expenditures. While we are not responsible for the traffic, we will be generating significant amount of funds for the city to be able to solve that traffic situation, should they choose to do so. Couple of housekeeping items. I would like to go through... we revised our tax and wanted to point out some things. The (inaudible) on us is if we say it we promise it, we need to write it down. We made a couple of relatively small changes to the text that came about between March and now that I'd think we would like to point out to you. We were asked in the OHM meeting to provide a higher quality.. or maybe it was a city meeting, I can't recall they are all running together right now. A higher quality exterior siding material, maybe it came from Mr. Hicks. We've changed the text to include that the particular thickness that indicates a high quality vinyl. We've also added that the buildings will have dimensional asphalt shingles. We've committed as a part of the building elevations to the no breeze way configuration for those buildings on the West side of Taylor Rd., the two behind as well. We also, Joe, has been

active with some of our neighbors who have chosen to meet with us and he has promised to walk that line on our West and North bound boundary to take out the trees that are dead, to take out the trees that are problematic and mound and landscape that area. Any trees that are dead or in poor condition or undesirable, the underbrush... (inaudible) that might be there will be removed and the existing tree line and those are shown on this plan. If you could go through a couple more slides I'd like to see... that one! That is the current zoning of this property, it shows buildings to the West and to the North, which are 30 ft from our property line. As well as having commercial on the immediate west side of Taylor Rd. For me this is a pretty simple picture, that's what, had the condos continued to be built out that would have been the configuration in which you would find them and each would be 30 ft from that property line. If you go back to our slide, that is what we are proposing. There is nothing within 30 ft. other than the fencing, mounding, and landscaping. We have provided cut through to show that the distance from the rear yard lot line to our buildings is very significant. The closest structure that we have is about 200 ft. away. So you go from 35 feet under the current plan to the proposed plan and that goes back to 100 ft. I'm happy to answer any questions. I've gone through this pretty quickly Mr. Zollars because I know that we didn't want to have a repeat of last hearing. We all got to talk enough that night and if you or staff have any questions I'll be happy to answer.

Mr. Zollars: Let's start with the board, any board questions?

Mr. Bowsher: Taking-a look at the new revised plan. I know this is recently came to us. Any chance that we can change the vinyl siding to more of a fiber cement siding?

Mr. Duggar: I would have to ask. I don't get to make that decision. So I'd have to have Mr. Thomas respond.

Mr. Thomas: I think from a standpoint if you switch to elevation sections of the buildings themselves we have a generous elevation of not only vinyl siding but of brick and stone and vinyl shake and of course windows shutters doors of that nature. We have committed to a higher grade vinyl siding which I believe is in today's market is very acceptable it's manageable it's long term maintenance it holds its color doesn't have fading and color standpoint. We believe from an elevation standpoint of driving 35 miles per hour down Taylor Road and the distance back and Taylor road you would not noticeably no difference between a high quality vinyl siding and a cement fiber product. The vinyl's that are out in this market today you know with the millage or the thickness of the vinyl and equality of vinyl I don't think there's a noticeable difference and I think the vinyl siding itself has a longer term maintenance free standard that I think everybody would agree to is probably something that is more desirable than having the cement fiber. So you know I understand what the commitment is or I understand the request but I believe that we'd meet that same standard and elevation of product with the thicker vinyl not only mentioned that we're doing the shake siding on a number of the elevations that face Taylor road as well end caps that faces Taylor road a large amount of Brick large mass of stone veneer. Again large number of windows doors and shutters that are part of the elevation not only along Taylor road but throughout the community. And I believe we meet a high quality standard of multifamily building not to mention, It also goes in kind of the same kind of vein of you know throughout

central Ohio as far as the quality of material. So thank you.

Mr. Zollars: This is Mr. Zollars let me just for housekeeping purposes we're going to have more questions than discussion and then we'll open up to the public. So just hold tight with us please. Thank you. Thank you. Other questions comments?

Mr. Hicks: I Had a couple of questions appreciate you guys coming back and working pretty diligently to address the concerns of the residents' concerns I guess you know in regards to the park and you know planning commission here we would make some kind of recommendation to council ultimately whether there's a park there or not would be a decision made by council. But I have then from the beginning in favor of going ahead and building a park in this location. And I understand some folks the parking staff have looked at that and there are some maintenance concerns but it worries me to have just a vacant piece of land kind of in the middle. It's sort of a hodgepodge between a failed development and single family and I think it's an appropriate location for a park. And some of the plans that I've seen of this accessible park handicap accessible park I think would fit quite well. So as we go along that if this gets recommended for approval I would be recommending for approval with the park plan option instead of in lieu of fee. And then in regards to the turn lane I think that's something that a lot of residents will probably comment on here tonight that a right turn lane from Taylor road to west onto Main Street is a significant cause for concern for them and that I would want to see something done with that turn lane as a part of this project. I understand TIF funds could go into a fund to pay for it. But I feel like the developer would probably be the best candidate to execute something to get that built with the TIF funds which I think is a possibility. And in order to get it done with this project so ~~yeah~~ I understand it's not a with the traffic study your project wouldn't have a significant impact on the intersection but it certainly would have an impact in the court of public opinion I think the neighbors in that area would definitely say that it would have an impact on that turn lane. So I think it would only make sense that as the projects develop the turn lanes going in as well. Only other comments. You have a fence around the West and the North borders of the property. I think I spoke out in the first review of this that I'm not a big fan of fences. I appreciate the mounding in the landscape buffer understands probably a request from residents in that area to have a fence. But I just feel that long term fences tend to become more of eyesores than their intended purpose and in general I know we're talking about the brand and identity of what Reynoldsburg is I don't really want it to be a community of fences. I think we'd be better off leaving it with a mound and a buffer landscaped buffer. Long term it's going to grow and continue to get more beautiful each year. And when will they know it takes care of itself. Because it's a growing living thing. Appreciate you reducing the buildings from three story down to two story. I think that's huge and has a very large impact on the curb appeal of the building from take the project from Taylor road. Appreciate your commitment on materials. I think the thicker vinyl siding and vinyl shake and stone and all everything looks appropriate and is an appropriate use appropriate material choice. I guess those are the only questions I have I don't know Joe if you or Glenn can comment on the two biggest items in my mind which would be the turn lane and park.

Mr. Thomas: Appreciate. And you know just answer to turn lane question. You know it's not within our basically boundary of our property so it's kind of in the whole scheme of

owning the property controlling the property having everything accessible to property. It's not something that we own or something we control so there's a lot of unknowns with the turn lane and the public right away not knowing exactly the right away even there if it's fully able to be developed without a large amount of acquisition from other I deal with a lot of other I guess commercial ventures and one being Kroger. Had a lot of long history over 27 years of doing this working throughout with other developers and working with Kroger's not as easy as everybody assumes. I've done more recently 3 deals with them and have yet to satisfy the three deals I'm working with them currently on. And so if the, I guess I can make condition if it's a condition of our approval I have no problem developing it. However if it's the issue of having to acquire more right away from Kroger, something that's completely out of my hands I'm not able to you know facilitate that very easily and I don't want it to be a condition of me receiving approved engineering plans or receive a permit that I can't control that-very easy for me to construct if the right of way is there you know the I guess from a standpoint of working with the city Reynoldsburg the city of Reynoldsburg engineer to get the plans developed no problem at all. There's just some things that we don't have in our full control because it won't be a problem that we'll be acquiring. So in that issue I don't have a problem. So, if Mr. Hicks wants to make that a condition with stipulation that if it's in full control of city of Reynoldsburg's right away or ODOT I will very will likely be able to do that improvement with core of course being paid back through the TIFF funds so.

Mr. Bowsher: This sort of deal is something that we're actually in the process of doing with Kroger's and the new development on Main Street. I guess I've had a little bit different scenario with them and it's been pretty-good so far.

Mr. Thomas: They want something from you guys that position where I wasn't from them and there's nothing to barter with no rights just to keep that in mind that's not known for moving fast. So going on three years with the project of acquiring Galloway and Broad street and trying to get to a sewer easement and it's you know brought the whole project to a grinding halt. So...

Mr. Bowsher: We're bringing some infrastructure constraints with them to make it more accessible there on Main and there is the right of way. There is a large enough right away. The traffic study that our city engineer and in the conversations that we've had it is large enough to be able to have that. If this is a condition that was put on by a planning commission and ultimately sent to city council I would just ask that you know we continue formulating that with our city engineer EMH&T and city staff and being able to do that. I do know that if a turn lane was there it is much easier to work with a private developer to develop that alongside the public service staff than it would be to completely bid that out and have that go through a long red tape sort of process and that way before your permits are done. The turn lane would then already be in effect causing no more traffic issues that are already happening there at Taylor and main.

Mr. Thomas: I like it if it's completely and utterly controlled the city Reynoldsburg and the right of way is there. I have no objection just knowing what I have to deal with outside resources.

Mr. Zollars: I have a question. Do you have the breakdown of one two and three apartments?

Multiple: I'm sorry. 1 1 1 2 1 bedrooms it's only... It's on the screen right now.

Mr. Thomas: There's only one and two bedrooms only.

Mr. Bowsher: 48 one bedroom units and 192 two bedroom units.

Mr. Zollars: Okay thank you.

Mr. Thomas: And I guess go one step further. Would you like me to answer the question of the fence?

Unknown: Yeah.

Mr. Thomas: Completely at the mercy of the neighbors in this issue. I mean they requested it. I thought we've provided something that was both probably palatable for the city as well as the developer and a neighbor. It's basically a four rail fence with a coded wire mesh in the back of it simply to provide a buffer. Small children not to go over the property line and into our ponds. So this isn't like a six foot privacy fence with pickets I just I didn't there wasn't a detail in the backyard. The four rail porch fence with a wire mesh on the back of it and it will be maintained by us not the neighbors so it be in our full ability to control the maintenance of that commitment to the maintenance of that long term care of that it would be totally in our purview to maintain that but it was only at the request of the neighbors that I provide that fence. I do agree with the larger privacy of privacy fences go un maintain and a kind of become unsightly but I think this is probably the best taste of having that type of fence to control small children from entering the property and possibly going to find it attractive to go into our ponds. That's why we provide. So.

Mr. Hicks: Did you have any comment on the park?

Mr. Thomas: Again, I will do it if it's a condition. I think it's a great asset to the community. I think it's a great asset to our property. I understand that people will have other desires for funds to be taken from necessarily that will be initially used there and use to other parks that have a greater good for the community but I'm totally at the position of the board with a desire to install a park. We'll commit to.. It's roughly just to give you the numbers forty eight thousand dollars for the playgrounds that I've already committed to greatness seed and straw all the stuff of finishing the area that the trails but all in all it's a pretty large playground that value is forty eight thousand dollars and then the other value is installing a parking lot with six parking spots with the connection. Yes.

Mr. Zollars: Right now it's all right with the board, any public comments and questions were entertained that they will come back to our side. Any comments or questions from anyone in attendance please go out and speak and speak into introduce who you are and where you live. And thank you.

Mrs. Young: I get pretty nervous when I get up here to try to see my piece and not shake too much. I wanted to address the TIFF issue. I learned quite a bit about TIFFs. I'm not sure I'm in agreement with Mr. Duggers estimates. There are 17 years left on these 30 year TIFF's when I understand from these TIFF agreements those ordinances went into effect in December of 2005. In reading those ordinances what my question to the city attorney, Mr. Bowsher and the city auditor was is this a hundred percent school TIFF, which means the improvement money on this property will not benefit the school in any way. 100 percent of it will be the improvement money that goes to the city of Reynoldsburg so any improvement will not help the schools with additional schools or.. Excuse me, school additional teachers, additional buses, additional whatever this project brings to the community. I do actually have a copy of that section I asked for that request to clarify that because Mr. Dugger on three separate public opinions said that this was not a hundred percent school TIFF. And I disagree with that. I want to enter that into record. You know this concern I have with this project and the TIFF money is this is where the TIFF works. My understanding is that the City of Reynoldsburg receives these funds and as Mr. Bowsher said there is TIFF money in these two to TIFF fund accounts that money that is decided by City Council how will be spent or the city decides how it will be spent. My concern is this that improvements not only traffic but the sewer and the drain water both on the east side and the west side are significant. There is no sewage from Clover's until the other side of this project, that will have to be addressed. Again the city would be responsible for some of that. This development will pay for some of it too. But everybody refers back to the TIFF money. Well how much money are we going to have to have in that TIFF fund to make these improvements? And this is where my real concern comes. In 2016 in the United States district court seven district of Ohio Eastern Division. Case Number 2 1 6 CV 6 07. Miami barrage fair housing filed a federal lawsuit against Metro development and their community. It's a huge multiple man dollar lawsuit. This has been going on for two years. The judge in January decided that this was still relevant and they had to continue it. Now my concern is the city was going to borrow against this TIFF money and what's going to happen if the judge decides that Metro Development it was them millions and millions of dollars to retrofit every one of their projects in central Ohio. What happens? I don't think that's a good bet for the city r Reynoldsburg. This TIFF money should benefit Reynoldsburg with 17 years left on this TIFF money. Once the TIFF runs out. There's no income coming to Reynoldsburg in that commercial development which Mr. Dugger was part of back in 2005. If we had doctors' offices, if we had people who making money then the Reynoldsburg would continue to have income coming in. After 17 years, because the TIFF money were run out that property will become decayed. The other thing that's not mentioned tonight even with the additional shrinkage because of the three stories the density is an issue. I don't care how you cut it or what math you use 24 acres 240 apartments is tiny. We're not developing 24 acres, at this point, I see 19 acres. The density is over the City of Reynoldsburg's code. My other concern with the City of Reynoldsburg is the constructive notice my concern with the constructive notice that was sent to every one of the surrounding neighbors is the 8500 Taylor Chase address which is the majority of the development was not listed from the very beginning. Even in the application which, I think is sloppy. I think this application has been sloppy from the very beginning and that's why it's brought back to the Planning Commission. They had an extra week before they even met you guys the first time and still didn't get it right. Mr Duggar said this evening. I can't find that

here we are again. I think if I was serious about building a 20 million project and I to work in that field I would have an application that was un bust able there wouldn't be all these traffic. You gotta build a right turn lane for these guys to be able to put this in? I can't even imagine what construction on Taylor road is going to be like. On Friday night from stop light to stop light is stop traffic. How are these guys going to get in and out and if they're doing it during school hours, the buses will be stopped because at 2 o'clock, those buses run. The traffic on Taylor road because of limited letting out is not solvable just by adding a turn lane. Let's not add to it but something that is just not going to be very sustainable for that community because of this single family residence there now. My other concern is it is actually two point three increase for this development traffic. That's what they just found out. I still have concerns that the city has not reviewed their traffic report. But first one was found inadequate because EMH&T is the engineer for this project, for the applicants, and reviewed the first traffic study. So where is the community in this? You've delayed this. In March we had 75 people who were speaking about this. I think it's had a chilling effect on the community. And I'm going to be a little nit picky Mr. Hicks, I guess I am an under writer. They didn't even pay the full for the application. The application is seventy five seven hundred fifty dollars plus fifty dollars per lot, plus a thousand dollars for this traffic study which is nineteen hundred dollars, sloppy. Again I think the city of Reynoldsburg deserves better. I think the community deserves better. I appreciate your time. Thank you very much.

Mr. Zollars: Thank you. Any other comments, questions please go up to the podium. State your name and address if you would please.

Ms. Berens: My name is Lori Berens and I'm probably going to reiterate some of the things that they said I reside at 91 97 Taylor road the property that's pretty much right across the street from this proposed development. And I agree with a lot of what they said. Obviously a few concerns. One being traffic. I try to get out of the driveway daily to and from work. And it's treacherous. As she mentioned its nonstop southbound traffic. I don't see how it turn lane is going to solve any problems other than them. I mean even to try to get them into the structure to build it. I don't see it being a solution to the problem. So matter of fact today I had to get out of my car that intersection at Main and Taylor. I was headed northbound actually and there's a trick that you have to trip that you have to the car has to actually be sitting on there's probably 40 cars behind me and the motorcycles at the front of our line of traffic and there's a car sitting here. She doesn't know that there's a little thing you have to sit on. So we all sat there through two lights. And this is isn't the first time I've had to do this. I've had to get out of my car. The gentleman did the last time after walk up and like tell the person up in front to please move up. There's issues with that intersection in general let alone with traffic. I mean it's coming northbound as well. I mean I've already had issues with the light at Palmer and that's a whole another story but that affects the traffic on Taylor road. That's my big concern is traffic. I mean we have a 17 year old who's driving now and he's scared to death to even pull out of the driveway. So I just don't see how when you add 240 some odd units. The people in the cars that will generate alone with the putting a park in which I think Blacklick is a wonderful park. I don't really see a need.... 14 year old over there who knows about a park over off Lancaster Avenue and she has a friend that was over there, and it's not a good it's not a good place for her to be. For what it's being used for. She can stand up and vouch for that. I think aesthetically you guys talked about the three story

even two structure I still think is very dense as they mentioned. I just don't think it looks aesthetically pleasing to the people on the backside in the development nor to the people across the street who have taken pride in our properties. The flooding issues again I am reiterating all that. I think again people that want to live in Reynoldsburg I want I think that there should be things to offer them not just the apartments that overtake areas where the traffic is bad. I mean to me again bring in doctors' offices bring in shopping bringing restaurants because quite honestly I don't see how many people going to look at this apartment and say wow look at the traffic. Who wants to live here because you can't go any... I mean to try to go to work and try to get home from work. It would be to me not something that would want somebody to play over a thousand dollars a month for rent. I mean you go on and say that these are luxury apartments but they also have to be functional. I just think the curb appeal. I think it's way too close to the road and I guess really that's all I have to say. Tatum was my stepdaughter had a lot of concerns about the school's overcrowding. She hasn't had an art class since fifth grade. She's going to be a sophomore and she's an art major. She loves art. She hasn't had art in three years. I think schools are overcrowded. I think this problem. I mean this structure is only going to generate something that right now. I want Reynoldsburg to be successful I'm proud of living in this area but I just think that there's other things that even at one level ranch where people would own their properties and I think that would make it even more. I don't know. We're just so frustrated like they said this did start back in March and I'm very disappointed in the turnout tonight because it's gotten nicer out and people are doing things and working. So that's my piece and I appreciate the time.

Mr. Zollars: Thank you for your time any other public comments. All right. Hearing like uumm... Go up to the podium please state your name and address if you would.

Ms. Grimes: We've talked a lot about this traffic at Taylor road and what the issue will cause people will. Well currently, reserve drive opens out onto Main Street and right now part of the problem is being used sort of as a connector. People from a couple of the communities now that they've opened those streets take Reserve drive to get to Main Street. Now I'm told that, it's my understanding that this area will not open up directly onto Reserve drive into the housing area where I am, but I'm thinking about when we need to leave coming out of Reserve drive on Main Street going either east or west. It's can be a nightmare right now. You sometimes have to wait five minutes or more just to get out on the street. So with additional traffic coming from Taylor road turning right that's going to pick that up quite a bit it's going to make it even more hazardous to come out of reserve drive going east or west on Main Street. The other thing is I previously had a concern about flooding and I still do and plus my concern is the density the sheer numbers of buildings that are crammed into that area and looking at the diagram I do not find the aesthetically pleasing and it's just too much into a concentrated area and pretty much that's all I have to say and I think for the opportunity.

Mr. Zollars: Thank you for your comments. Anything else from the public or any other questions or discussion from the board or Seth?

Mr. Bowsher: I guess I just want to touch on a couple of things I guess that were mentioned here. Just because I think there might be some confusion. I just want to make sure the facts

kind of get put out there. The current zoning for it where you see the Taylor Chase apartments currently on your screen including the proposed park space and basically everything on the west side of that including the water features and some of the proposed apartments are currently already zoned AR2. This means that the apartment complex could already be built in that spot without this coming to Planning Commission. I just want that to be very clear, that if for whatever reason this were to not go through or go through regardless if another developer came in to develop that site it is already properly zoned because of the Taylor Chase condos for multi-family housing. In front of that is commercial. It doesn't dictate whether it will be doctor's office or something that is desirable to help benefit the community. I want to be very clear that it is up to its fair market driven. We live in a capitalist society. Anything can go in there. I'm going to tell you that the commercial section just factual statements that if you were to put a restaurant or a retail shopping center there it would cause significantly more traffic into that area than the apartment complex. If you think logically about the apartment complex and when people leave and go they're coming to and from work and multiple times during the day they will not be there if you have a retail or restaurant they will be coming there all during hours of the day. So that will significantly increase that and it's already zoned for that. If a family dollar decided tomorrow to buy the property and be built there they could, without going to planning commission. It's already properly zoned for that because it was put there. I just I just want to put the facts out there because I feel like there might be some confusion as to that. And I guess to Ms. Young's point. I would like to I guess have some more information from the developers on what she was speaking of a lawsuit of sorts. And I'd like to I guess kind of hear a little bit more about that.

Mr. Zollars: That's fine. I don't want to get into the school district. I mean if it's pertinent to the development list stay on track with this conversation if we can please.

Mr. Thomas: Yeah but I mean I think she was referencing schools because of the federal lawsuit?

Mr. Bowsher: She just had mentioned that it potentially could affect this site and other sites in central Ohio. So that's that is the scope that I would like to talk to.

Mr. Thomas: It is currently involving six sites in central Ohio. We have six sites that we had a group called the Miami Valley Fair Housing Group. They came to one of our communities they believe in their mind that there were some FHA and ADA violations. They went on to our company Web site and found listed in it company with additional sites. They blankly applied a federal lawsuit against our company that we fully believe, going through the system that will be fully settled or vindicated on our behalf. Like I mentioned six communities we've built in central Ohio over 50,000 multi-family homes. We were fully vested in resolving the issue with the lawsuit. We do not believe it's going to become an issue of large amount of capital to solve that issue. We believe everyone in our community is not only FHA approved but ADA approved for accessibility. These are all buildings that have first floor units including the clubhouses first floor units. We make sure that each and every unit is either type A or type B. Type B means the unit can be accessible but adaptable in type A unit is it's fully accessible so it has to like the lower countertops roll in shower the kitchen with the range that you roll under the kitchen sink you roll under the larger vanity's and the larger commodes with the grab bars. So those are all in place. We go through the municipal

building department where we issue building plans that are designed by a registered architects in the State of Ohio. Then these building plans, the Ohio building code as well as ANSI all require you to build this standard of FHA and ADA approval. And not only do we build it per the plans we also have additional inspections by the municipalities where they go through the buildings and they take the set of building plans to make sure that they're matching the exact same set of building plans and then they are identical to what you have in front of you. So we have all handicapped spots. We have ADA accessible units. We have all the sidewalks that are at 2 percent cross-load 5 percent overall slope. Our mailboxes our trash compactors our clubhouses our swimming pools our pet waste stations our trails everything that is accessible is ADA or FHA approved. Clubhouses restrooms inside the clubhouses are all accessible. They have the large area for not only the commode but the sink. And then of course the movie theaters the exercise facilities the pool everything is ADA or FHA acceptable. We believe once we go through this lawsuit we'll find that those things are were already done acceptably and that will be resolved. We have to go through the lawsuit to prove that to the opponent. That's kind of where we are in that process. You know our company has been involved with multifamily since 1968. As far as the financial burden that this cause for us is not significant enough for us not to build in Reynoldsburg or anywhere else in central Ohio. We currently have 12 communities under roof right now you know the multiple stages of construction. You're looking at roughly a quarter of a billion dollars of cash flow with the construction of these communities. It's not an issue for us.

Mr. Zollars: Thank you. Anything else from staff. Anything else from board.

Mr. Hicks: Mr. Chairman if I could I just have one clarification about the TIFF, whether it was a school or non-school TIFF, if it was one that is something that we did cover last meeting and if we had additional clarification for you.

Unknown: Yeah I, Mr. Bowsher and I met with Mr. Fransman who is the city's bond counsel and was the city's bond counsel when those TIFF's were done. I did work on the Kroger project I did not work on this project as this Ms. Young stated. Just for clarification purposes. It was my understanding that these were non-school TIFF's meaning that the schools continue to receive 100 percent of the dollars they would receive for the Tiff district not in placed. So the dollars get paid to the city. Actually the county, county gives to the city. City then has agreement obligation to pay those dollars to the schools so the city or the city school district will receive the exactly amount of money whether the TIFF district wasn't in place or not. That's that was my understanding that was clarification provided to us by Mr. Fransman. At that time we subsequently prepared a TIFF's spreadsheet which we submitted to Mr. Bowsher for his review I believe it was also reviewed by Mr. Fransman it had a 2036 end date on it. Nobody indicated that was an incorrect date. So the math on all of this, we have reviewed by Mr. Bowsher and Mr. Franzman and they believe that the that the numbers that we've talked about tonight Mr. Hicks are accurate and that the schools will not be disadvantaged in any way and in fact there are actually some advantages to a non-school TIFF that are way too esoteric to get into tonight. But the school district has benefited by receiving the full amount they would receive whether this TIFF district was in place or not. As a consequence of the existence of the way the district was structured. Thank you.

Mr. Zollars: Mr. Bowsher

Mrs Young: Inaudible

Mr. Zollars: Wait wait. Can you stay there so we can get this recorded please?

Mrs. Young: In 2005. The city of Reynoldsburg had to have an ordinance to create these two TIFF's and within that an ordinance. I pulled the Section 2. Section 2 says this council hereby finds and determines that a 100 percent of the increase in the assessed value of each parcel and subsequently to the effective date with this ordinance, which increase in asset value is hereby referred to as the improvement. Which means the property value, example is a hundred thousand dollars today. They come in and build and make a hundred thousand dollars. Will that additional tax on the two hundred thousand would be split at a hundred thousand only going to the schools, because the improvement is a hundred percent. The other thing I asked the city attorney, the city auditor, and Mr. Bowsher this direct question what does that term mean? And my concern is that yes that yes, up front city ofor excuse me, the City of Reynoldsburg will receive a substantial amount of money. But that money will run out. There's only 17 years left. Then what happens when the school district in that 17 years. Why wouldn't that mean the state of Ohio actually kind of a bans this type of TIFF now. You can even do it and I do think that Mr. Duggar probably has done a lot of research on it, but the city ordinances is what I have to base my facts on. The question I have with that is when I approached the schools about it, for this to be ok, the school board had to sign off on it. The only place they actually found the TIFF document the agreement between the developer, the school, and the city was from the school district. The only reason they would have it is because they had to sign off on it because it's a 100 percent TIFF.

Mr. Zollars: Thank you for your comments. Thank you Mrs. Young.

Mr. Bowsher: Just for just for clarification, all TIFF's if they're over 75 percent they have to go to school board. That does not mean that the school board does not get the TIFF revenue. What happens with a TIFF is 100 percent just as you had mentioned Miss Young goes to the city that does not mean that the city keeps 100 percent of it. It is what is called a pilot program which is called Payment in Lieu of Taxes. What happens is the city collects the property taxes, more of its share and then whatever originally the school district would get if there was no TIFF does go back to the school district then the city remains the rest. So it is taking the taxes that normally would go to the township, other smaller entities and the state of Ohio that is their portion of it. So yeah, they collect 100 percent but still the same portion which is the largest portion still goes to the school district. And to answer Mrs. Young's question of what happens after the 30 years is up on the TIFF. Well it diverts back to the normal property taxes which means the school district continues to receive the same amount of money that it was currently receiving within the 30 year TIFF. The only loser in that instance wants the 30 years is up is the city because it would then we go and refer back to what we would normally get which is a very very minute portion of the property taxes. This is in hopes that we can then have that funds to be able to utilize on infrastructure improvements into the future.

Mrs. Young: I disagree because you're taking commercial property out of the picture there. Commercial property generates income. The city makes money off of the income. If you make this a non-commercial property regardless if it's a restaurant regardless if it's the doctor's office it is income for the city. Long term, past the 17 years.

Mr. Zollars: Thank you.

Mrs. Young: I don't want to debate. I just think it's very important.

Mr. Zollars: Any other questions from the board? Any questions from the public? All right. I would entertain a motion in one way or the other on this proposal, please.

Mr. Hicks: Mr. Chairman?

Mr. Zollars: Yes, Mr. Hicks?

Mr. Hicks: I'd like to make a motion might take me a few times here. So I think you can take a couple of conditions and I want to make sure that we get it right. I'd like to make a motion recommending approval to City Council under the following two conditions. First one be that the developer build the right turn lane at Taylor Road and Main as identified in the traffic study and that those improvements would be completed for before the final certificate of occupancy of the project. That secondly that the developer improve the park area with a park structure similar to that was presented to us this evening. The handicap accessible play area and the six parking spaces and other improvements necessary to complete the purpose of the park. Also completed before the final certificate of occupancy of the project.

Mr. Duggar: Mr. Thomas is concerned about right away. Obviously we can't build into a right away.

Mr. Hicks: When would this go before council?

Mr. Bowsher: It wouldn't go before council this Monday. But it would be two weeks from this Monday.

Mr. Hicks: Two weeks from this Monday and that would be a second or third reading. I'm just trying to see how much time we have in here for a second reading.... a second or third third reading. So I'm just trying to build in some feasibility time here rather to confirm a right away.

Mr. Duggar: You can't build the turn lane if you don't have the right of way. So that's our problem. Also we are understanding that the TIFF funds would reimburse us for that

Mr. Hicks: Correct. So I would amend that yeah.

Mr. Duggar: So as long as those two items that the right away be in place and that the and the dollars pay for that are from the Tiff. And when this would go before council, then council

could look at those two conditions and they could say yee or nee they would want to handle those. I think we're just trying to make a recommendation and that's what I feel the most strongly would be the best way to handle this.

Mr. Zollars: OK, let's do that one more time Mr. Hicks. After discussion one more motion and then if anyone is led to make a second I'd appreciate that.

Mr. Hicks: I'd like to withdraw my previous motion to make a new motion for recommendation to council for approval of the project under the following conditions. First one being that the developer build a right turn lane at the Taylor Road and Main Street intersection per the recommendations of the traffic study and be reimbursed by TIFF funds from the project. That those improvements would be completed before the final certificate of occupancy of the project. Second condition would be that the developer improve the park area with a handicap accessible park as shown in the display at the meeting today with parking accommodations and other improvements as necessary for the purposes of a park. That land also be dedicated to the city and that those improvements be completed before the final certificate of occupancy of the improvements of the project.

Mr. Zollars: Very good. OK. We have a first and a second. Sorry I apologize we have a first or second I'll second. Okay we have a second. Is there any discretion and discussion amend my motion.

Mr. Hicks: I want to amend the first condition to make sure that the first condition would need to be met. Assuming that there is a proper right away for the right turn lane and if there is not proper right away with the right turn lane that the applicant would need to work with staff on an amicable solution to that and a development agreement.

Mr. Zollars: OK, paperwork. Do we have a motion that can be translated into what Mr Hicks is trying to accomplish here somehow.

Mr. Bowsher: Yes.

Mr. Zollars: OK. Very good. So we have a First do we have a second?

Unknown: Second.

Mr. Zollars: We have a first then a second discussion on that motion.

Mr. Hicks: I'd just like to make one final comment. I appreciate Mrs. Young you come into the meeting tonight and reaching out to me and bringing up these issues. I understand that apartments are never popular. Nobody wants to see, generally most people don't want to see multi-family next to their home. When you look at the bigger picture of this piece of property it's a former of failed development. I think that the applicant has gone a long way to try to put something here that does fit. Housing is an issue. Affordable housing is an issue and I know that they're not marketing affordable housing it's not Section 8 it's none of that, but housing availability is a real problem. I think we need to be mindful of that. We would all prefer that

this would be the next Amazon headquarters and employ thousands of people and bring in lots of income from income tax. I just don't think that's the reality of what this site is. It's between a Kroger and single family. That's a nice buffer use in between those two uses. I think it fits. I think the developers have stepped up to the plate to get this project done.

Mr. Zollars: Thank you Mr. Hicks. Would you please roll call role on this motion?

RESULT:	REFERRED TO COUNCIL [3 TO 0]
AYES:	Zollars, Hicks, Bizjak
ABSTAIN:	Cullinan
ABSENT:	Bowman

E. OTHER BUSINESS

F. ADJOURNMENT

Chairman



Planning and Zoning Administrator