CITY OF REYNOLDSBURG

AGENDA

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

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

A. CALL TO ORDER
   1. ROLL CALL
   2. APPROVAL OF MINUTES
      1. Planning Commission – Regular Meeting – May 3, 2018
   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

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

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

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.

E. OTHER BUSINESS

F. ADJOURNMENT

G. ORDINANCES

CITY OF REYNOLDSBURG

MINUTES

PLANNING COMMISSION
THURSDAY, MAY 3, 2018 6:00 PM

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

A. CALL TO ORDER

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

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – April 5, 2018

RESULT:	**ACCEPTED**

3. APPROVAL OF AGENDA

Mr. Zollars: Do we have any changes or additions to the Agenda?

OMH: Yes, in your packet there is a application for 6561 E. Livingston Ave. it did not make it onto the Agenda. However, the property owner for that application is also the property owner for the first applicant on the Agenda. So, we would like to move it to that.

Mr. Zollars: Ok, we can do that.

4. SWEARING IN OF SPEAKERS

Speakers sworn in by the Chairman

B. PUBLIC COMMENT

None

C. UNFINISHED BUSINESS

None

D. NEW BUSINESS

1. 6515 E. Livingston Ave; Application # 2018-0009; Applicant: Velma Truesdale; Certificate of Appropriateness - Main Front Entrance Sign

Mr. Willis: We have two applications at the Blacklick shopping plaza. The first one is a certificate of appropriateness for an exterior modification on the back side of the building. The applicant is looking for a new overhang door. That is the photo on your screen of the existing overhang door, and in your packet the applicant is going to put in a larger overhang door. When I spoke with the representative of that organization, they weren't sure of the color, but were sure it was going to match pretty close to the exterior it's currently painted.

This building faces to a back alley and a large wooden fence, so, it is screened from the apartment building to where it is now.

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

Unknown: inaudible

Mr Zollars: Ok. Very Good. I would like to entertain a motion followed by a second for an approval of a new door.

Mr. Willis: Can I step in? Just one question. Is this a single modification for this single tenant or do you have plans to modify the entire back side of this building?

Unknown: It's just this tenant.

Mr. Willis: Ok.

Mr. Zollars: Ok, very good. A motion followed by a second please.

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

Mr. Zollars: We have a first how about a second?

Mr. Bowman: I'll second.

Mr. Zollars: If no further questions, Mr. Bowsher, would you please read roll.

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

2. 2644 TAYLOR RD; Application # 2018-11; Applicant: BRANHAM SIGN CO; CERTIFICATE OF APPROPRIATENESS - COMPREHENSIVE SIGN PLAN

Mr. Willis: Our next application was tabled from the last meeting. 2644 Taylor Rd, this is the former Gander Mountain building. City staff has worked with the applicant to make revisions based on comments from Planning Commission. I have a couple of those on the screen. Items you are reviewing; we have a new monument sign proposed on Taylor Rd., new main identity sign on the North and West elevation, and additional signage on the South elevation facing I-70. We talked a little bit at the last Planning Commission about shying away from these tall monument signs. The Applicant has proposed a monument sign with a brick base, than meets code. So, that is the first item we are addressing. Second one, we have two main identity signs. At the last meeting we had a little bit of confusion as to the front of the building. We have two different elevations; one facing Taylor Rd., and one facing that parking lot on the West. I think there was some confusion whether they had a diagonal entrance facing one way. Both of these signs are under the allotted sign area of the code. The last elevation in the rear, or south facing elevation, facing interstate I-70. Just a correction on

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

the staff report that's provided to you. The total combined area that the applicant is requesting is 1100 square feet. The building is less than 80 ft from the lot line. Really, the allotted amount they are allowed in the code is actually 170 square feet, so this exceeds the threshold. Additionally, we talked with the applicant about the images and we still have some questions about the nature of the material being used to print those images. We understand the applicant can speak to that as well.

Mr. Zollars: Do either of you care to add anything to this?

Mr: Young: Certainly, Stan Young, Branham Sign Company. First of all I would like to thank the Planning Commission for their consideration and input in this project. It is an extremely visible and exciting project from a retail perspective. As you all know due to the nature and size of this, graphics are going to be an extremely important part of this whole program. We appreciate your input and your thoughts. As you had suggested at the last meeting, the drawings that you have are the correct building elevations, the original drawings had not had that. What you have in front of you is correct... to be specific the elevation on Taylor Rd. has basically two sets of letters. You have the BIG SANDY which it 111 square feet. Then, you have the furniture and mattress, which is 55 square feet. So, you end up with about 167 square feet for that sign elevation. On the parking lot side, you have a little bit less. Big Sandy logo and the HG TV's and appliances comes in at about 163 square feet. As staff has indicated, we had originally proposed a pylon sign and with some comment from you folks the pylon sign was deleted, and we have decided to do a face change on the existing monument sign; which is 45.3 square feet. We should have a drawing on that. Lastly, we should have the freeway elevation showing. Option A is you have the Big Sandy logo in the front with the four images on that elevation, which in our opinion from a retail perspective is important .... because of the nature of this business, their branding and the fact that this building is so wide it needs something to help break that long building elevation up. I would personally from a sign perspective be happy to answer any questions. We also have Laura here from Big Sandy, which I'm sure she has some comments as well.

Ms. Timberlake: You can see that we have gone a different direction since receiving information about what was happening in and around the store itself, we felt like this look would be a better fit for the area. Things are moving along well on the inside so, were excited about that. I did want to mention on the flex signs that we have referenced on the framed back wall that we are proposing. This has also been done... I was hoping they would be installed but.... it will probably be next week at our Heath location, Heath, Newark. Very similar, same exact size. Like I said I hoped to have that so I could show you what it looks like on the building because I think that would have spoke a thousand words. We do have those examples and it is a similar building in that it is a very long and blank wall. That was the intent there, I'm happy to answer any non- technical questions. Again, I appreciate ya'll time and the City was very helpful.

Mr. Zollars: Board, questions?

Mr. Hicks: First of all I would like to thank the applicant for making an investment in the community. It's a vacant retail space and we are very excited to see somebody moving in

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

there. I'm also really excited to see the changes that you have made on the monument sign, I really appreciate that. You heard us when we were talking about Reynoldsburg branding and that we are trying to have a nice cohesive, pleasant community. In regards to the front elevation also, great you had the actual elevation on here. I think this is much easier for us to visualize, and I think the signage on the front of the building looks appropriate. As far as the signage on the back, it appears that the means and method you measure, the Big Sandy Superstore sign may be larger than were allowed per code, but if you measure it the other way it's not. Overall I think this is an application that could gain my support for approval, under the condition that we do something else with the image signs on the back of the building. I understand your need to show people the brand awareness and what you have in Big Sandy and HG TV's, appliances, mattresses, and furniture. I think it would be appropriate, and would gain my support if we could maintain the banner sign part where it says HD TV's and keep the text with the red background, but to eliminate the images. Either, handle it that way or the way you have the raceway sign on the front of the building that has furniture, mattresses, and HD TV's, and appliances on the front of the building, something that along the back of the building. I think ti would warrant my conditional support.

Ms. Timberlake: I will thank you also for helping me remove the digital signs, never been a fan... that's our owners.

Mr. Zollars: Any staff comments?

Mr. Willis: Yeah, one quick note just on what you said Mr. Hicks. There's a correction on that staff report, we went back and measured the distance between that set back to the right away, and it's under the 80 foot threshold. So, the permitted area for that main identity sign, by code, is actually 170 feet.

Mr. Hicks: 170 feet of signage?

Mr. Willis: Yes, 170 feet of signage

Mr. Hicks: So, it is significantly bigger than... (inaudible)

Mr. Willis: Yes, it is significantly bigger.

Mr. Hicks: I appreciate that, I also think that it's off the freeway and you are talking about right of way to the freeway versus right away to Rosehill Rd. I think with the size of the building, I don't think it is inappropriate. It's our job here to interpret that.

Mr. Zollars: Any other questions from the board? Mr. Hicks, I want to clarify your statement. Your saying remove the visuals and just put the letters?

Mr. Hicks: Yes, just the text in either the raceway style or if they want it to be a solid red banner with white letters, that would be appropriate.

Unknown: Inaudible

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Young: I'm not quite sure where your concern stands, is it from the quantity or the size. We would be... can be persuaded to actually reduce some of the sizes of these images on that elevation, if that would help.

Mr. Hicks: I think my issue is with the images themselves. Having images of the furniture and everything inside and just the precedent that it sets. I would prefer... I just think it makes the building look cleaner and the overall look and feel would be better if you have just the text and not actual images.

Mr. Young: Certainty, and I appreciate your comment. I'm prepared to offer you an alternative, if I may. (Inaudible)... Those are smaller in size, so they are not maybe as (Inaudible) as maybe what you are having an issue with, they are reduced in size.

Unknown: What is that size?

Mr. Young: 150 square feet a piece, instead of 285 square feet a piece. So, they are somewhat smaller.

Mr. Bowman: Proposed is 15x19, right? 15 feet by 19 feet for each of these.

Mr. Young: Yes sir the original proposal was that, that's correct.

Unknown: per sign

Mr. Young: Yes, that is correct. these are much smaller...

Unknown: Eleven and a quarter by fifteen feet.

Mr. Young: There much smaller in size, so if your concerned stems from the fact that these things are just too much on the wall, there's an alternative for you to consider. Which, from a brand perspective, to these folks, I can tell you, it's extremely important. This is part of their brand, this is what people look for in all of the Big Sandy's.

Mr. Zollars: I appreciate Mr. Hicks comments and I'm going to agree with him. Didn't I hear you say, I'm sorry I forget your name.

Ms. Timberlake: Laura

Mr. Zollars: Didn't you say that you were a proponent of removing them anyways?

Ms. Timberlake: Of the digital.

Unknown: Inaudible

Mr. Zollars: That's a 10 x 15, that's a big piece of that building. Inaudible.

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Bowman: I'm just trying to think of other retail buildings in our city that have those, and none exist. So, it's hard to try to make that fit. Like Mr. Hicks said... now you have a precedent and how many people are coming in for image banners? I know there's a personal preference element to it. But, there is also... and I know that to the owners it is an important piece of marketing to them. Of course our job is to make sure if fits with the rest of the city.

Mr. Bowsher: Can I ask real quick, where at on the building in Heath that is was located and what was it fronting and how big are those signs? What were some of the comments they had? Maybe for reference.

Ms. Timberlake: Inaudible... What's behind there? Yeah, Target. So, it's basically on the back side, the far side is actually still attached to the mall. So in interest, they just annexed it. There it is actually three signs, I believe. This is a picture of the wall... Inaudible. Then, let's see if they have any specific comments on the permit itself. Size wise... Inaudible... On that particular wall there's lighting. So, basically they are strategically placed, centered between the lines.

Mr. Zollars: Short... I'm not a big fan of that. For the city, for us moving forward. If we can assume that's not going to happen, do you have a preference on the lettering for the front of the building? Is it furniture and mattress or would you rather go with something colored.

Ms. Timberlake: For my understanding, let me just clarify to make sure I understood correctly. The fourth variation, which would be the back wall, could we table that and revisit that. Obviously my main concern is getting the front and the actual entrance sign... making sure that we get those thing approved, so... My concern is production, we're looking now, we have pushed opening now to July. So, if we could perhaps table that back wall and revisit that, I could go ahead and get rolling on.

Mr. Hicks: Just as a comment, I would be willing to approve the whole package with the one condition. Basically eliminate the images on the back of the building. So, you could maintain the text and the banner that says, HD TV's, Appliances, Mattresses, and Furniture, but just not have an image behind it. We can do that or... conditionally approve it and we would basically eliminate those completely. Then, you could come back with an additional signage package with a new application. Is that correct Mr. Willis and staff?

Mr. Bowsher: Yes, you could to both.

Mr. Hicks: Just physically how we would work through the system. So...

Ms. Timberlake: Ok, and if for some reason... my main concern being that is we go back to our owners and there is a change or they are interested in doing something else.. obviously I hear you loud and clear on the actual visuals. Would we have the ability to then submit an amended, or is that set in stone on the back wall?

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Zollars: I think what Mr. Hicks is proposing is that we make a motion to approve everything, except the back. Then you can work with staff on the back.

Ms. Timberlake: That's perfect.

Unknown: Inaudible

Mr Bowman: It would essentially be a conditional approval basically approving everything except. The condition would be don't use the images.

Ms. Timberlake: Just use the words.

Mr. Bowman: Yes, but this also means that the big identity sign on the back would also be approved.

Ms. Timberlake: Ok.

Mr. Zollars: If you want to come back at any time, you would be welcome to.

Ms. Timberlake: That makes sense.

Mr. Hicks: I don't think I'm ever going to be swayed to approve that type of sign anyway. Just so you know and I don't... just catching us on a different month, I don't know if that's going to work.

Mr. Zollars: Ok, then it sounds like we are very close to a motion if someone would care to make one.

Unknown: Inaudible

Mr. Hicks: I move that we approve the applicants submission, conditionally upon then removing the images related to the HDTV's, appliances, mattresses, and furniture signs. However, the applicant can keep the text as displayed in the elevation to include; HDTV's, appliances, mattresses, and furniture signs.

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

Mr. Cullinan; I'll second.

Mr. Zollars: Very good, we have a first and a second. Mr Bowsher, can you call the roll?

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

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

3. ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF REYNOLDSBURG, OHIO: Amending Section 1151.01 Initiation of Amendments, Section 1151.02 Petition for Zoning District Change with Development Plan, Section 1151.03 Public Hearing and Referral to the Planning Commission, Section 1151.05 Action by Council, Section 1151.06 Amendment of Development Plan, and Section 1151.07 Effect of Approval of Chapter 1151 Amendments. (Held from 4/9/2018; Approved by Planning Commission 3/8/2018).

Mr. Bowsher: The agenda item of the ordinance to amend the code of ordinance for the City of Reynoldsburg, in section 1151.01. This was done by a charter that was passed last year. It was done to do some cleanup of the current proposal. You have in front of you the packet of what those changes were. This Ordinance was to clean up some of the language to make sure that our code was following the charter amendments. It was removing the joint meeting for Council and Planning Commission. It was trying to get rid of some of the red tape, and putting the Service Committee discussion and first reading by council after the Planning Commission. Planning Commission would hear first and then it would move forward, given your recommendation to Council, instead of Council then Planning Commission, then back to Council. This was the wording, I know there was a bit of confusion from some of the audience at council, about a month ago. That is why it was pushed back here. So, given that if there is any discussion, I'll try to answer, I believe there are some in the audience that would like to discuss as well.

Council Member Mr. Luzader: I referred to as back to you gentlemen from the service committee. There was some question amongst some council members as to whether this actually did meet the qualifications of our changes that were in the charter and from some of the discussions I had I thought maybe some of you had a couple of more questions. So I just wanted to make sure that you had a chance to get your questions clarified with the city attorney and to make sure that the proposed language was what you gentlemen to work with and future planning commission members and also met the conditions of the charter. I think this language does meet those conditions. But I just wanted to make sure that everything was clarified so if you gentlemen are happy tonight we'll go ahead and send it back to council again and we'll take care of it. Otherwise if you've got any questions or concerns I urge you to give it to city attorney and make sure that those are addressed.

Mr. Hicks: Mr. Jerry if you don't mind when Mr. Snowden brought this to us I think we reviewed it and we were generally in agreement with it. That's why we recommended approval to send it to council. In the meantime since it's been referred back to us we've had another bite at the Apple at this. I've had more time to review it as well as just our code in general and have been talking with some other resources in town. I was at a meeting yesterday at the BIA they're the folks that put on the Parade of Homes and have a lot of developers and talking about different ideas and different ways that we can attract more

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

investment into Reynoldsburg. So I have about a half dozen or so modifications changes and additions to the 11 51 changes that have been proposed. And I'd like to see some of those get implemented and coordinated talk to Mr. Hood the city attorney. And I think that we could get together and draft that language. So if you don't mind I would like us to actually table this get the language finalized with Mr. Hood. Bring it back here get it approved or recommended for approval assuming that everybody supports the changes and then send it back to council. If that's okay there's just some things like I'd like to add not it's not we're trying to simplify things so we don't want to add steps but we do want to add a process concept review. I think it's important especially when you get into plan developments for a nonbinding process where developers can or anybody that wants to rezone a property can submit something that's nonbinding and get it before planning commission and more of an informal way to get a discussion and some feedback on the items before they commit to doing a traffic study before they have to commit to all these costs and put the property in the contract for different things. So I think a concept process would benefit us. There's also some other kind of technical things in the process of making sure we have proper notice maybe adding the requirement for mean we have a we have a provision that says you have to post notice on the property but it doesn't really say what that is. So the difference between you know stapling an 8 1/2 by 11 sheet of paper on a tree in a field versus you know putting up a yard sign that has the date of the hearing and everything else. But the most important thing is removing the joint meeting and planning commission and council which I don't think is very effective into a couple of those and reorganizing so that applicants come to a planning commission. They can stay here for a few times so we can get the best deal for both parties going through like a planned development process and then refer it to council after it's been thought about for a little bit. So if we don't mind I would I'd like to table this one more month. Work with Mr. Hood to get the language finalized and some of these ideas and then present it to you next month.

Mr. Zollars: Mr. Excuse me one second. Can I get done in 30 days? If not I suggest we do this and then work on that.

Unknown: I think we can do it in 30 days. Can we do this on Thursday minutes?

Mr. Luzader: Mr. Hood says right now we are in no hurry. What we have in place we'll cover for the time being. It's just that these changes will make the process smoother and faster and more advantageous for the city and the developers.

Mr. Zollars: The reason I say if this is good to go and we agree with that why don't we put in place we don't have to revisit this and talk about it again next time.

Mr. Bowman: Mr. Hicks. Two questions one the conceptual stuff that you're referring to. What exactly are you proposing as far as that process this body different body is resources that staff has?

Mr. Hicks: Yes, the city of Delaware I've gone through this process before the city of Delaware has a concept phase like this and it's nice because it's nonbinding and it's up to the applicant to submit as little or as much as they want. If you want to do a planned development in the city of Reynoldsburg to submit a planned development there's a whole

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

list of requirements that you have to meet. And it costs the significant amount of money to prepare all those items you have to pay professionals to do all that you know with a concept plan you could have something that just as an illustrator of Plan, a sketch wouldn't cost developers very much to bring it forward. You get a unit count you get a site layout and it would come before planning commission and then planning commission could provide comments but we wouldn't take a vote. We would just say we like your idea we don't like your idea. You know do this do that. And then they could start the development process that are code which has submission requirements and has a different cost and costs involved in it. And I think in Delaware it's worked out pretty well. I've gone through it once and it did give us at least a baseline to know where we stood with planning commission on a lot of the concepts.

Mr. Zollars: Okay. Go ahead.

Mr. Cullinan: Just with the conceptual review Westerville also does that same process I've done that probably three or four times. It is really valuable. You like a lot of times there's an application that comes forward there's one or two big things that is a big change to shift something or move it. It gives you that time to kind of nail down see what are sticking points that you need to address or work through and then have that full submittal and the like you're saying you waste a lot of time going back. Yeah I mean everything.

Mr. Hicks: In general I'd like to see us just you know work our process to be more simple easier to understand for developers and more attractive to investment. And at the same time I'd like to see us work on raising our design standards. So I'd like to see more investment in town and have developers do commit to building something in town to get a better product out of them. And I think that would be beneficial to our residents I think it be beneficial to attract jobs and development of some parcels of town or redevelop in a place like Main Street I think it would be very good.

Mr. Zollars: I agree with you. Are you opposed to approving this and we can start down that road.

Mr. Hicks: I just think while we're here I'd like to just have 30 days to tinker with it and then send it on down the road.

Mr. Zollar: The process? You need 30 days to think about this? Us first and then second.

Mr. Bowsher: Can I Can I just interject real quick. Yeah. Just knowing that you know you were there last night. The comprehensive plan. I think because we were not doing anything with this and knowing that we're also going to do a zoning code rewrite at the end of the comprehensive plan and address a lot of these issues. I think we share them across the board. Mr. Hicks that there are some red tape that we need to kind of get through we need to be a bit more business friendly. I think the entire staff agrees with you on that. What I don't want to do is drag this out when we already have the language in place that's ready to go. What I would like to do and I wish we would have had the chance to speak about this before this is to work with staff to bring you in maybe with a comprehensive plan and with the zoning

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

review and go and fix those issues with the professionals to write that language. But at the same time approve this knowing that we're going to address those issues in the future. I think as a staff perspective that's what we would like to see in this kind of moving perpetual forward but not that we're putting down any of those. I think those are all great ideas that we need to address. I think that some of the issues that we have for you guys the first time you get to see something you know because of the public hearing aspect you don't get to see that conceptual drawing and you don't get to see those variance changes and staff should do a better job of making sure that we're emulating what the new standard for Reynoldsburg should be and getting everybody on board as far as planning commission and myself and my staff to make sure that we're putting out this product. But I think this is something that we can do after we approve this. If that's something you're willing to vote on tonight.

Mr. Bowman: Say we approve this we vote and approve this as is tonight does because I actually like this concept this idea of conceptual council. I don't know what you'd call it or advice on the direction of review a conceptual review. I actually like that idea and hearing that it's worked well in other and other cities is promising to me I think that's good with this body be the ones who discuss implementing that or would that be out of our hands if we approve this tonight.

Mr. Bowsher: I don't think that you would be out of the process especially if we were do anything that was changing anything to do with planning and zoning that would come here. And then ultimately city council would have the final say as do day on this as well.

Mr. Luzader: If I may recall I agree with Mr. Hicks and his ideas and his concepts but I also agree with what you just said is when our comprehensive master plan is developed we are probably going to be looking at almost a total rewrite of our zoning code and we can implement a lot of this into that rewrite because that's not going to be too much further down the line. And if we go ahead and pass this tonight that will go ahead and get this in place and we can get those portions taken care of and whatever input you would like you can get with Mr. Bowsher or whatever when they have their discussions and comprehensive master plan and implement those ideas. And I think I'd be a better way to go.

Mr. Zollars: OK. All right well Mr. Hicks you want to discuss that.

Mr. Hicks: No I think as long as we don't take our eye off the ball I just want to see. I mean you know you know Reynoldsburg has to be competitive in order to attract investment. Right. You know when people are looking at you know Amazon and the home office and these kinds of things are Amazon headquarters you know that talks about. We have to remain competitive and I think we have a lot going for us as a town. But I think there's a lot of things that we can do that we just haven't paid attention to in a long time that could really improve our attractiveness to potential employers. And we really need more employers in town. We've got too much retail and we need those job creators in town and ways that we can lighten up the process. I just want make sure we don't lose track of it now.

Mr. Zollars: As a member of the comprehensive plan steering committee we did talk about this yesterday and at the end of that process is a revamping or at least a discussion of

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

improving or changing where we currently have. But I would like say a motion to approve this that we can start down that road. Keeping the eye on the ball now.

Mr. Luzader: I would I would just reiterate that with you on the steering committee for the comprehensive master plan and Mr. Bowsher and OHM as our advisor, get your ideas to them and make sure that they get implemented when we start discussing the entire zoning code.

Mr. Zollars: Mr. Hicks, anything else anyone else board. Okay.

Mr. Cullinan: I'd make a motion that we recommend respect to council that the correct action. Yes and that we continue to move forward with just in general trying to improve our code and make development happen naturally.

Mr. Zollars: We have a first about second?

Mr. Bowman: I'll second but I do want to note that I think that.

Mr. Hicks's idea should definitely remain a talking point throughout the entire process until it's until it's really implemented. So I second.

Mr. Zollars: Very good. Okay. We have a first second. My comment is I agree with Mr. Hicks's comments and we will work with this body will move forward as best we can towards that end. Okay Mr. Bowsher can you call the roll please?

They motioned to approve this, but go back to Council.

RESULT:	**REFERRED TO COUNCIL [UNANIMOUS]**
AYES:	Cullinan, Zollars, Bowman, Hicks
ABSENT:	Bizjak

4. 6995 E Main St; Application #2018-0011; Applicant: J. Waddell W/DaNite Sign Co Certificate of Appropriateness

Mr. Willis: Our next application is 6995 E. Main St. This is across the street from the Kroger building. A certificate of appropriateness application. The previous tenant was The Smokers Preferred shop. A new Allstate business in coming in. The applicant is requesting a new identity sign, and a surface window treatment as well. You'll see in your staff report, according to the code the building is less than 80 feet back front the right away. So, the sign area on this is 37 1/2 square feet exceeds the one square foot per linear foot width of the tenant space, which is 20 feet. The threshold here is 20 square feet and if you look on that shopping plaza, there are some signs that are non conforming that are a little bit larger. Then there is one at the far end that appears to be conforming. The window signage is not a sign that requires a permit. However, it is exceeding the square foot threshold. So, that will be a point of discussion. I'm not sure of the applicant is here... no.

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Zollars: Comments or questions for discussion from the board?

Mr. Bowman: I'm just thrilled they are going into this location and this unit. That particular building is in need of new tenants. Obviously, I want things to be to code, but also I don't want any... I'm a little nervous about having a deal breaker. I really want them in there.

Mr. Zollars: I agree with you 100%. Staff, there is a 20 square foot allowance, and they are at 21?

Mr. Willis: They are at 37 and a half.

Mr. Bowsher: Administrative approval would be at 32 or below. Now given... normally what we would do on figuring signage is factor in the entire building. Because this has multiple different breakups due to tenant space, we can only a lot from what they have. So, it's a narrow building, but if you were to consider the entire space, it would fall into code. I personally could make the recommendation that staff would still approve this given the nature of the sign, and that it wouldn't be out of character with the other signs that surround it.

Mr. Bowman: I think to me that plays a big factor. It doesn't look too big, it doesn't look oversized. It looks like it would fit... in a fact it almost looks in a way smaller than the entirety of the Smoker's Preferred sign that was...

My Willis: It is smaller than the.. Inaudible

Mr. Bowman: Even that's a step in the right direction.

Mr. Zollars: It sounds like we are close to a motion, if someone would like to make one and someone follow that with a second.

Mr Hicks: I would like to move that we submit the application as submitted.

Mr. Bowan: I'll second.

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

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

5. 2339 Taylor Park Dr; Application #2018-13; Applicant: Becky Ross W/Kap Signs Certificate of Appropriateness

Mr. Willis: Our next application is the Ashley Home Store at 2339 Taylor Park Dr. The issue is approving a comprehensive sign plan. There are two main identity signs facing the front of that street, as well as two tenant signs in the shopping mall main side. You'll see in your staff report, also in the application on the screen that both the primary and the secondary sign on

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

the front conform to code. They're well under the allotted threshold . Then the Ashley Home Furniture sign is going to go right below that Target sign, on the Taylor Park monument sign. Technically, code permits the replacement of existing tenant signs with new.

Mr. Bowsher: Based on setback of more that 80 square feet, they are well under their allotted size limit. They are also trying to open by May 10th to have a grand opening.

Mr. Zollars: Any questions from the board? Excuse me ma'am, did you sign in? Ok, can you speak into the misrophone? Thank you.

Ms. Westbrook: I'm not sure if you got the new signage, I got it yesterday. Where the better sleep shop sign is at, there is supposed to be a door.

Unknown: That's in here.

Mr. Zollars: I think we're ok, we're current, right staff

Ms. Westbrook: Ok, with the sign moving up eight feet, you have that? Also, there's no door there?

Mr. Bowsher: Can we have the copy please?

Unknown: So you are moving the door and just moving that up?

Multiple people talking: Inaudible.

Mr. Zollars: Thank you for clarifying. Questions or discussions on that?

Mr. Bowman: Does that affect anything that staff has to do? No? Ok.

Mr. Hicks: The Better Sleep Shops sign, that's not a panel sign is it? This is individual channel letters or...

Ms. Westbrook: No, it is a sign. With the letters Better Sleep Shop on it. It's not just a cabinet with the vinyl insert.

Mr. Bowsher: From what I'm seeing is it has a backer, which is that white space with channel letters on top of that.

Mr Hicks: Thanks

Mr. Zollars: Any other questions or discussion? Ok, how about a motion followed by a second.

Mr. Bowman; I motion to approve as submitted.

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Hicks: I'll second.

Mr. Zollars: Very good, we have a first and a second. Can you call the roll please?

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

6. 2793 Taylor Rd; Application #2018-15; Applicant Ashley Newnam; Certificate of Appropriateness

Mr. Willis: Our next application is 2793 Taylor Rd. This is the Wal-Mart. They are submitting a comprehensive sign plan. Looking to change the pick up space for ordering groceries online. The pickup sign is going to move on that front elevation, and then there is also a clarified internal circulation signage. The new pickup sign appears to be the same exact as the old one, but they are just moving it to a new location. So, they can better service their users that way. A series of internal circulation improvements that are on those large sheets for you.

Mr. Zollars: Internal circulation?

Mr Willis: Sorry, there are new signs in the parking lot to guide drivers through out, new parking signs as well.

Mr. Zollars: Any questions from the applicant or the board?

Ms. Newman: WD Partners, we are the architect on board for this project. I provided some slide... I just wanted to run through the project a little bit to give some color to the situation. As staff mentioned, we are moving the pickup sign to one corner to the other corner. In addition we are also branding and painting where that is located, the orange color there. The direction running signs are non illuminated, three square foot signs, place mounted. They will just say pick up and then an arrow showing customers to that designated parking area. Like staff said it is for an online grocery store pickup. Were re stripping some parking spaces, 10 of them, for exclusive use of the online grocery pick up. There will be signs at the actual parking spaces to designated those spaces as well. There will also be directional pavement makings. I just wanted to make sure that's clear.

Mr. Zollars: Any questions board?

Mr. Hicks: I just want to make a comment out of the six or eight times that Wal-Mart has come before us the last two years, this is the first time we have has a slide show, and I appreciate the dedication. I support the changes again, as I always support the changes, and look forward to when you come back.

Mr. Zollars: Any additional comments you want to add staff? If not I will take a motion and second please.

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Hicks: I would like to move that we approve as submitted.

Mr Cullinan: I'll second.

Mr. Zollars: Ok, we have a first and a second, you can call the roll.

42:38

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

7. 6561 E Livingston; Application # 2018-14; Applicant David Bishoff; Certificate of Appropriateness

Mr. Willis: The second application was tabled from last month's Planning Commission Meeting. We wanted to get some additional clarification from the applicant regarding the modifications to the existing sign for the Blacklick Plaza. This sign is out front. Currently, the sign doesn't conform to zoning standards as is. The code permits non conformed signs to remain provided that the size and shape of the sign are not altered. The sign panels may be replaced. This is what the existing panel is. I know the Planning Commission had some questions on how this new sign was going to relate to the modifications that have been made to the building so far to date. Additionally, staff had some questions on the new tenant sign panels that you will see on your screen. What material they are, because we are basically doubling the number of tenant signs that are on that panel from six to twelve. Planning Commission had questions on how this new sign was going to relate to the overall improvements being made at that site. Lastly, I wanted to point out, currently on the Baldwin rd. Entrance there is an abandoned sign that does not appear to be in use. That seems to be something that needs to be addressed.

Mr Zollars: Any Comments?

Applicant: inaudible

Mr. Zollars: Can you come up to the microphone and sign in after you are done talking so we have you on record please.

Mr. Bishoff: We don't have any plans for the Baldwin rd. exit sign yet, but like I said we are planning the next move for that area.

Mr Willis: Do you have a time table for that?

Mr. Bishoff: I do not have a time table yet for the Baldwin rd. signs.

Mr. Willis: Ok.

Mr. Zollers: Any questions from the board?

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Hicks: I did have one question. The center has been going through some renovations and it appears that the bright blue color has been added in certain areas. Is there an overall plan to change any of the roof shingles or other exteriors on the building to coordinate along with that blue color?

Mr. Bishoff: Inaudible

Mr. Hicks: Ok, and then to expand on the questions. Mr. Willis asked about the tenant panels, are those intended to be plastic with vinyl letters and then they will all have that color scheme? Or, are those reserved to be in the tenants reserved colors with logos placed on there?

Mr. Bishoff: Inaudible

Mr. Bowman: With the Baldwin rd. Entrance, it is just the two poles there now, correct? It seems that if we are redoing the signage that I would personally like to see, at least, a conceptual rendering about that entrance. I feel a little bit strange approving one sign, but not anything regarding the other one. Do you think the owner would be willing to provide at minimum, a concept of what they plan on doing with the Baldwin entrance sign?

Mr. Bishoff: Inaudible.

Mr. Zollars: To follow up on that question, along with a time frame to get that done.

Mr. Bishoff: For the designs? Time frame I can't speak on right now because I don't know. We haven't really addressed that Baldwin entrance very much at all. We have been ocusing our attention on the Livingston entrance. So, as far as a time frame, I can't speak on that right now.

Mr. Zollars: Let me ask a question staff. Do you have an opinion on that sign at this point?

Mr. Willis: It is an abandoned sign. I don't know exactly how long it's been like that, but it seems that there should be some type of time table with that action. The fact that it is an abandoned sign, but also that is it non conforming suggests that is should probably, when it comes down should not be at that same height.

Mr. Bowsher: To add to that as well, we are doing these sign changes and some of the roll up doors, my question is what else is in the vision and if there are other things that are going to happen; sign changes, blue and white lettering on the building itself, maybe a minimum site plan to get a full vision of exactly what we are going to expect here. Maybe, approve that, rather than nickel and dim eng things, is what I would like to see. To get a full vision of what you expect it to be.

Mr. Hicks: Just to expand on that, on a lot of these older properties once you go in and start changing one thing, it kind of sets off a chain reaction that you need to change more than one

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

thing to make it all look cohesive, like it should be there. You have already started the process of making the changes out there and it doesn't really look cohesive. So, I think something like the eye sore from the Baldwin rd. entrance needs to be approved in order to get some cooperation from the Planning Commission. We just want to see what the end goal is going to be for the property so that is does look cohesive, and we have the opportunity to remove some eye sores. I'm just not in a position where I feel super strong to support this tonight. I hate to table it again, but I think if we give it another month here we could see the bigger vision.

Mr. Bowman: I agree, I think you have an application here, say we approve this application. Then, you are going to have to do another one for the sign for this unit here and it's just another application cost, and time that you would have to be here. I would be most comfortable approving something like this if there was a comprehensive visual plan, and that would be my suggestion to take to the owner should be tabled tonight. What were looking for is something that is an overall idea or concept of what this property is really going to look like.

Mr. Bowsher: To add to that, I think what were describing is a minor sight plan, which is another zoning certificate application. I think we table this because he is still going to need the signage to add to that. So, the cost is still built in, but I think maybe we require an additional minor site plan that we would be willing to walk you through in order to get that overall picture of the idea. We will bring this and the minor site plan on the June 7th meeting and vote on all of it.

Mr. Zollars: I would like to make sure it is clear. We, I at least, expect something to be addressed with the sign. Addressed or removed on the June 7th meeting.

Mr. Bishoff: Ok, sounds good.

Mr. Willis: I have one additional point on that, which is, if the Baldwin rd. sign has to be removed, it's not going to be allowed to be replaced with one of these 20 ft high signs. So, we will have this issue where on Taylor Rd. were going to have the sign, as is, which is 20-25 feet. But, on Baldwin rd. we are not going to be able to have that. I'm just wondering of there is any willingness or consideration to using a monument sign with a brick base. Similar to what we see along E. Main st. as a potential option, because a model like that is what is going to have to be at Baldwin Rd.

Mr. Bishoff: So, removing the sign on Baldwin Rd. would not be an issue?

Unknown: No.

Mr. Zollars: Any other questions before I make a motion to table this? Ok, does anybody care to make a motion followed by a second?

Mr. Hicks: I would like to make a motion to table.

Minutes Acceptance: Minutes of May 3, 2018 6:00 PM (APPROVAL OF MINUTES)

Mr. Zollars: I have a first, how about a second?

Mr. Bowman: I second

Mr. Zollars: Thank you. Mr. Bowsher, can you please read roll on that motion?

Mr. Bowsher: Four votes, it is tabled.

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

E. OTHER BUSINESS

None

F. ADJOURNMENT

Eric Snowden

Chairman

Planning and Zoning Administrator

Planning Commission
Andrew Bowsher
7232 E. Main Street
Reynoldsburg OH 43068
614-322-6831 Phone

MOTION REQUEST

DATE:	**June 7, 2018**
TO:	**Planning Commission**
RE:	**1304 Brice Rd; Application #2018-19; Applicant Greg Kitzmiller; Certificate of Appropriateness**

Approval:

Brad McCloud	Jed Hood	Stephen Cicak

See Attached Document

Received
MAY 15 2018
Reynoldsburg Building Division

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

App./Case#: 2018-19
Date Submitted: 5/15/18
Fee Amount: $75.00

Section 1103.01
CERTIFICATE OF APPROPRIATENESS APPLICATION

☒ Paid: 2018-199

I. PROPERTY INFORMATION

Property Address: 1304 Brice Rd
Parcel ID#(s): 060001151

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): 1286-1314 Brice Rd. CO., LTD
Contact Email:
Contact Phone Number:

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name: A Salon Studios
Contact Name: Tara Allen
Contact Phone Number: 614-832-5323
Contact Email: Taraallen@hotmail.com

IV. APPLICANT INFORMATION

Applicant Name: Greg Kitzmiller / Great Impressions
Applicant Address: 3800 Agler Rd. Col. OH 43219
Applicant Phone Number: 614-428-8250
Applicant Email: greg@greatimpressions.org

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

PROJECT INFORMATION

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

Description of Project: Face Replacement of Existing Coped Face Sign

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

Applicant Signature: _____ **Date:** _____

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

OFFICE USE ONLY

Additional Notes:

Zoning Information
Zoning District: _____
☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd
☐ BZBA

Meeting Date: June 7th 2010

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

P&Z Admin.: _____ Date: _____

Attachment: 1. 1304 Brice Rd. Application #2018-19 (App# 2018-19, 1304 Brice Rd, Kitzmiller)

Received
MAY 15 2018
Reynoldsburg Building Division

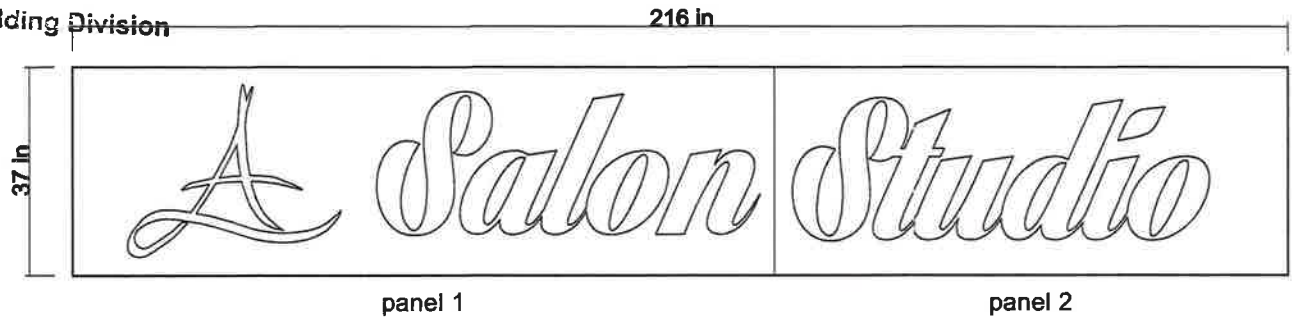
Client: A Salon Studios

Description:

Two piece coped face aluminum sign face 216" x 37" with hinge and 1" return.

Location:

1304 Brice Rd
Columbus OH 43068



PREVIOUS SIGN

PROPOSED SIGN

SIDE VIEW

1" return
coped face, painted to match existing retail center panels, white logo

GREAT IMPRESSIONS SIGNS AND DESIGNS
YOUR ONE STOP SIGN SHOP!
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This drawing is original work, carefully prepared for your consideration by Great Impressions Signs and Designs Inc. Rights to said drawing will remain the property of Great Impressions unless transferred in writing.

We reserve the right to be the sole fabricator of any sign we have designed and to display our work or images of our work for portfolio purposes. All drawings showing our trademark are our intellectual property and may not be copied, reproduced or forwarded to others by any means without our express permission. In cases where a logo, artwork, or other elements are provided by you to us, you warrant that the subject matter is not copyrighted by a third party or that you have been granted permission to use the copyrighted material on your sign. To support these warranties, you agree to indemnify us in any legal action connected with copyright infringement involving the work produced.

In addition, we will not be held responsible for undetected errors on a final design drawing that has been approved by you. Alterations requested by you after a final design drawing has been approved may incur additional charges.

Attachment: 1. 1304 Brice Rd. Application #2018-19 (App# 2018-19, 1304 Brice Rd, Kitzmiller)

Planning Commission
Andrew Bowsher
7232 E. Main Street
Reynoldsburg OH 43068
614-322-6831 Phone

MOTION REQUEST

DATE:	**June 7, 2018**
TO:	**Planning Commission**
RE:	**7536 E. Main St; Application #2018-17; Applicant Matt Winkler; Certificate of Appropriateness**

Approval:

Brad McCloud	Jed Hood	Stephen Cicak

See Attached Documents

CITY OF REYNOLDSBURG

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

App./Case#: 2018- 17
Date Submitted: 5-7-18
Fee Amount: $200

Section 1103.01
CERTIFICATE OF APPROPRIATENESS APPLICATION

☑ Paid: $200

I. PROPERTY INFORMATION

Property Address:	Parcel ID#(s):
7536 E. Main St.	060-001256

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):	
Evans Capital Investments	
Contact Email:	Contact Phone Number: 614-451-2665

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:	Contact Name:
Columbus Corporate Caterers	Matt Winkler
Contact Phone Number: 614-866-4395	Contact Email:

IV. APPLICANT INFORMATION

Applicant Name:	Applicant Address:
Matt Winkler	7536 E. Main St. Reynoldsburg
Applicant Phone Number: 614-866-4395	Applicant Email: Office@cccaterers.biz

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

PROJECT INFORMATION

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

Description of Project: Install a walk in cooler that will extend out the back of the building approximately covering a 10'x 10' area. The cooler would come through the wall that is currently covered by T111, next to the garbage dumpster. (see attached picture). The walk in cooler will sit on a concrete pad.

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

Applicant Signature: [signature] Date: 5/07/18

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

****OFFICE USE ONLY****

Additional Notes: scheduled for planning commission.

Zoning Information
Zoning District: _____
☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd
☐ BZBA

Meeting Date: 6/7/18

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

P&Z Admin.: _____ Date: _____

Attachment: 2. 7536 E. Main St. Application #2018-17 (App# 2018-17, 7536 E. Main St., Winkler)

CITY OF REYNOLDSBURG

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

App./Case#: 2018-18
Date Submitted: 5-7-18
Fee Amount: $50

Section 1103.01
CERTIFICATE OF APPROPRIATENESS APPLICATION

☑ Paid: $50

I. PROPERTY INFORMATION

Property Address: 7536 E. Main St.
Parcel ID#(s): 060-001256

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Evans Capital Investments
Contact Email:
Contact Phone Number: 614-451-2665

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name: Columbus Corporate Caterers
Contact Name: Matt Winkler
Contact Phone Number: 614-866-4395
Contact Email:

IV. APPLICANT INFORMATION

Applicant Name: Matt Winkler
Applicant Address: 7536 E. Main St. Reynoldsburg
Applicant Phone Number: 614-866-4395
Applicant Email: Office@cccaterers.biz

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

PROJECT INFORMATION

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

Description of Project: Install a walk in cooler that will extend out the back of the building approximately covering a 10'x 10' area. The cooler would come through the wall that is currently covered by T111, next to the garbage dumpster. (see attached picture). The walk in cooler will sit on a concrete pad.

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

Applicant Signature: [signature] Date: 5/07/18

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

OFFICE USE ONLY

Additional Notes:

Zoning Information
Zoning District: _____
☐ Historic District
☐ CC Overlay

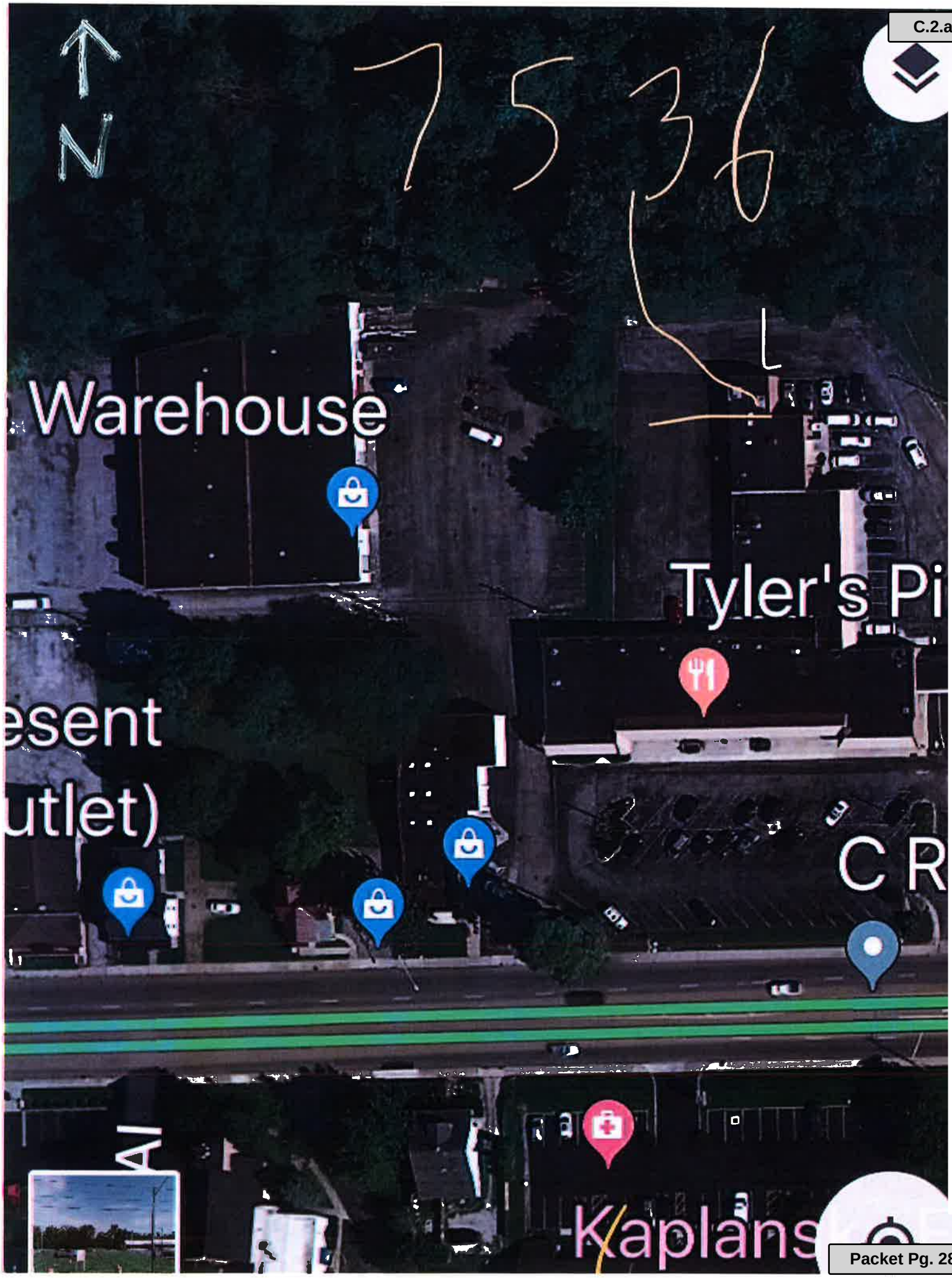
Add'l Approvals Req'd
☐ BZBA

Meeting Date: _____

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

P&Z Admin.: _____ Date: _____

Attachment: 2. 7536 E. Main St. Application #2018-17 (App# 2018-17, 7536 E. Main St., Winkler)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Attachment: 2. 7536 E. Main St. Application #2018-17 (App# 2018-17, 7536 E. Main St., Winkler)

Planning Commission
Andrew Bowsher
7232 E. Main Street
Reynoldsburg OH 43068
614-322-6831 Phone

MOTION REQUEST

DATE:	**June 7, 2018**
TO:	**Planning Commission**
RE:	**6314 E. Livingston Ave; Application 2018-16; Applicant Darin Ranker;** **Certificate of Appropriateness**

Approval:

Brad McCloud	Jed Hood	Stephen Cicak

See attached documentation.

existing building site

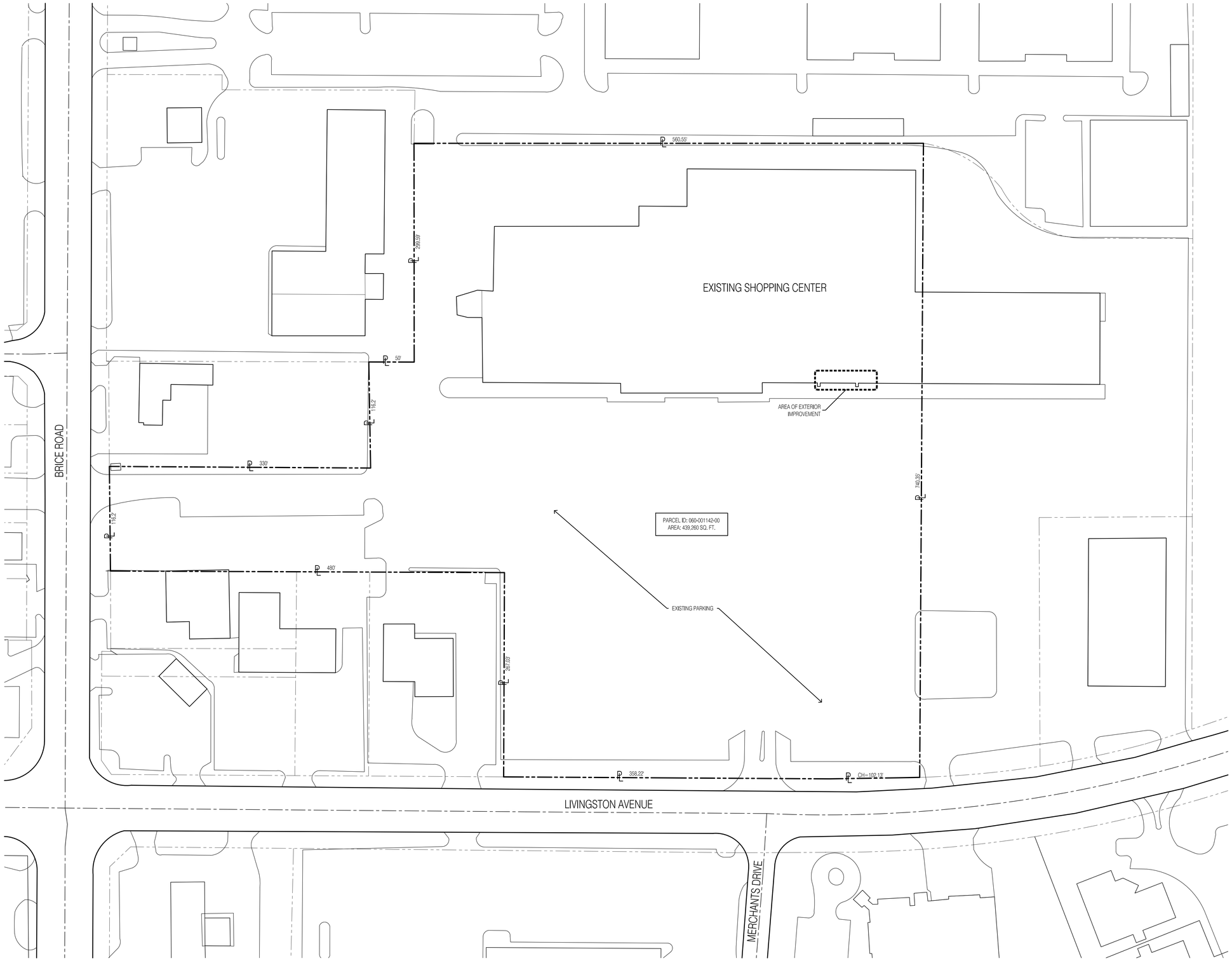
existing building materials to be matched

Exterior Imrpovements For
Livingston Retail Center

OH

CARNEY • RANKER
ARCHITECTS LTD
5925 Wilcox Place, Suite E Dublin, OH 43016
Ph. 614-792-1000 Fax 614-792-1001

Attachment: Photos (App# 2018-16, 6314 E. Livingston Ave, Ranker)



N site plan

1"=50'-0"

STATE OF OHIO
DARIN J. RANKER
12529
REGISTERED ARCHITECT
EXP. 12/31/19

CARNEY•RANKER
ARCHITECTS LTD
5925 Wilcox Place, Suite E Dublin, OH 43016
Ph. 614-792-1000 Fax 614-792-1001
mail@carneyranker.com

Exterior Improvements For

Livingston Retail Center

6314 E. Livingston Ave.

Reynoldsburg, OH

CRA Proj. No.: 17-231
Drawn by: AWN
Checked By: DJR
Date: 4/20/18
Revisions

SP.01

Attachment: Site Plan (Appl# 2018-16, 6314 E. Livingston Ave, Ranker)

Development Department
Eric Snowden
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6829 Phone

ORDINANCE REQUEST

DATE: **June 7, 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, 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.**

Approval:

Completed Brad McCloud	Completed Jed Hood	Stephen Cicak

See attached application.

CITY OF REYNOLDSBURG

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

Application #: 181277
Permit #:
Date Submitted: 12/20/17
Fee Amount: $1800.00
☒ Paid: $800(000005

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION

Property Address:
9366, 9370 Taylor Road SW, 9333 Taylor Chase

Description of Location:
West side of Taylor Road, North of East Main/Kroger

Parcel ID(s):
200512080038925,201006090010881, 187-0235

Number of Lots:	Present Zoning:	Present Use:
3	CC/AR-2c	single family/agriculture

Complete Where Applicable:

Engineer/Surveyor: EMH&T

Builder: Metro Development LLC

FOR DISTRICT CHANGE ONLY

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: 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 Farris

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:

Zoning Information
☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd
☐ DRB
☐ BZBA

Planning Com. Meeting	City Council Meeting
Date:	Date:
☐ Approved as Submitted	☐ Approved as Submitted
☐ Approved w/ Conditions	☐ Approved w/ Conditions
☐ Tabled	☐ Tabled
☐ Denied	☐ Denied

P&Z Admin.: _____ Date: _____
Clerk of Council: _____ Date: _____

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

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.

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

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

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: EMH&T

Builder: Metro Development LLC

FOR DISTRICT CHANGE ONLY

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:
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
☐ 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: _____

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

12.20.17

Taylor Road and Main Street
Proposed Apartment Community
Metro Development LLC

CHAPTER 1183
Planned Neighborhood Development District

1183.01 Purpose.
1183.02 Development plan requirements and review procedures.
1183.03 Site plan review.
1183.04 Use regulations and development standards.
1183.05 Standards for development 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,

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

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***

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

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.***

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***

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

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

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

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

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.

(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.

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

(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

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

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.***

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

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

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

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

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

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

PASQUINELLY, 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

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

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.

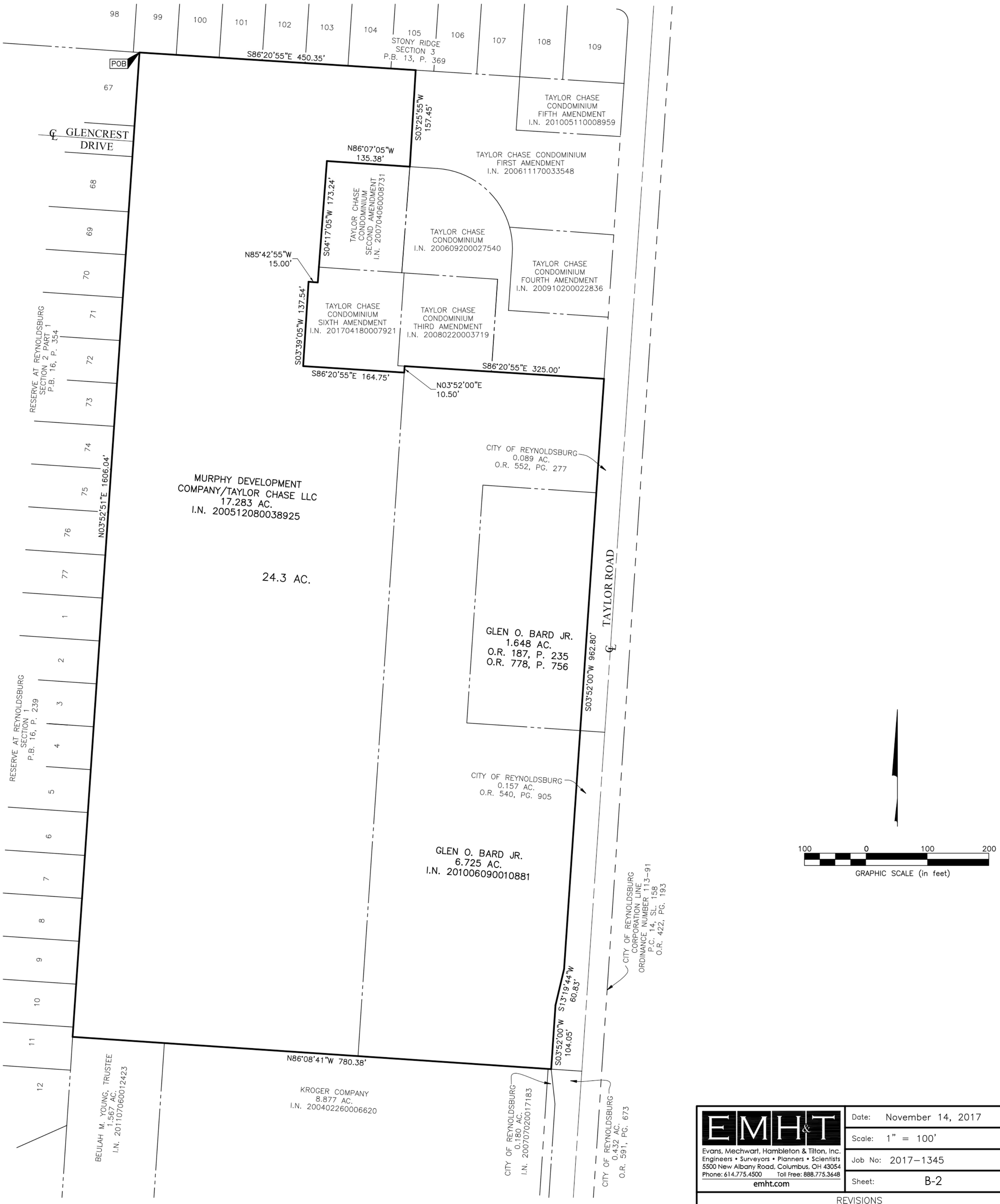
EVANS, MECHWART, HAMBELTON & TITLON, INC.

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

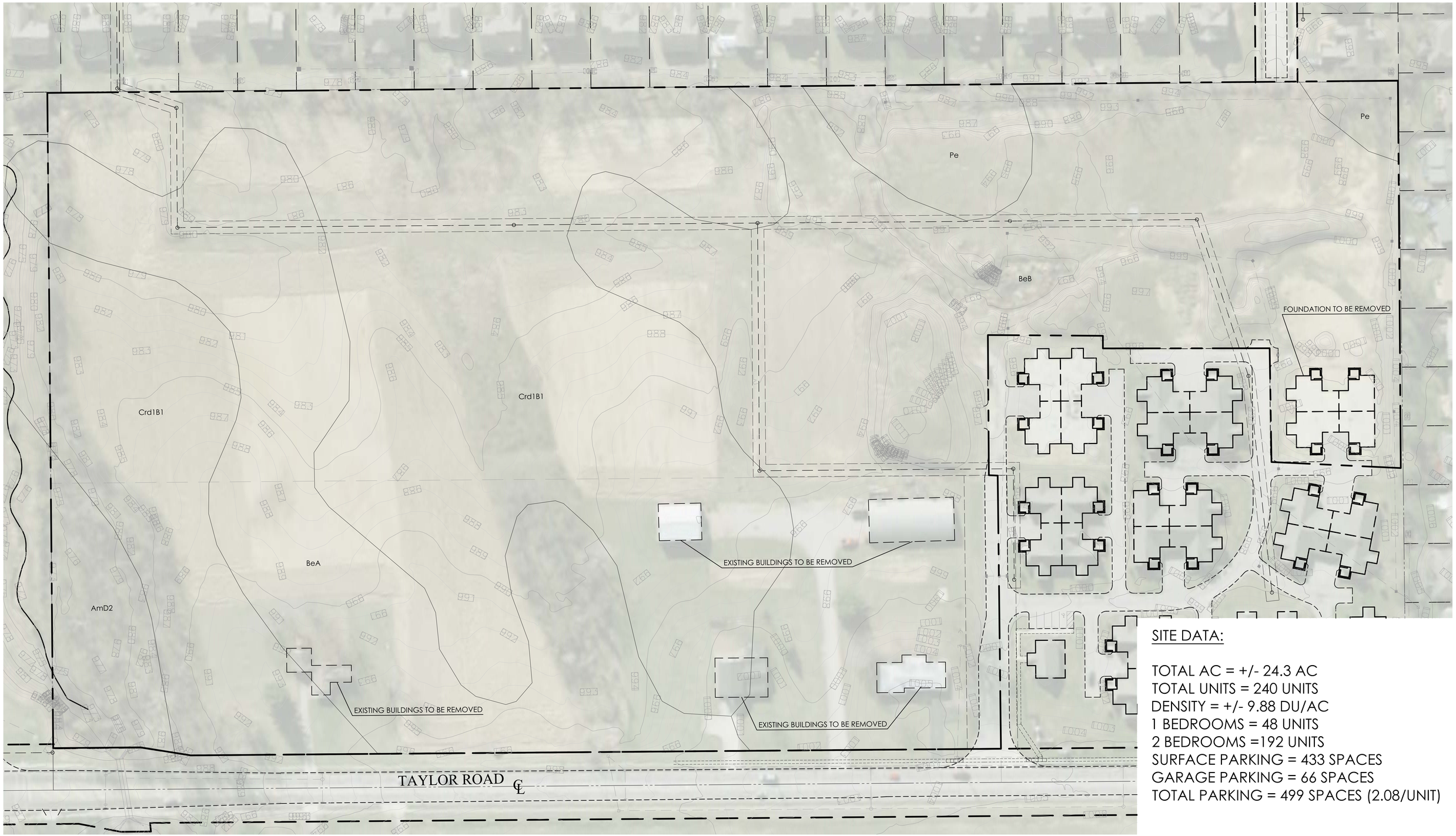
Date:	November 14, 2017
Scale:	1" = 100'
Job No:	2017-1345
Sheet:	B-2

REVISIONS

MARK	DATE	DESCRIPTION

J:\20171345\DWG\04SHEETS\EXHIBITS\20171345-VS-ZONE.DWG plotted by DIROMA, THERESA on 11/14/2017 9:10:19 AM last saved by TDIROMA on 11/14/2017 9:09:36 AM
Xrefs:

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



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

EXHIBIT C-1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

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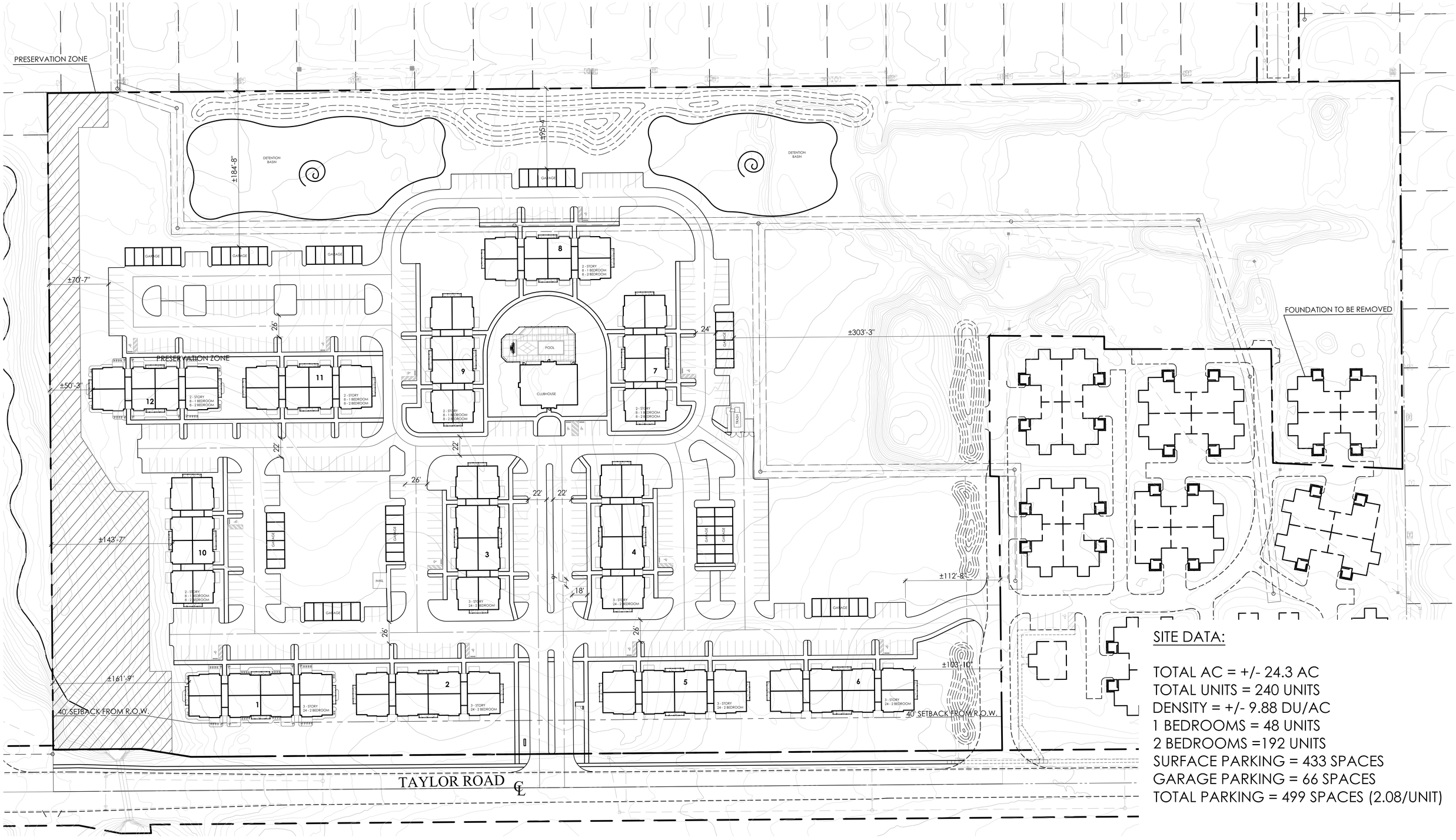
243 N. 5th Street Suite 401 Columbus, OH 43215
p (614) 487-1964 www.farisplanninganddesign.com

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93569370 Taylor Road SW, Metro Dev)



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)

DEVELOPMENT PLAN

EXHIBIT C-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

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

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93569370 Taylor Road SW, Metro Dev)

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

EXHIBIT C-3

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

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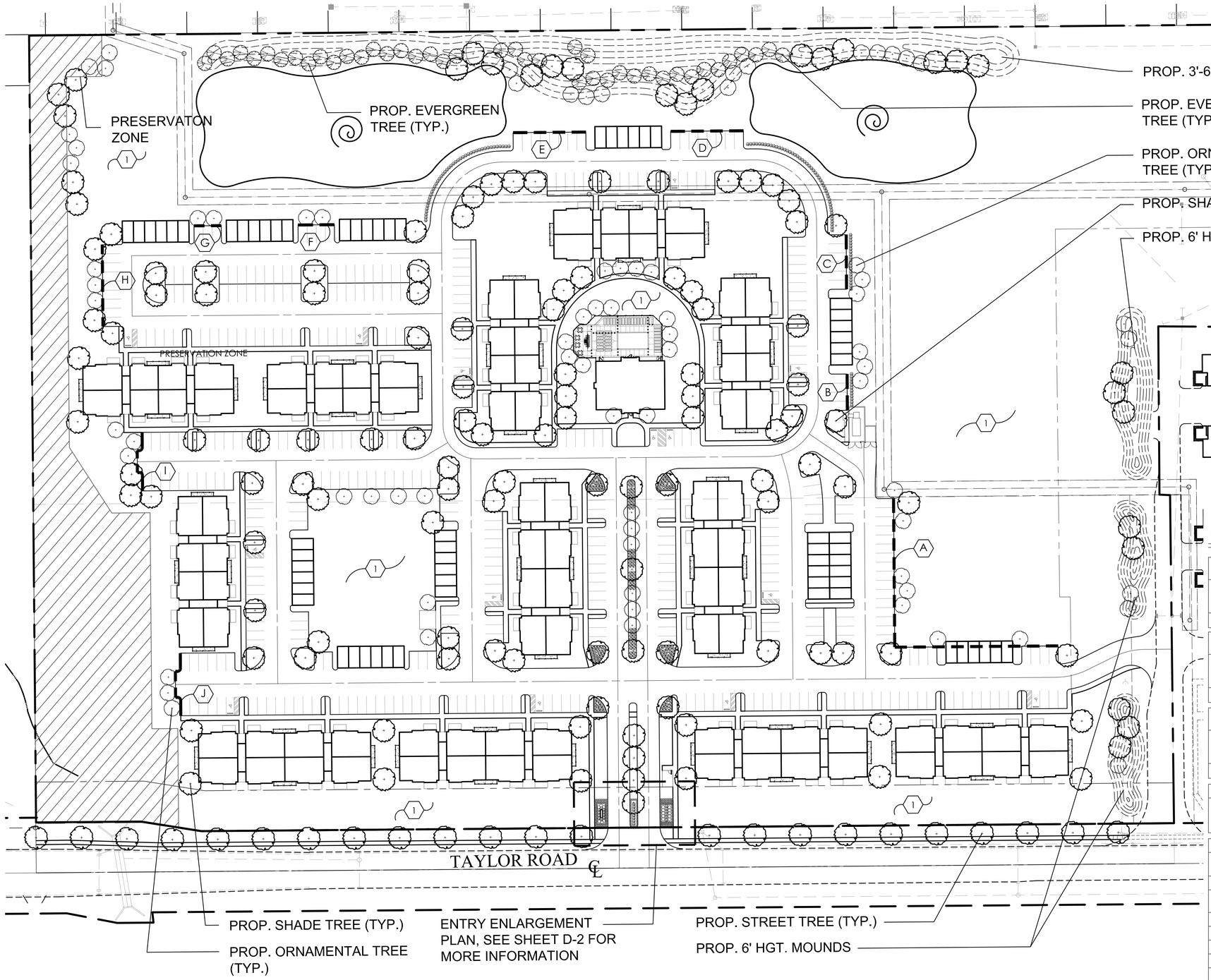
Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)



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

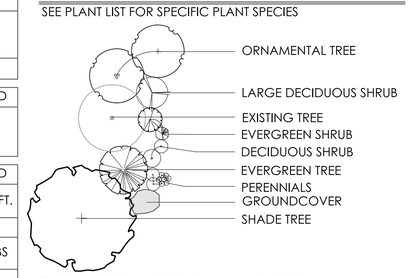
INTERIOR LOT LANDSCAPING	REQUIRED	PROVIDED
½" TRUNK DIA./150 SQ. FT. OF BUILDING COVERAGE (2" CAL. MIN.)	80 TREES	80 TREES

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



CONSTRUCTION NOTES:

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

OVERALL LANDSCAPE PLAN CONCEPT

EXHIBIT D-1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

Faris Planning & Design
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p (614) 487-1964 www.farisplanninganddesign.com

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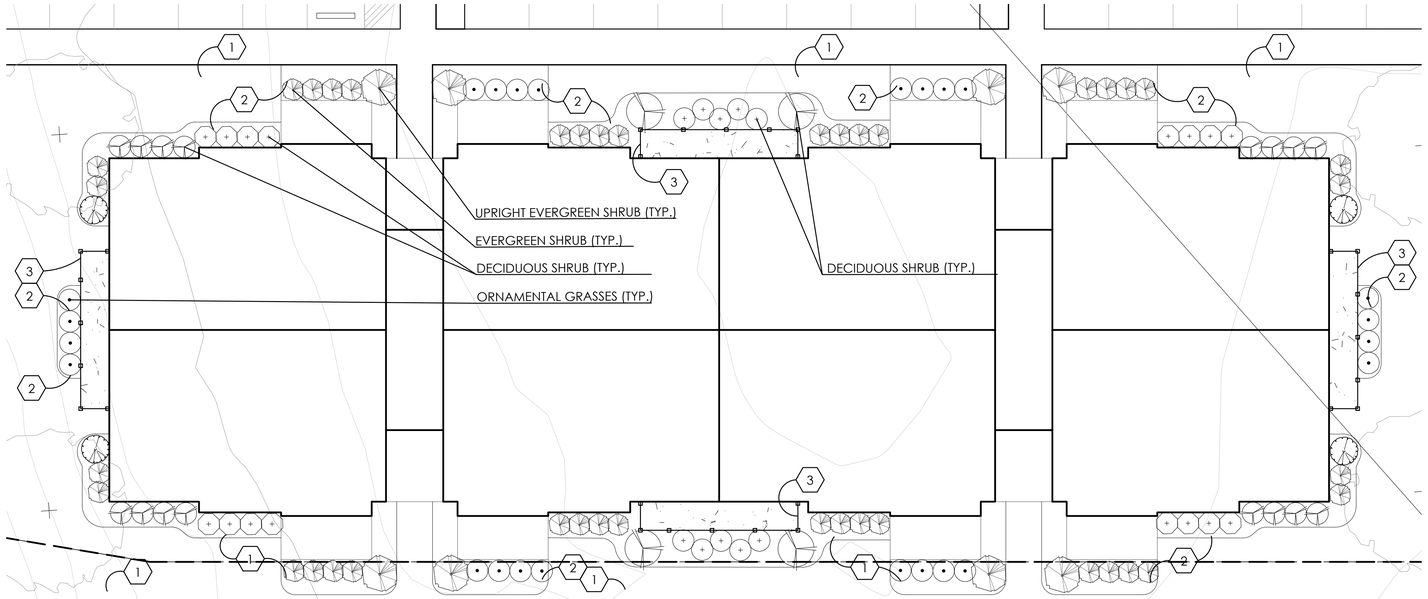
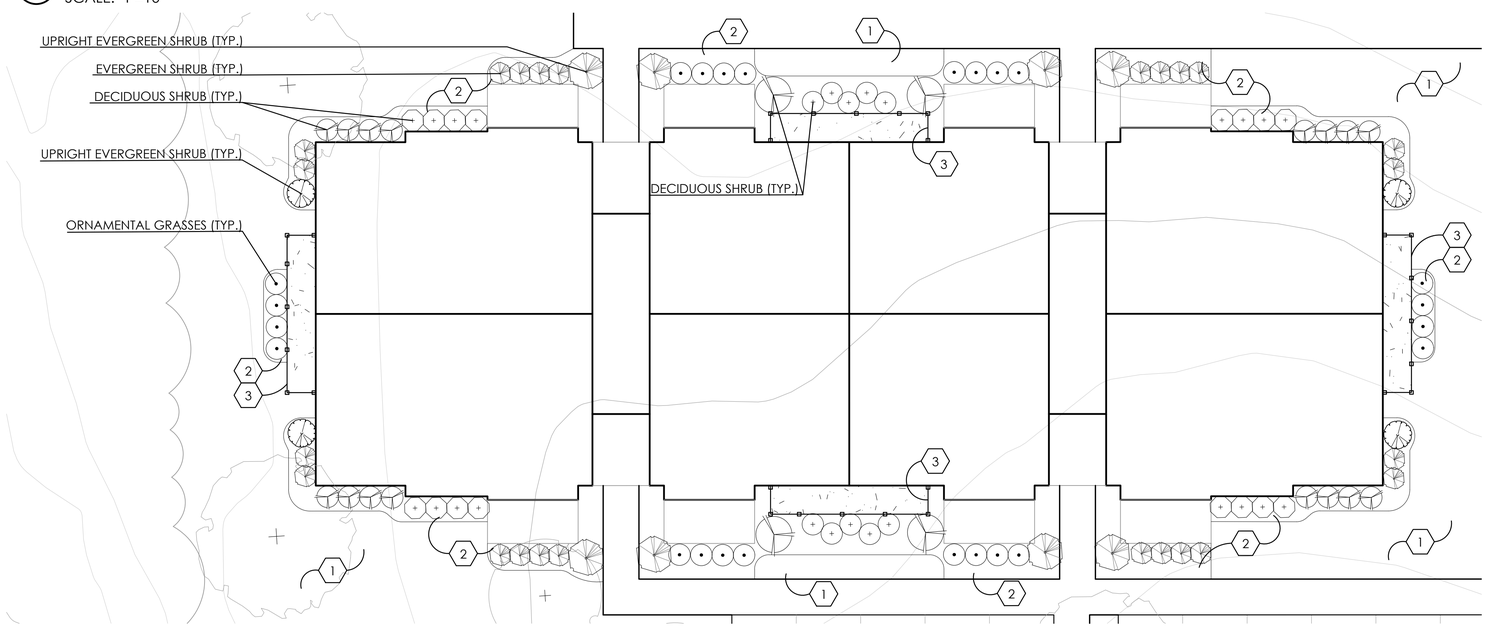
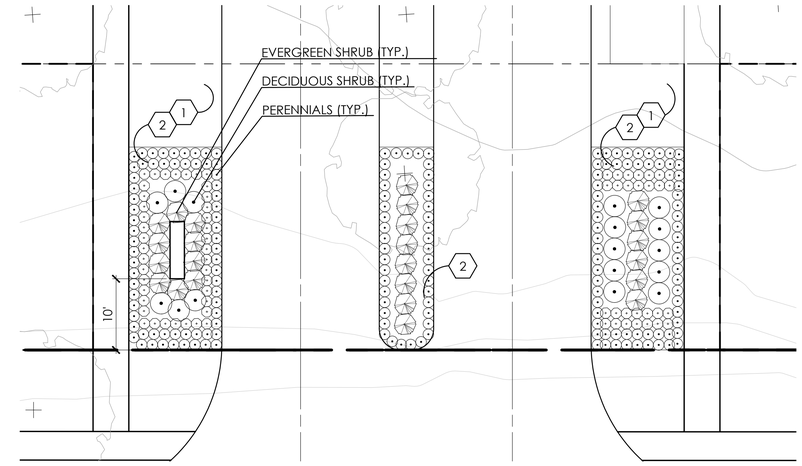


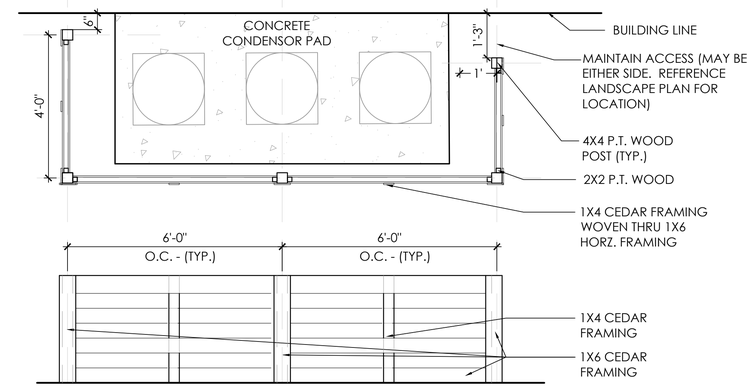
1 TYPICAL 3-STORY BUILDING PLANTING
SCALE: 1'=10'



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



3 ENTRY FEATURE PLANTING
SCALE: 1'=10'

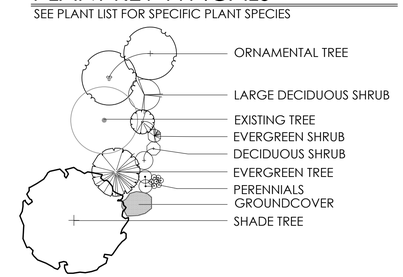


NOTE: FENCE SHALL BE PAINTED TO MATCH SHUTTERS OF ITS ASSOCIATED BUILDING.

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

EXHIBIT D-1.1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

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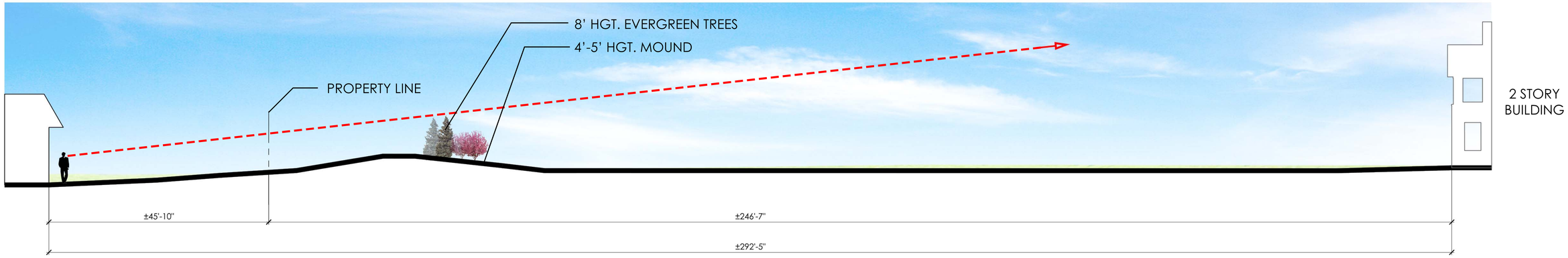
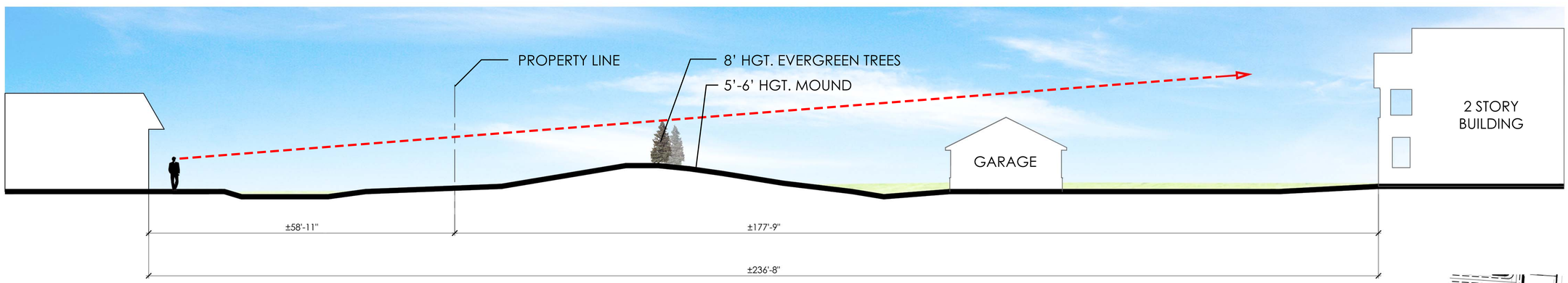
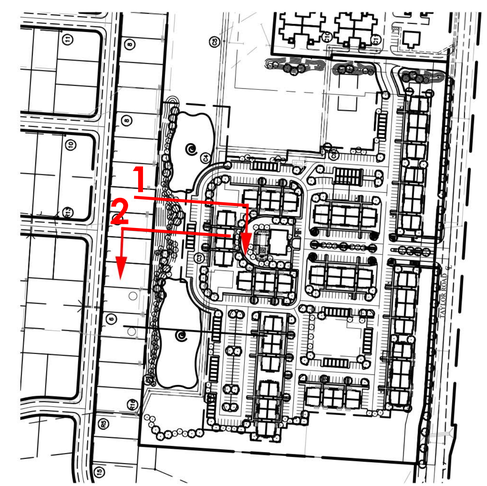


1 LANDSCAPE BUFFER SECTION ONE
SCALE: 1'=10'



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



4 SECTION KEY MAP
SCALE: 1"=200"

LANDSCAPE BUFFER SECTIONS

EXHIBIT D-1.2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=10'
0 5 10 20 30

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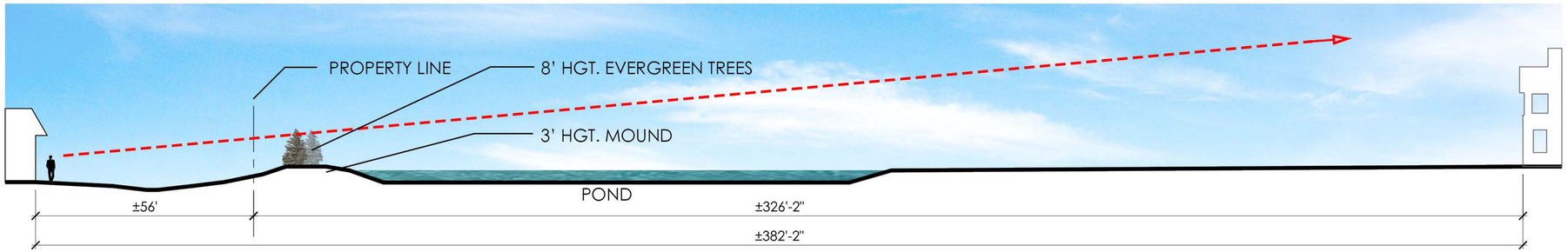
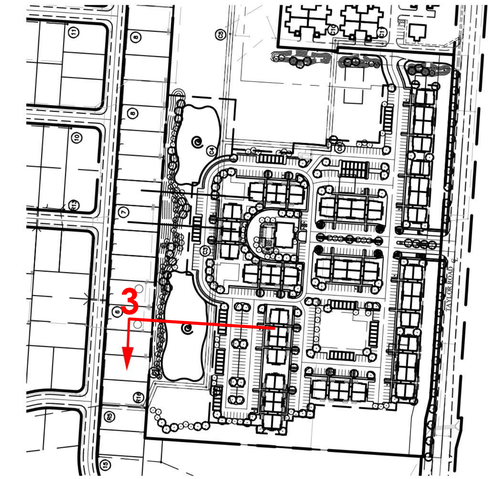


1 LANDSCAPE BUFFER SECTION THREE
SCALE: 1'=16'



2 SECTION KEY MAP
SCALE: 1'=200'

LANDSCAPE BUFFER SECTIONS

EXHIBIT D-1.3

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=16'
0 8 16 32 48

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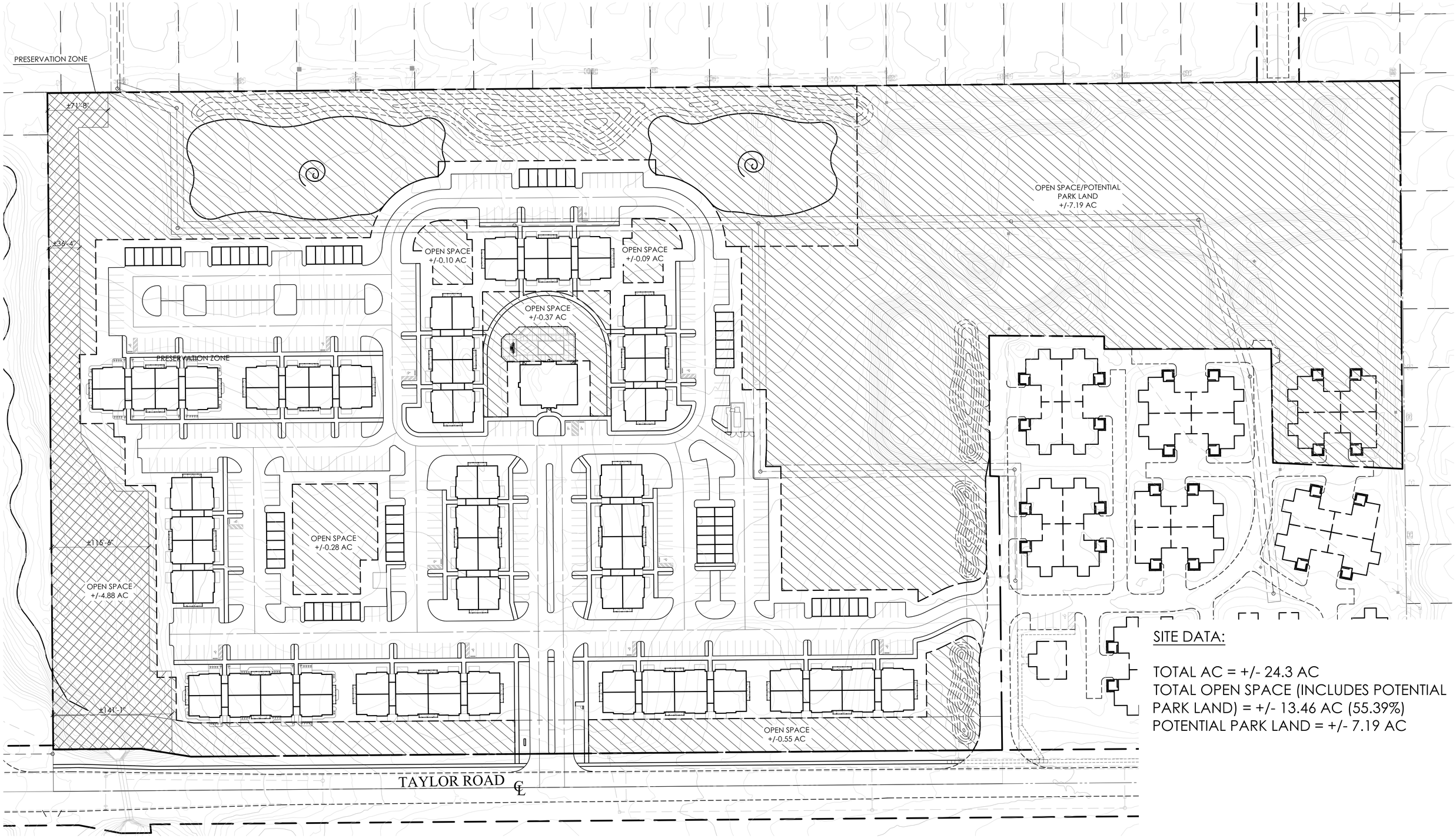

SITE DATA:

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

EXHIBIT D-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=50'
0 25 50 100 150

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

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 93669370 Taylor Road SW, Metro Dev)

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.

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

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
129 AM	110 AM	129 AM
160 PM	129 PM	160 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.)

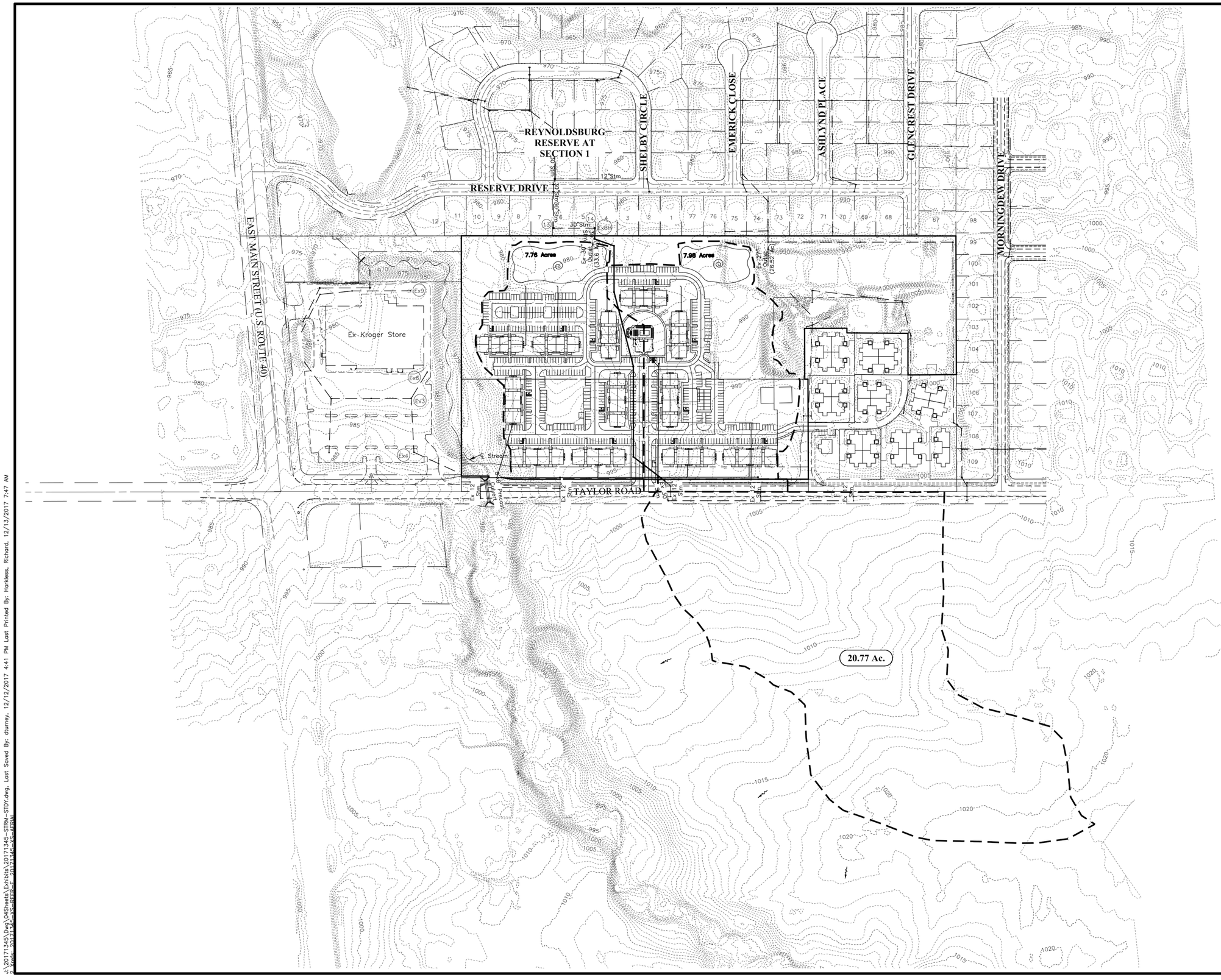
e. The information presented in this section is to assist the applicant with the requirements for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, 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

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



GRAPHIC SCALE

0 75 150 300

1 inch = 150 feet

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

METRO DEVELOPMENT LLC

REYNOLDSBURG, OHIO
EXHIBIT
FOR
METRO-TAYLOR
DRAINAGE IMPACT STUDY

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

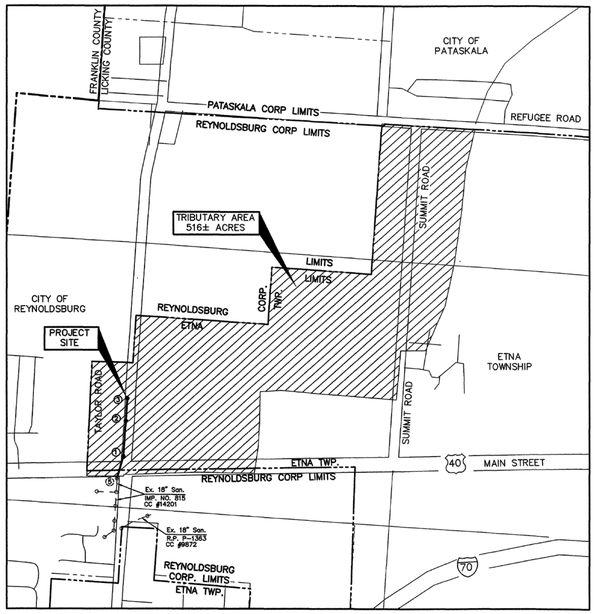
DATE
December 2017

SCALE
1" = 150'

JOB NO.
20171345

SHEET
E-1

J:\20171345\Dwg\04Sheets\Exhibits\20171345-STRM-STDY.dwg, Last Saved By: dturney, 12/12/2017 4:41 PM Last Printed By: Harkless, Richard, 12/13/2017 7:47 AM
Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)



INDEX / TRIBUTARY AREA MAP

GRAPHIC SCALE

0 50 100 200

1 inch = 100 feet

18.59 Ac.

2.12 Ac.

9.56 Ac.

RESERVE AT REYNOLDSBURG SECTION 1

SHELBY CIRCLE

EMERICK CLOSE

ASHLYND PLACE

GLENCREST DRIVE

DAYLIGHT DRIVE

MORNINGDEW DRIVE

RESERVE DRIVE

RESERVE DRIVE

12.22 Ac.

5.49 Ac.

6.00 Ac.

6.95 Ac.

1.94 Ac.

EAST MAIN STREET (U.S. ROUTE 40)

Ex Kroger Store

℄ Stream

TAYLOR ROAD

Future 18" Extension (By Others)

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.

REVISIONS

MARK	DATE	DESCRIPTION

METRO DEVELOPMENT LLC

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

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
December 2017

SCALE
1" = 100'

JOB NO.
20171345

SHEET
E-2

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

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EMH&T
Engineers, Surveyors, Planners, Scientists

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) Trib.	Area (Acres) Total	Population Per Ac.	Population Incr.	Population Total	Rates of Flow (C.F.S.) Avg	PF	Peak	Infil	Design	Sewer Data (n = 0.013) Length	Size	Slope %	V fps.	Q cfs.	Q %Full	Inverts 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%			

Attachment: App. #181277 - Taylor Rd PND - Metro Development (Rezoning App. #181277 - 9366/9370

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

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

STATE OF OHIO
TODD J. STANHOPE
E-64507
REGISTERED PROFESSIONAL ENGINEER

December 2017

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

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

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

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.

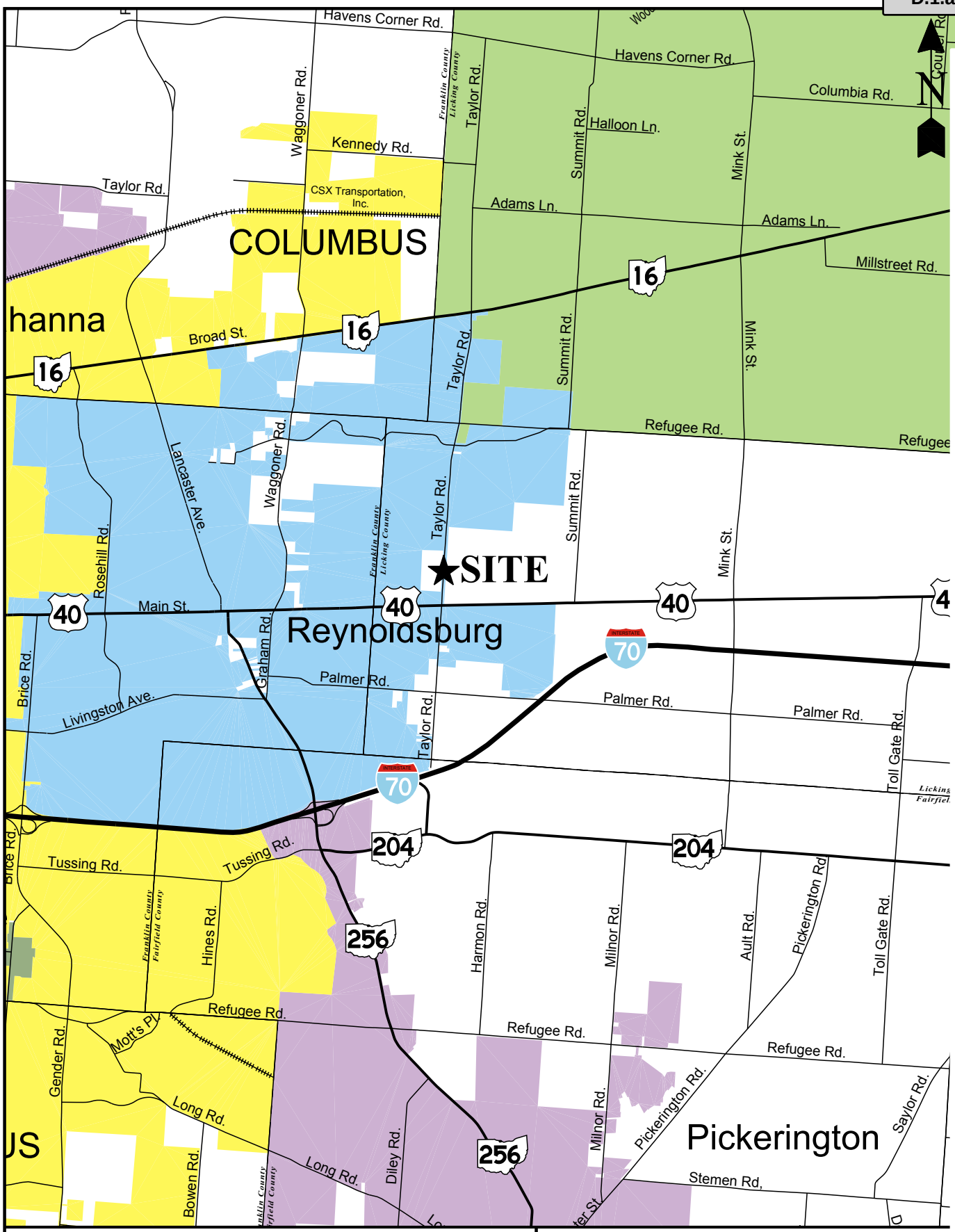
Trip Distribution

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)



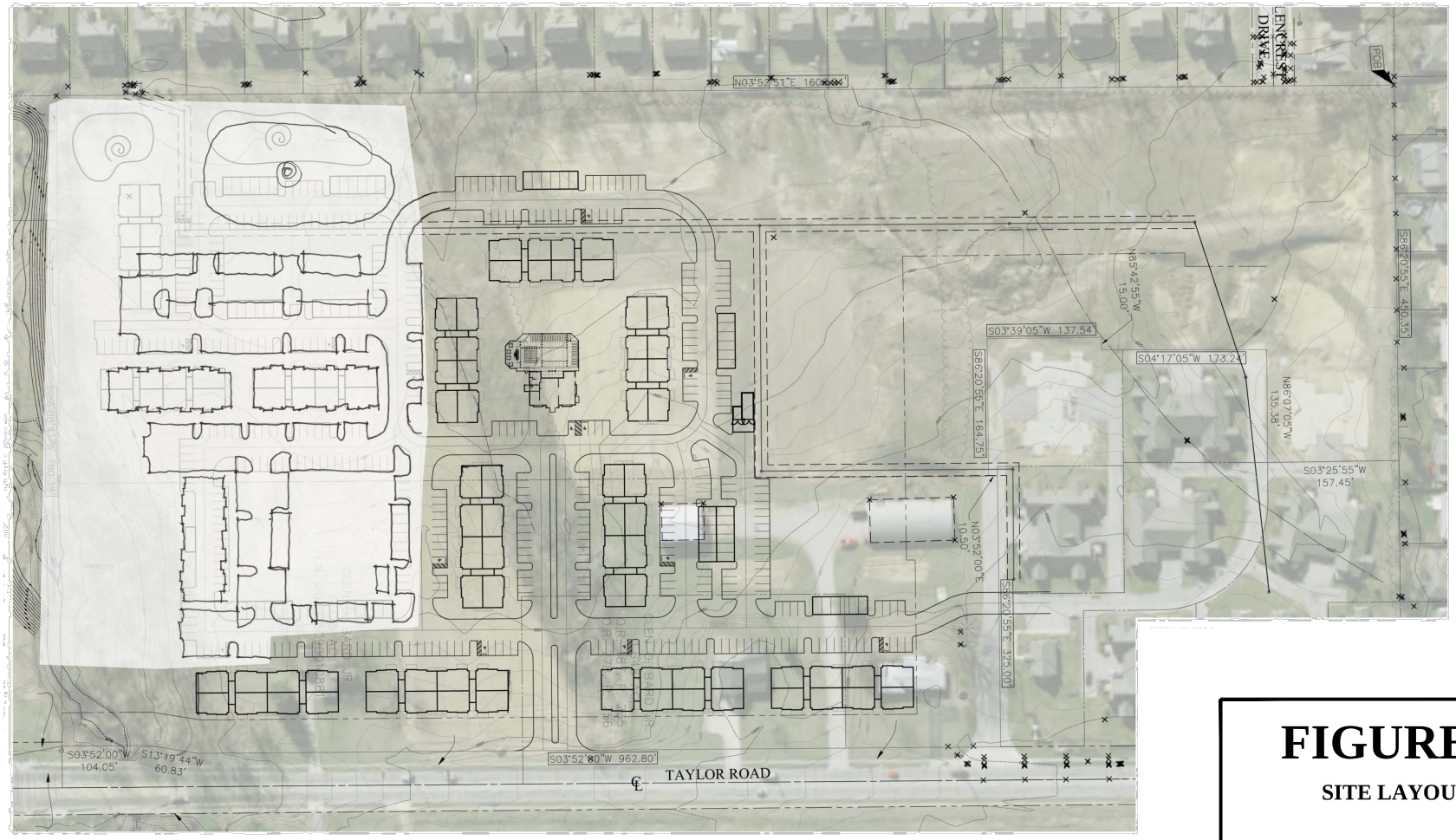
9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY: SMART SERVICES, INC. 12/2017

FIGURE 1

SITE LOCATION

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



0' 100' 200' 400'
SCALE

N

FIGURE 2

SITE LAYOUT

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY 12/2017

PREPARED BY:

SMART SERVICES, INC.

Traffic Study Subarea	Land Use	Time of Day	Data Set from: *Trip Generation Manual, 10th Edition* (Unless noted Otherwise)	Overide with Average	Regression Equation from: *Trip Generation Manual 10th Edition*	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220)	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
	Ind. Variable (X) = 240 Dwelling Units	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

SMART SERVICES, INC.

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

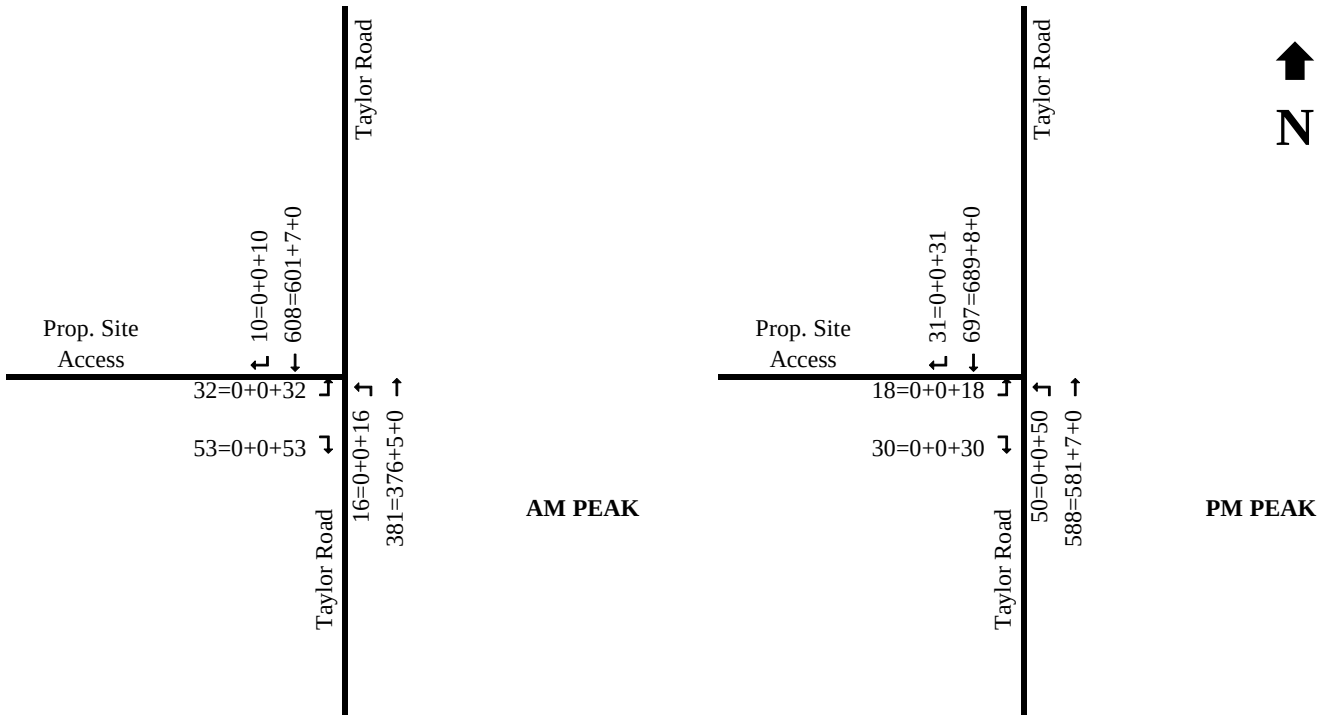
2018 and 2028 'No Build' and 'Build' volumes were developed for use in a right turn lane warrant analysis. The following is a summary of the conclusions for each analysis condition:

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.

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



LEGEND
A=B+C+D

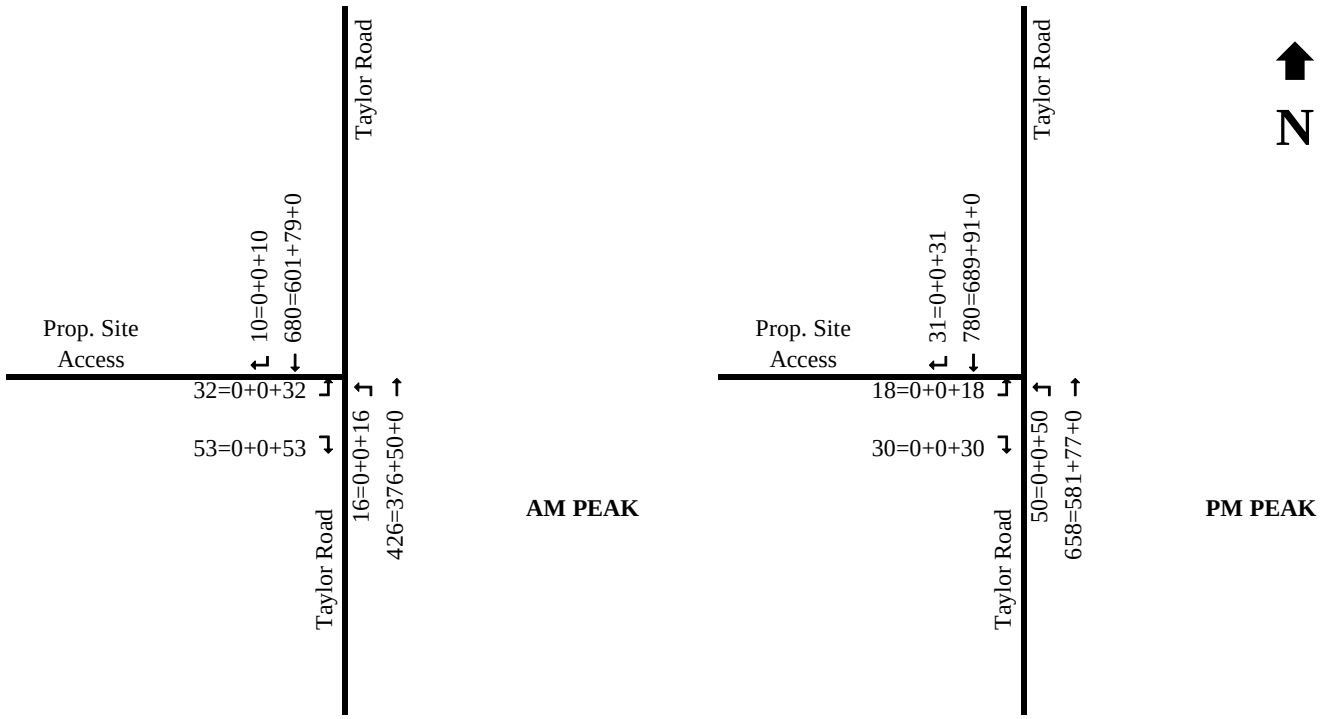
A = 2018 'BUILD'
B = EXISITING (2017)
C = GROWTH
D = SITE TOTAL

9366 & 9370 TAYLOR ROAD
TRAFFIC ACCESS STUDY
PREPARED BY: SMART SERVICES, INC. 12/2017

FIGURE 3

2018 'BUILD'

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



LEGEND
A=B+C+D

A = 2028 'BUILD'
B = EXISITING (2017)
C = GROWTH
D = SITE TOTAL

9366 & 9370 TAYLOR ROAD
TRAFFIC ACCESS STUDY
PREPARED BY: SMART SERVICES, INC. 12/2017

FIGURE 4

2028 'BUILD'

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

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.

88 W. Church Street
Newark, Ohio 43055
740.345.4700

1900 Crown Park Court
Columbus, Ohio 43235
614.914.5543

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

- 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: _____

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

Traffic Study Subarea	Land Use	Time of Day	Data Set from: *Trip Generation Manual, 10th Edition* (Unless noted Otherwise)	Overide with Average	Regression Equation from: *Trip Generation Manual 10th Edition*	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220)	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
	Ind. Variable (X) = 240 Dwelling Units	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
		AM Peak	AM Peak Hour of Generator	☐	ln(T)=0.94ln(X)-0.29	129	28%	36	72%	93
		PM Peak	PM Peak Hour of Generator	☐	T=0.66(X)+1.41	160	59%	94	41%	66

☐

- 11/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

SMART SERVICES, INC.

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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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
Apprch %	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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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										
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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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
Apprch %	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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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										
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

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

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

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

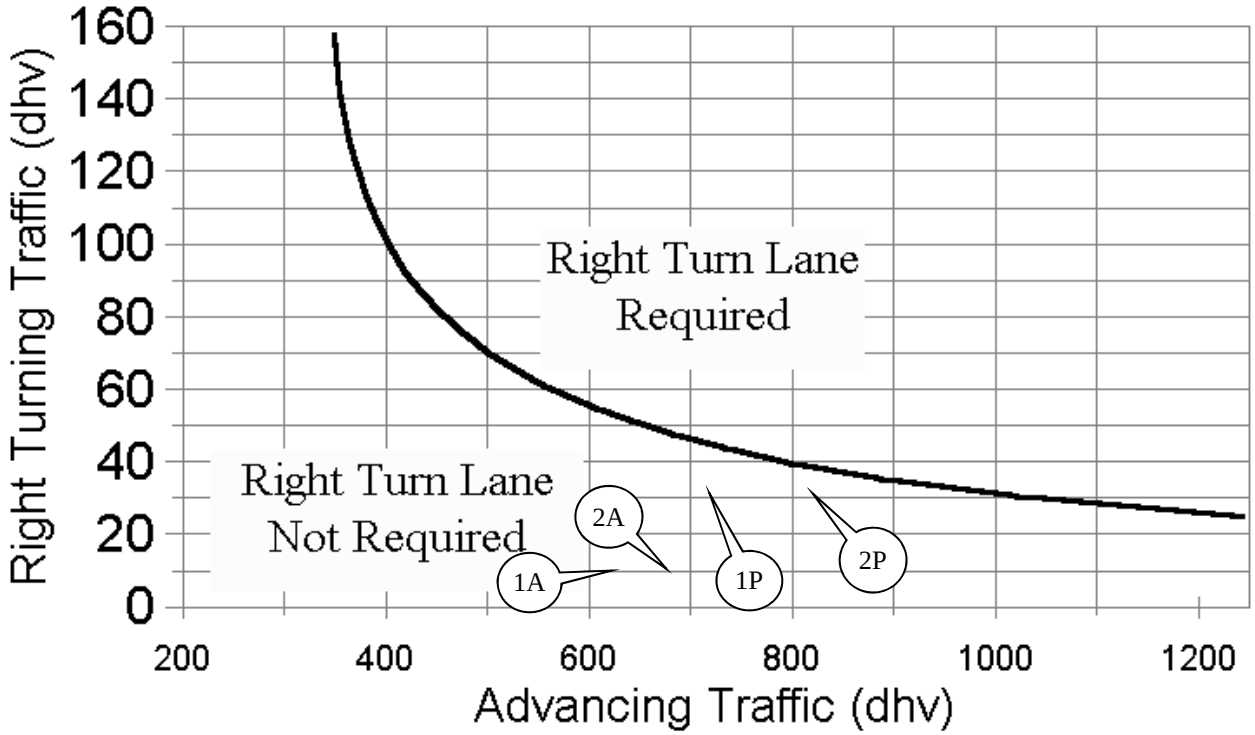
***Smart Services, Inc.* (Columbus Office)**
*A **DBE / EDGE** Certified Business*

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

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

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



WARRANT SUMMARY

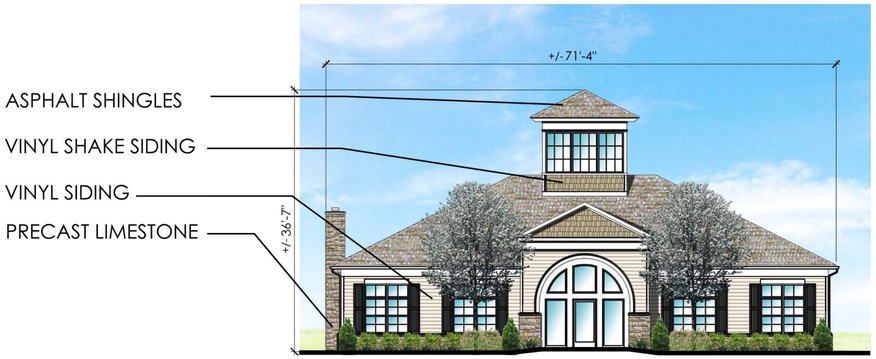
ID	INTERSECTION [MOVEMENT] - VOLUME SET	AM PEAK (A)	PM PEAK (P)		RESULT
1	Taylor Road & Prop. Site Access [SB RT] - 2018 'BUILD'	(618,10)	(728,31)		NOT ME
2	Taylor Road & Prop. Site Access [SB RT] - 2028 'BUILD'	(690,10)	(811,31)		NOT ME

9366 & 9370 TAYLOR ROAD
TRAFFIC ACCESS STUDY
PREPARED BY: SMART SERVICES, INC. 12/2017

APPENDIX

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

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



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'

CLUBHOUSE ELEVATIONS

EXHIBIT G-1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=10'
0 5 10 20 30

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

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

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

NORTH
SCALE 1"=10'
0 5 10 20 30

Faris Planning & Design
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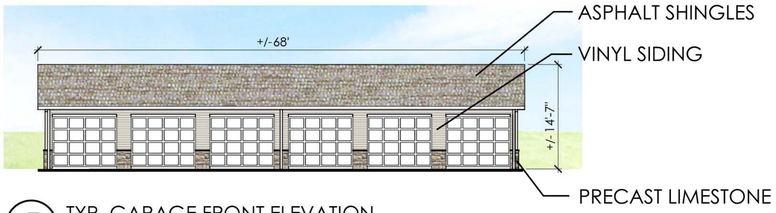
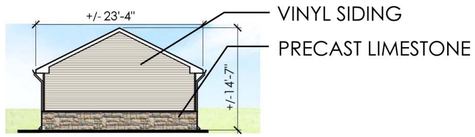
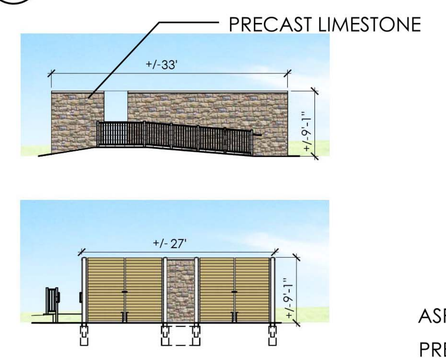


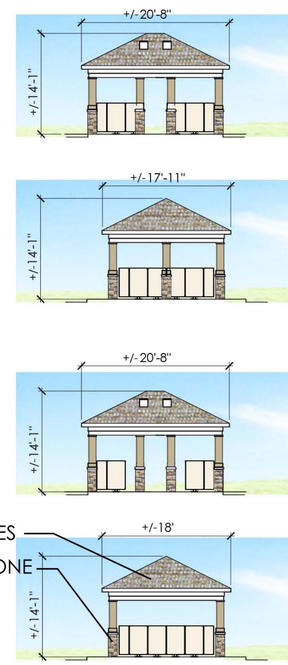
5 TYP. GARAGE FRONT ELEVATION
SCALE: 1"=10'



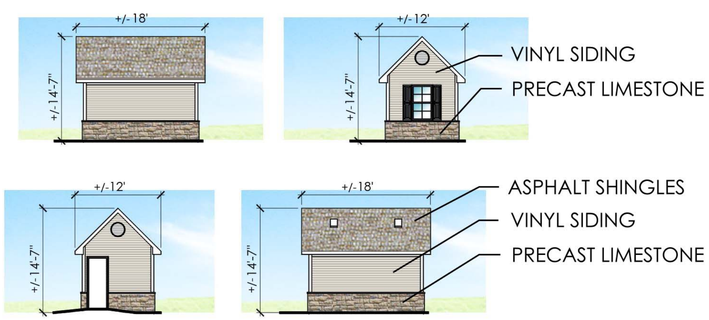
6 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



7 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'

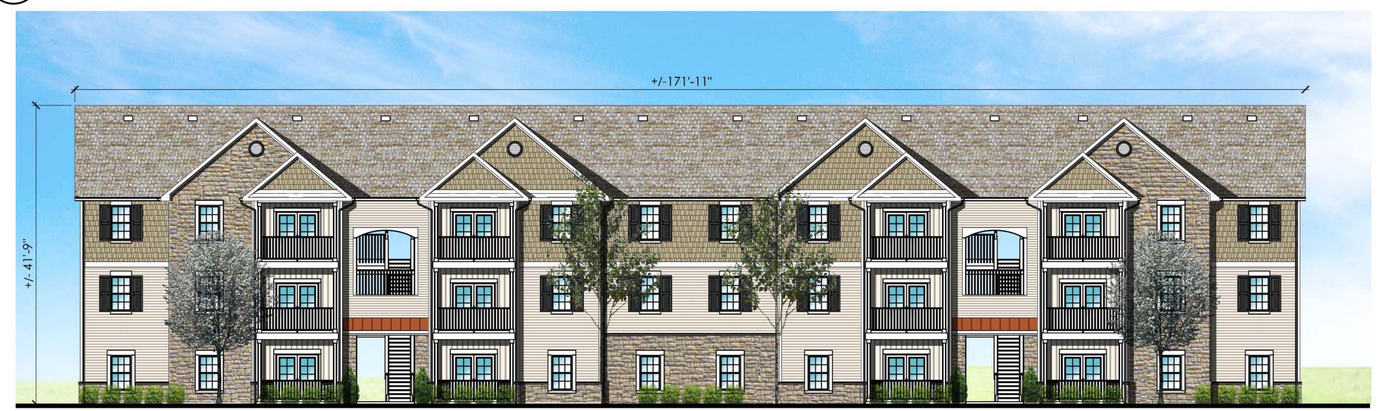


8 MAIL STATION ELEVATIONS
SCALE: 1"=10'



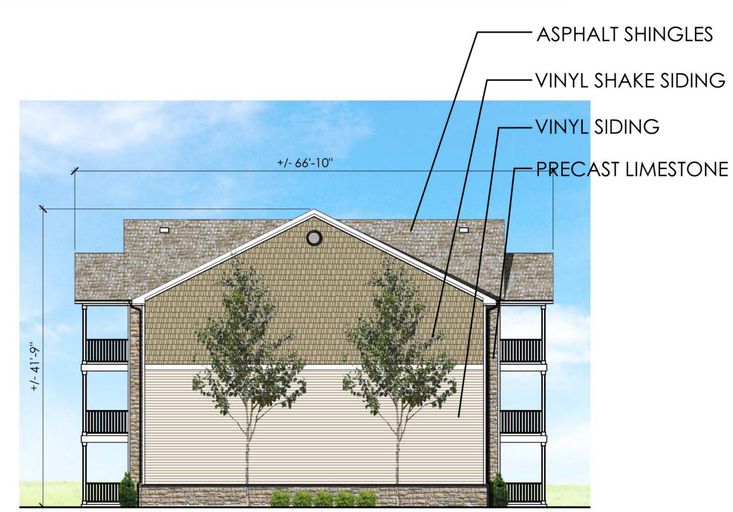
9 WATER METER BUILDING ELEVATIONS
SCALE: 1"=10'

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'

3 STORY BUILDING ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 12-20-2017

NORTH
SCALE 1"=10'
0 5 10 20 30

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

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

EMH&T
Engineers, Surveyors, Planners, Scientists

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.

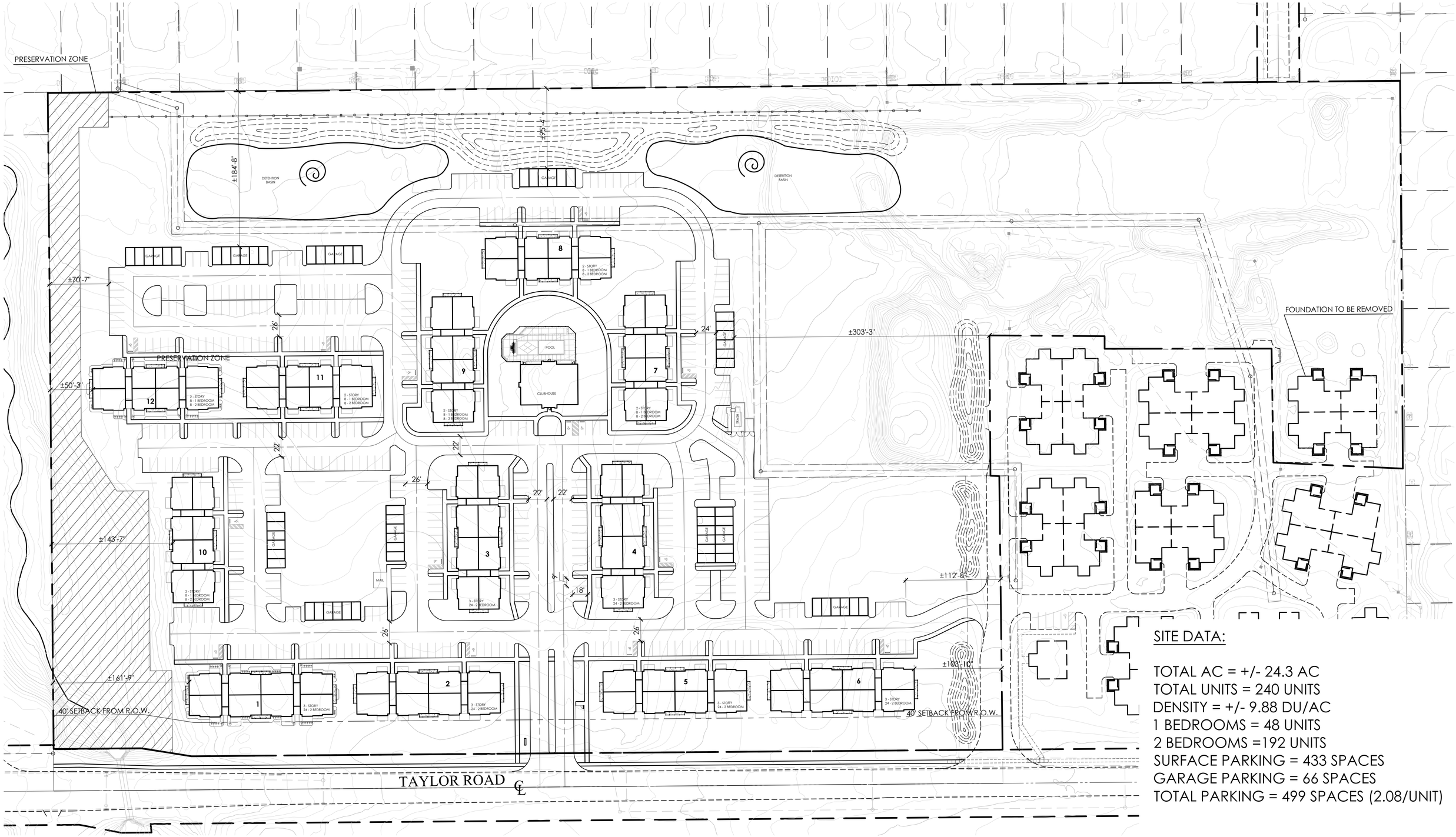
If you have questions or comments, please contact me directly at your convenience at (614) 775-4650.

Sincerely,

Douglas A. Bender, PE, PTOE
Senior Traffic Engineer

Cc: Ryan Andrews, EMH&T

Attachment: 2018 0085_TrafficStudyReview_TaylorRdSite_1-18-18 (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)



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)

DEVELOPMENT PLAN

EXHIBIT C-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2-20-2018

NORTH
SCALE 1"=50'
0 25 50 100 150

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

Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

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

EXHIBIT C-3

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2.20.18

NORTH
SCALE 1"=50'

0 25 50 100 150

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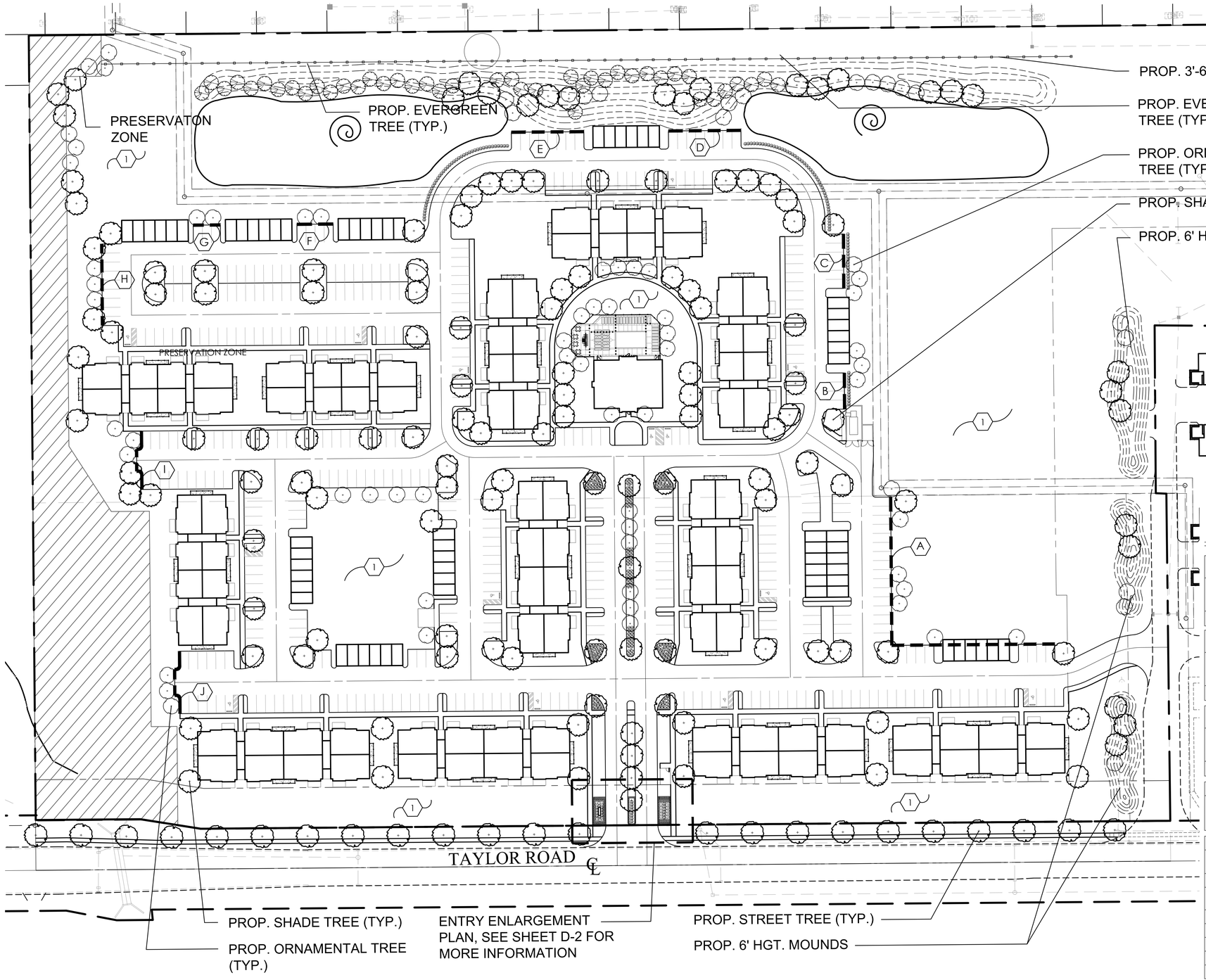
Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 93669370 Taylor Road SW, Metro Dev)



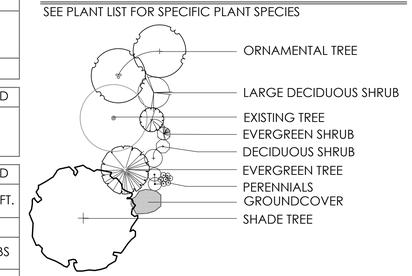
LANDSCAPE REQUIREMENTS(*1)

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
½" 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



CONSTRUCTION NOTES:

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

OVERALL LANDSCAPE PLAN CONCEPT

EXHIBIT D-1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2-20-2018

NORTH
SCALE 1"=50'
0 25 50 100 150

Faris Planning & Design
LAND PLANNING g LANDSCAPE ARCHITECTURE
243 N. 5th Street Suite 401 Columbus, OH 43215
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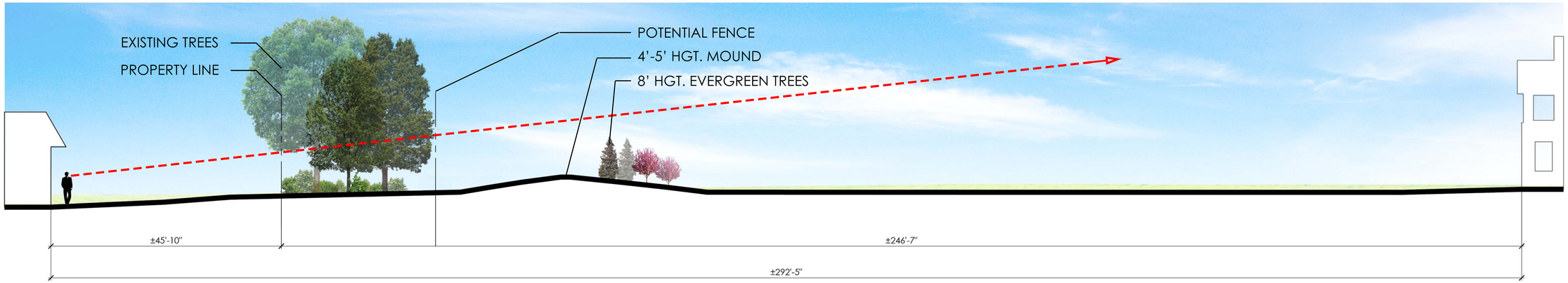
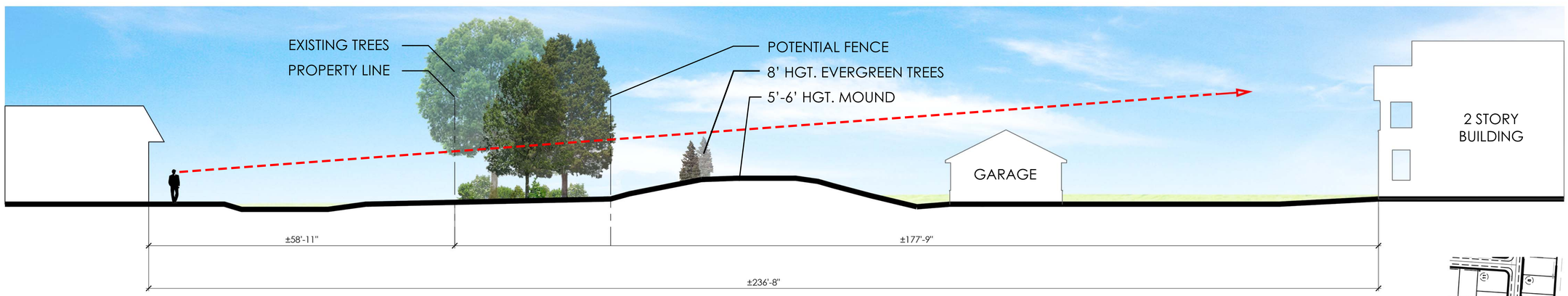
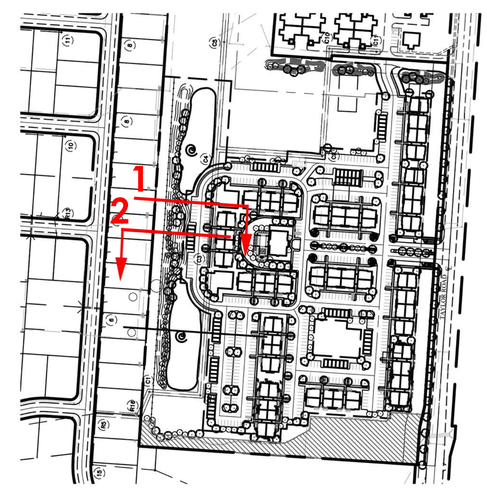
Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)



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

EXHIBIT D-1.2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

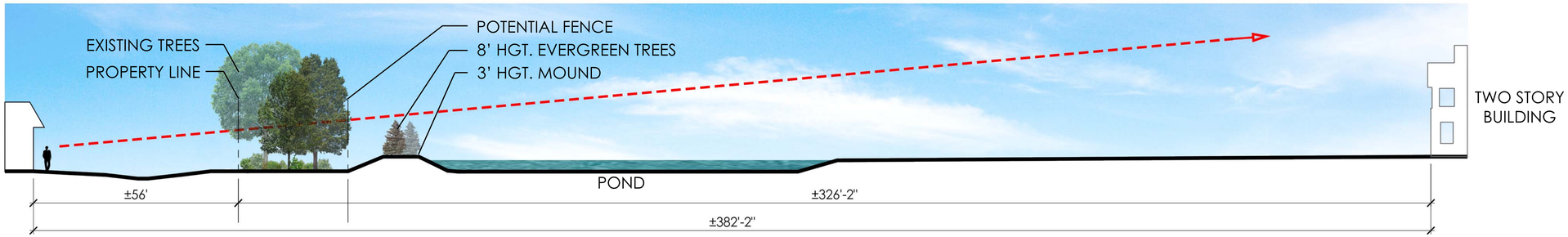
DATE: 2-20-2018

NORTH
SCALE 1"=10'

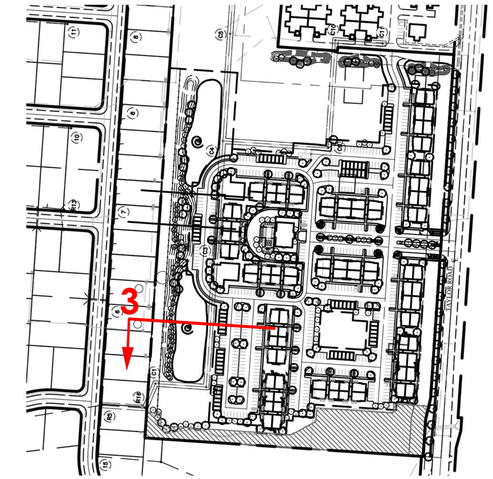
0 5 10 20 30

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

Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 93669370 Taylor Road SW, Metro Dev)



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



2 SECTION KEY MAP
SCALE: 1'=200'

Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 93669370 Taylor Road SW, Metro Dev)

LANDSCAPE BUFFER SECTIONS

EXHIBIT D-1.3

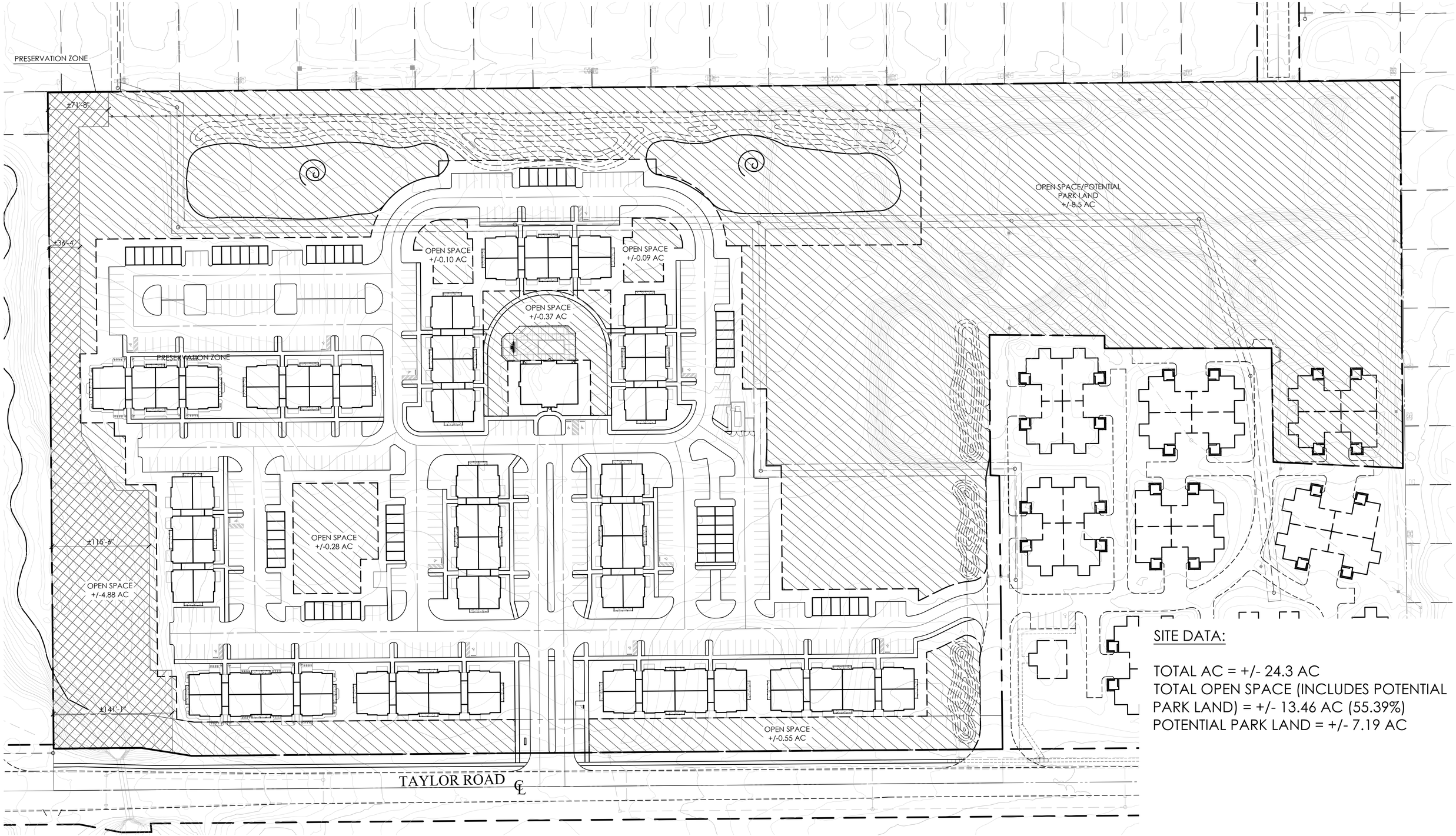
TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2-20-2018

NORTH
SCALE 1"=16'
0 8 16 32 48

Faris Planning & Design
LAND PLANNING g 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

EXHIBIT D-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 2-20-2018

NORTH
SCALE 1"=50'
0 25 50 100 150

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

Attachment: 20180222 Main-Taylor Apts - Metro Development - Revised Plans (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

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

REV. 1
4/2018

SSI Project #: 720501

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

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

STATE OF OHIO
TODD J. STANHOPE
E-64507
REGISTERED PROFESSIONAL ENGINEER

December 2017

REV. 1
4/2018

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

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

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

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.

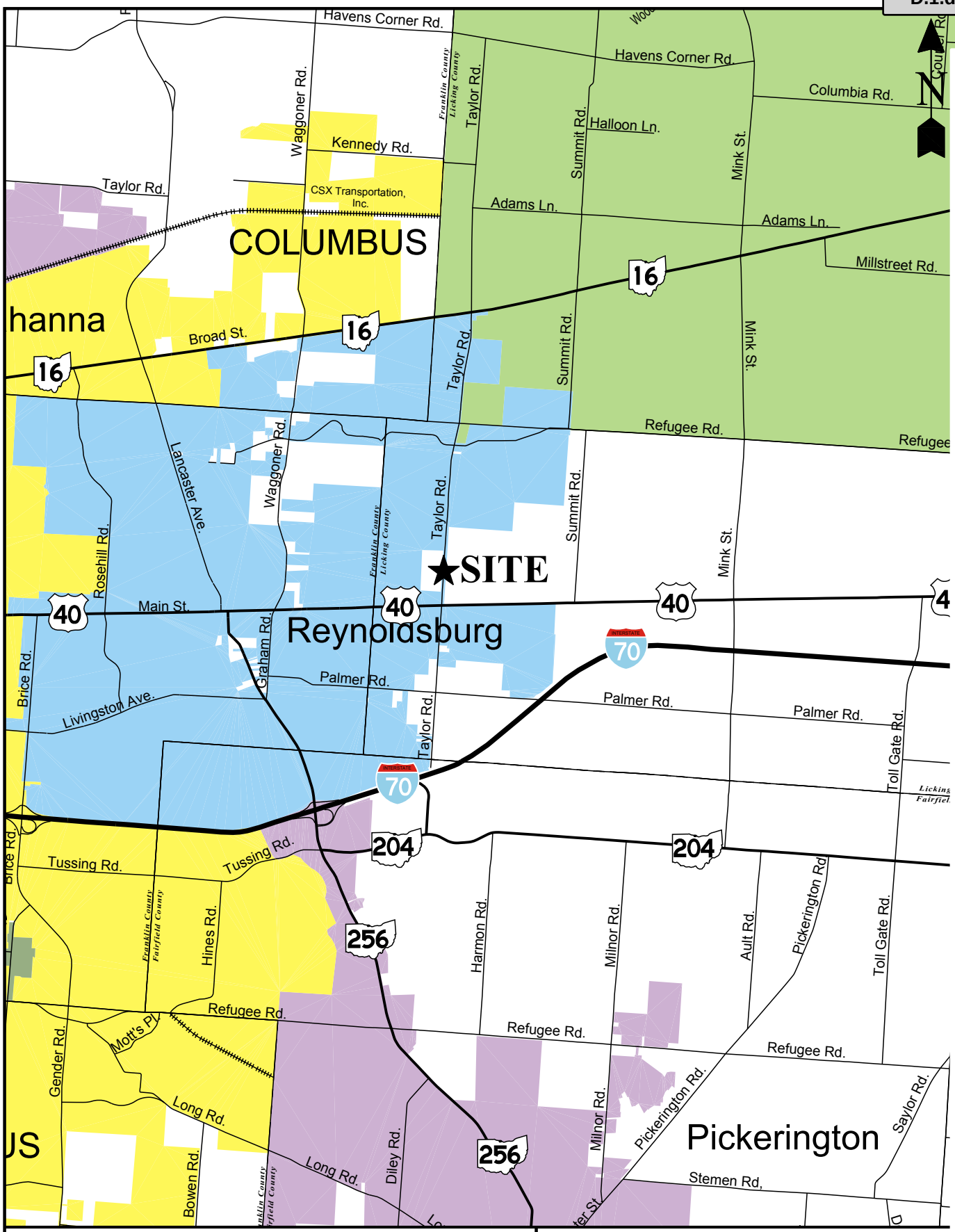
Trip Distribution

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)



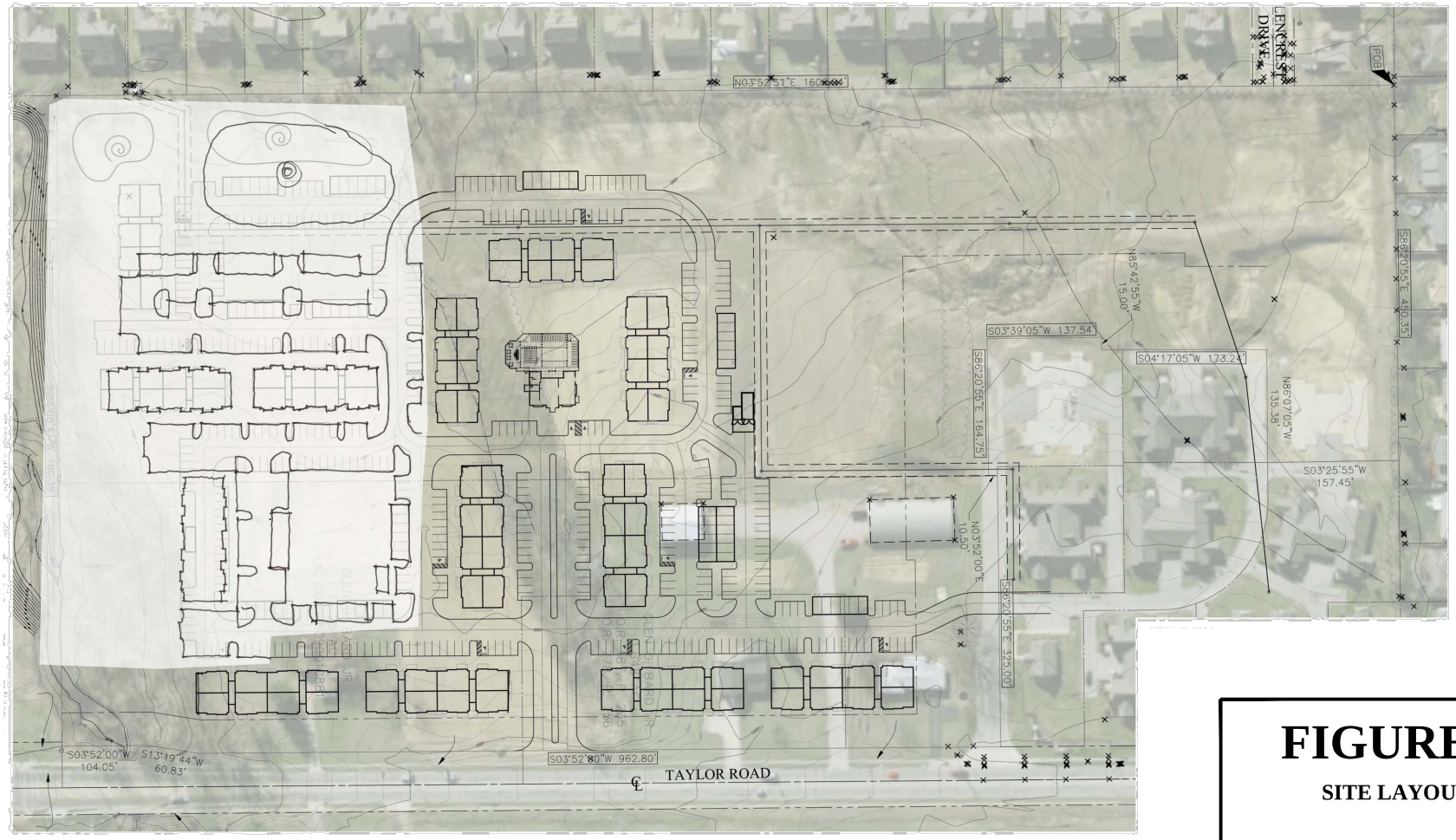
9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY: SMART SERVICES, INC. 12/2017

FIGURE 1

SITE LOCATION

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



0' 100' 200' 400'
SCALE

N

FIGURE 2

SITE LAYOUT

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY 12/2017

PREPARED BY:

SMART SERVICES, INC.

Traffic Study Subarea	Land Use	Time of Day	Data Set from: *Trip Generation Manual, 10th Edition* (Unless noted Otherwise)	Overide with Average	Regression Equation from: *Trip Generation Manual 10th Edition*	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220)	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
	Ind. Variable (X) = 240 Dwelling Units	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

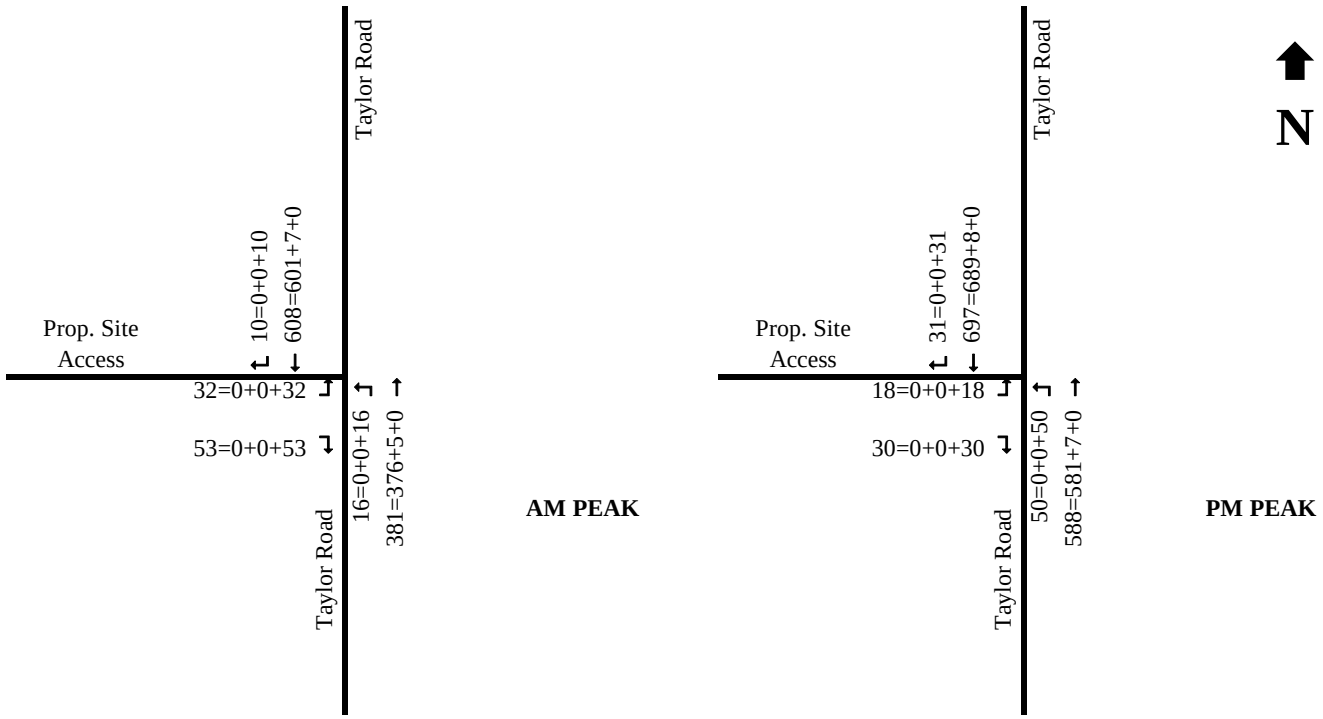
A 10-year horizon is required for the traffic study. Opening day is assumed to be 2018, therefore the design year is 2028. A linear annual growth rate was obtained from the Mid-Ohio Regional Planning Commission (MORPC). Table 2 shows the growth rate and the corresponding factors applied to the 2017 traffic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

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



LEGEND
A=B+C+D

A = 2018 'BUILD'
B = EXISITING (2017)
C = GROWTH
D = SITE TOTAL

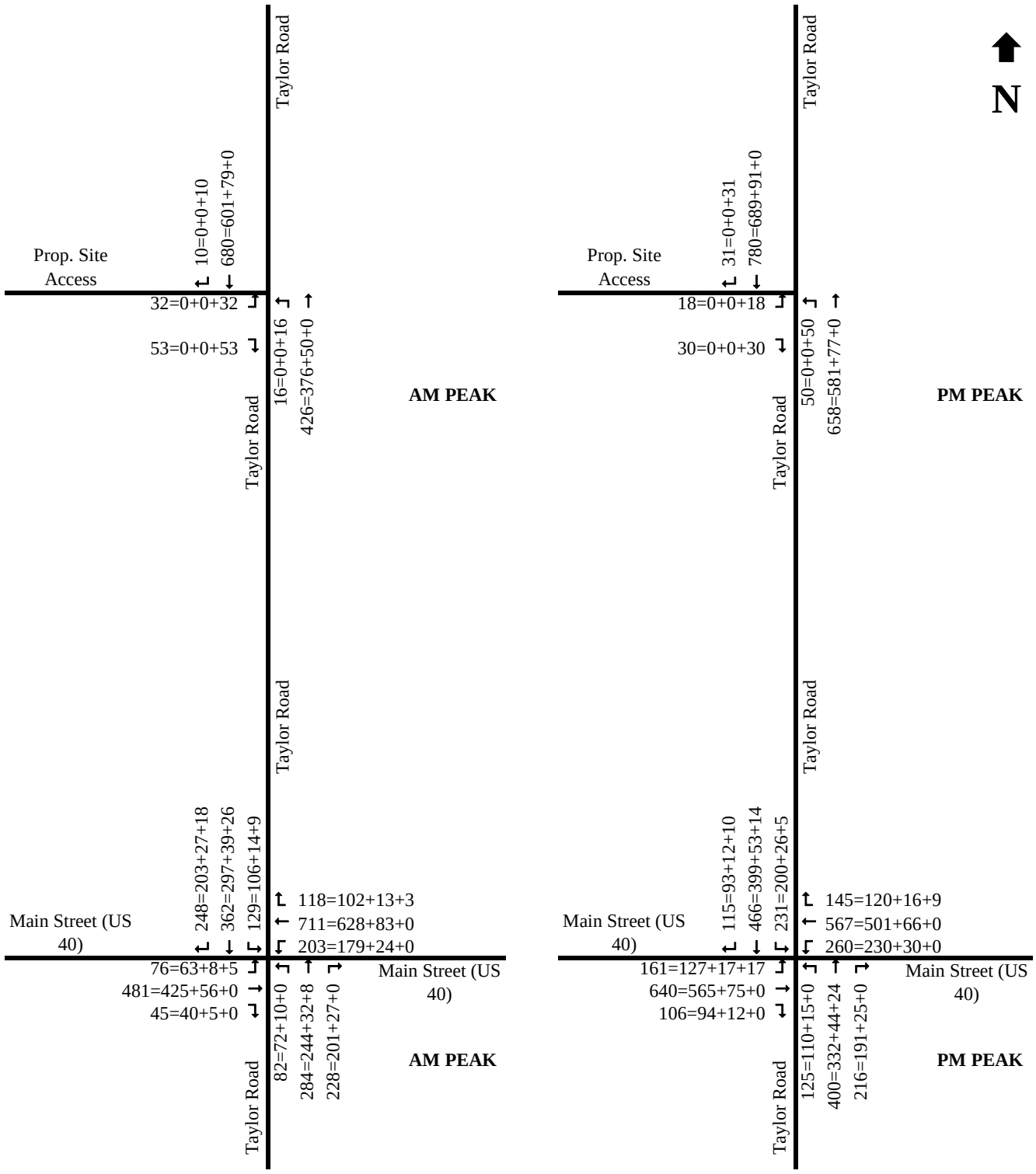
9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY: SMART SERVICES, INC. 12/2017

FIGURE 3

2018 'BUILD'

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



LEGEND
A=B+C+D

A = 2028 'BUILD'
B = EXISITING (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'

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

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.

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

Intersection	Time	Year	Delay (Level of Service)				
			Intersection	Eastbound	Westbound	Northbound	Southboun
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

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

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.

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

APPENDIX

EMH&T
Engineers, Surveyors, Planners, Scientists

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,

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)

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.

88 W. Church Street
Newark, Ohio 43055
740.345.4700

1900 Crown Park Court
Columbus, Ohio 43235
614.914.5543

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

- 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: _____

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

Traffic Study Subarea	Land Use	Time of Day	Data Set from: *Trip Generation Manual, 10th Edition* (Unless noted Otherwise)	Overide with Average	Regression Equation from: *Trip Generation Manual 10th Edition*	Total Trips	Entering		Exiting	
							%	Total Trips	%	Total Trips
1	Multifamily Housing (Low-Rise) (ITE Code #220)	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
	Ind. Variable (X) = 240 Dwelling Units	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
		AM Peak	AM Peak Hour of Generator	☐	ln(T)=0.94ln(X)-0.29	129	28%	36	72%	93
		PM Peak	PM Peak Hour of Generator	☐	T=0.66(X)+1.41	160	59%	94	41%	66

☐

- 11/2017

TABLE 1 - SITE TRIP GENERATION SUMMARY

SMART SERVICES, INC.

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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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
Apprch %	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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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										
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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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
Apprch %	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			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
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										
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

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

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

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				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	68	11	125	61	105	25	191	27	70	41	138	31	83	20	134	588
04:15 PM	56	63	40	159	55	89	27	171	24	83	44	151	29	104	9	142	623
04:30 PM	50	99	26	175	58	118	16	192	32	84	48	164	23	95	23	141	672
04:45 PM	73	111	20	204	36	89	23	148	24	71	55	150	34	123	16	173	675
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				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
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 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

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

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

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

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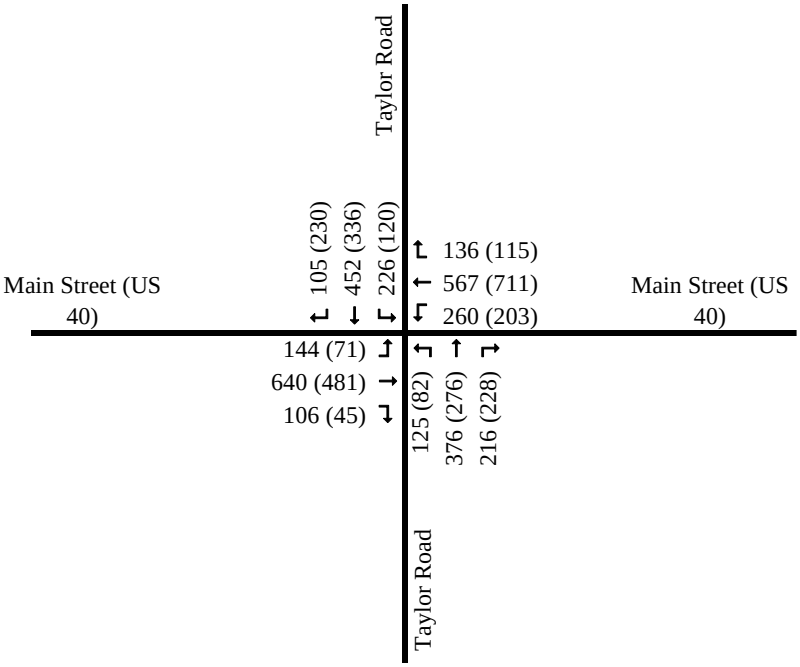


LEGEND

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

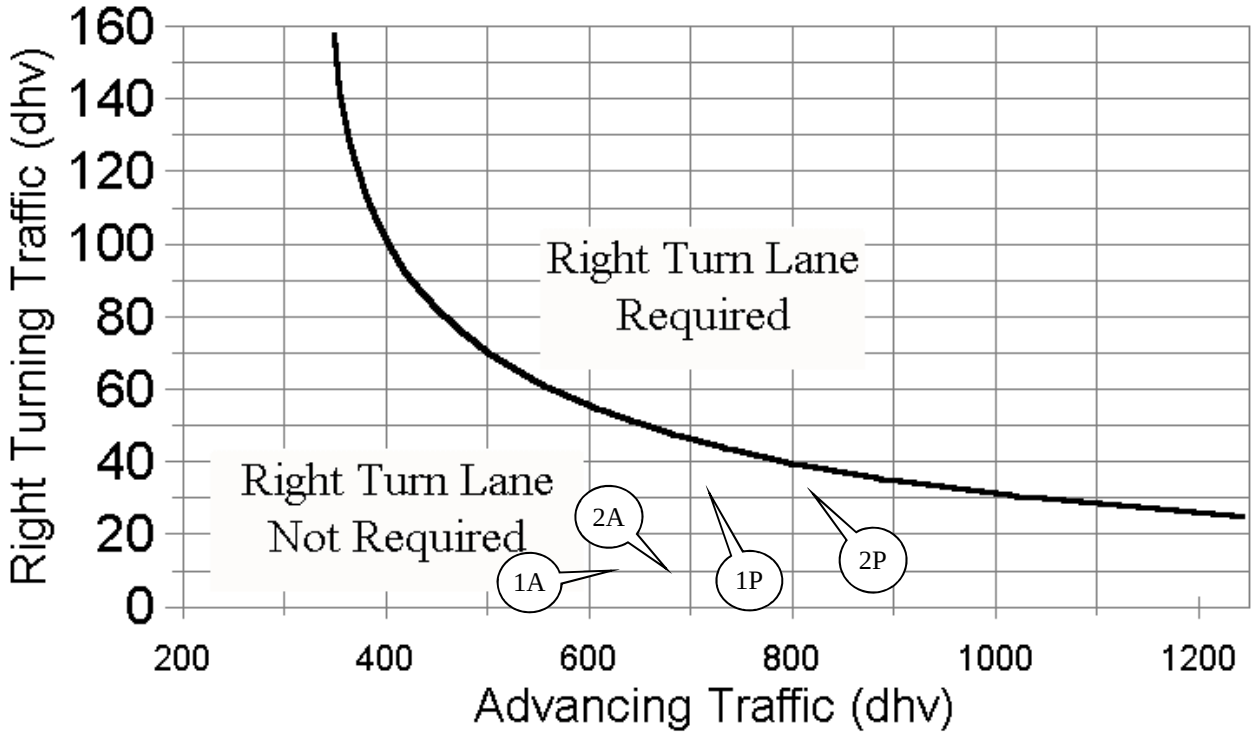
APPENDIX EXHIBIT

2028 'NO BUILD' TRAFFIC

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

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



WARRANT SUMMARY

ID	INTERSECTION [MOVEMENT] - VOLUME SET	AM PEAK (A)	PM PEAK (P)		RESULT
1	Taylor Road & Prop. Site Access [SB RT] - 2018 'BUILD'	(618,10)	(728,31)		NOT ME
2	Taylor Road & Prop. Site Access [SB RT] - 2028 'BUILD'	(690,10)	(811,31)		NOT ME

9366 & 9370 TAYLOR ROAD TRAFFIC ACCESS STUDY

PREPARED BY: SMART SERVICES, INC. 12/2017

APPENDIX

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

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

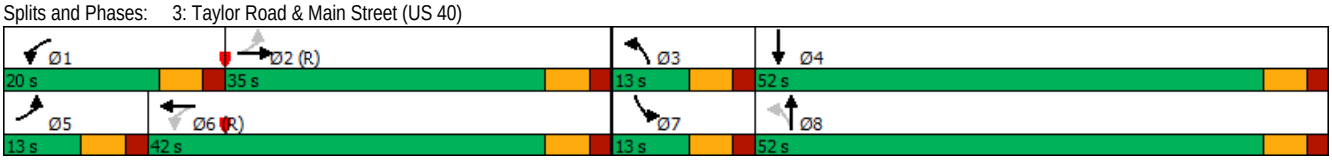
Timings
3: Taylor Road & Main Street (US 40)

04/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	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 Effct 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)



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

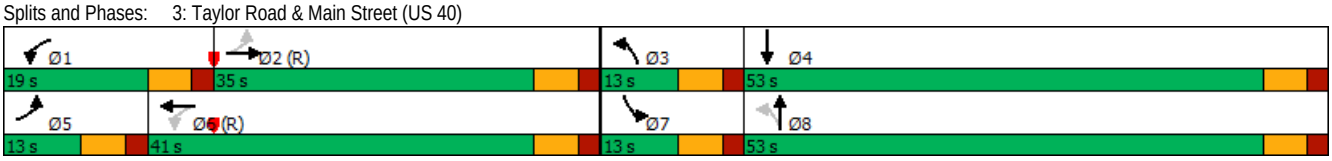
Timings
3: Taylor Road & Main Street (US 40)

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 Effct 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)



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

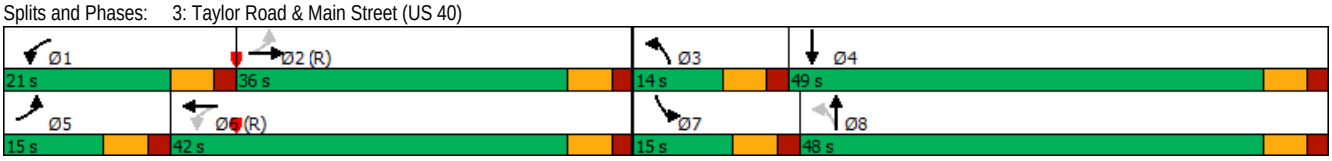
Timings
3: Taylor Road & Main Street (US 40)

04/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	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 Effct 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)



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

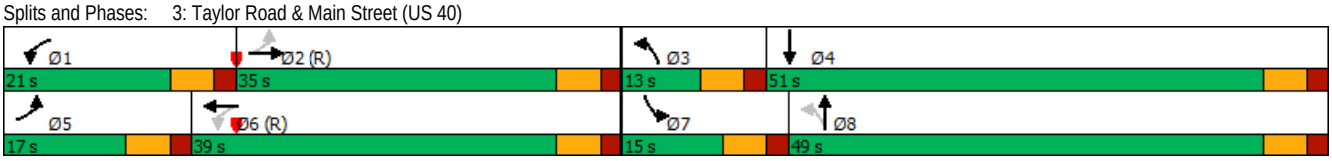
Timings
3: Taylor Road & Main Street (US 40)

04/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	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 Effct 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)



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

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			Intersection		
		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	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

Attachment: 20180308 Case #181277 Rezoning Text - Main-Taylor Apts. - Metro Development (Rezoning App. #181277 - 9366/9370 Taylor Road

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.

CITY OF REYNOLDSBURG

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

Application #: 181277
Permit #:
Date Submitted: 12/20/17
Fee Amount: $1800.00
☒ Paid: $800(000005

PLANNING COMMISSION APPLICATION

II. PROPERTY INFORMATION

Property Address:
9366, 9370 Taylor Road SW, 9333 Taylor Chase

Description of Location:
West side of Taylor Road, North of East Main/Kroger

Parcel ID(s):
200512080038925,201006090010881, 187-0235

Number of Lots:	Present Zoning:	Present Use:
3	CC/AR-2c	single family/agriculture

Complete Where Applicable:

Engineer/Surveyor: EMH&T

Builder: Metro Development LLC

FOR DISTRICT CHANGE ONLY

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: 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 Farris

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:

Zoning Information
☐ Historic District
☐ CC Overlay

Add'l Approvals Req'd
☐ DRB
☐ BZBA

Planning Com. Meeting	City Council Meeting
Date:	Date:
☐ Approved as Submitted	☐ Approved as Submitted
☐ Approved w/ Conditions	☐ Approved w/ Conditions
☐ Tabled	☐ Tabled
☐ Denied	☐ Denied

P&Z Admin.: _____ Date: _____
Clerk of Council: _____ Date: _____

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

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.

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

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

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9366, 9370 Taylor Road SW, 9333 Taylor Chase

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: EMH&T

Builder: Metro Development LLC

FOR DISTRICT CHANGE ONLY

Proposed Zoning: PND

Size of Area to be Rezoned: 24.3 acres

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3 existing homes
1 condominium foundation to be removed
2 outbuildings

Proposed Use:
Apartments with clubhouse and pool

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Glen Bard Jr,
Murphy Development Company/Taylor Chase LLC

Property Owner Address(s):
9370 Taylor Road, Reynoldsburg,Ohio
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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
☐ 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: _____

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

12.20.17

Taylor Road and Main Street
Proposed Apartment Community
Metro Development LLC

CHAPTER 1183
Planned Neighborhood Development District

1183.01 Purpose.
1183.02 Development plan requirements and review procedures.
1183.03 Site plan review.
1183.04 Use regulations and development standards.
1183.05 Standards for development 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,

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

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***

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

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.***

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

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***

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

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

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

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

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

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.

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

(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_Reduced Size (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro

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.

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

(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

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

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.***

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

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

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

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

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

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

PASQUINELLY, 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

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

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

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

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.

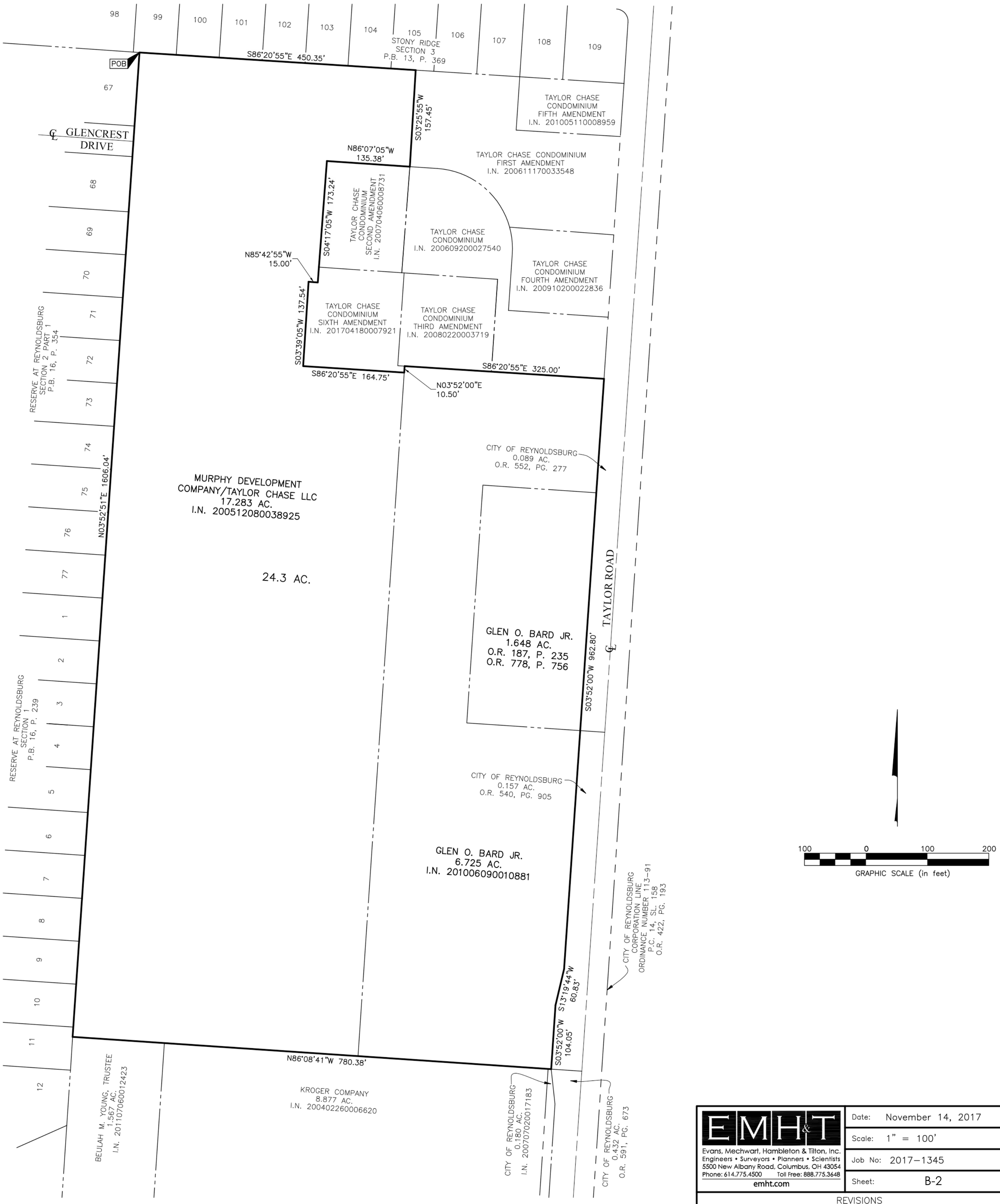
EVANS, MECHWART, HAMBELTON & TITLON, INC.

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:\20171345\DWG\04SHEETS\EXHIBITS\20171345-VS-ZONE.DWG plotted by DIROMA, THERESA on 11/14/2017 9:10:19 AM last saved by TDIROMA on 11/14/2017 9:09:36 AM
Xrefs:

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

LIMITED OVERLAY TEXT

8895 EAST MAIN STREET

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

February 7, 2018

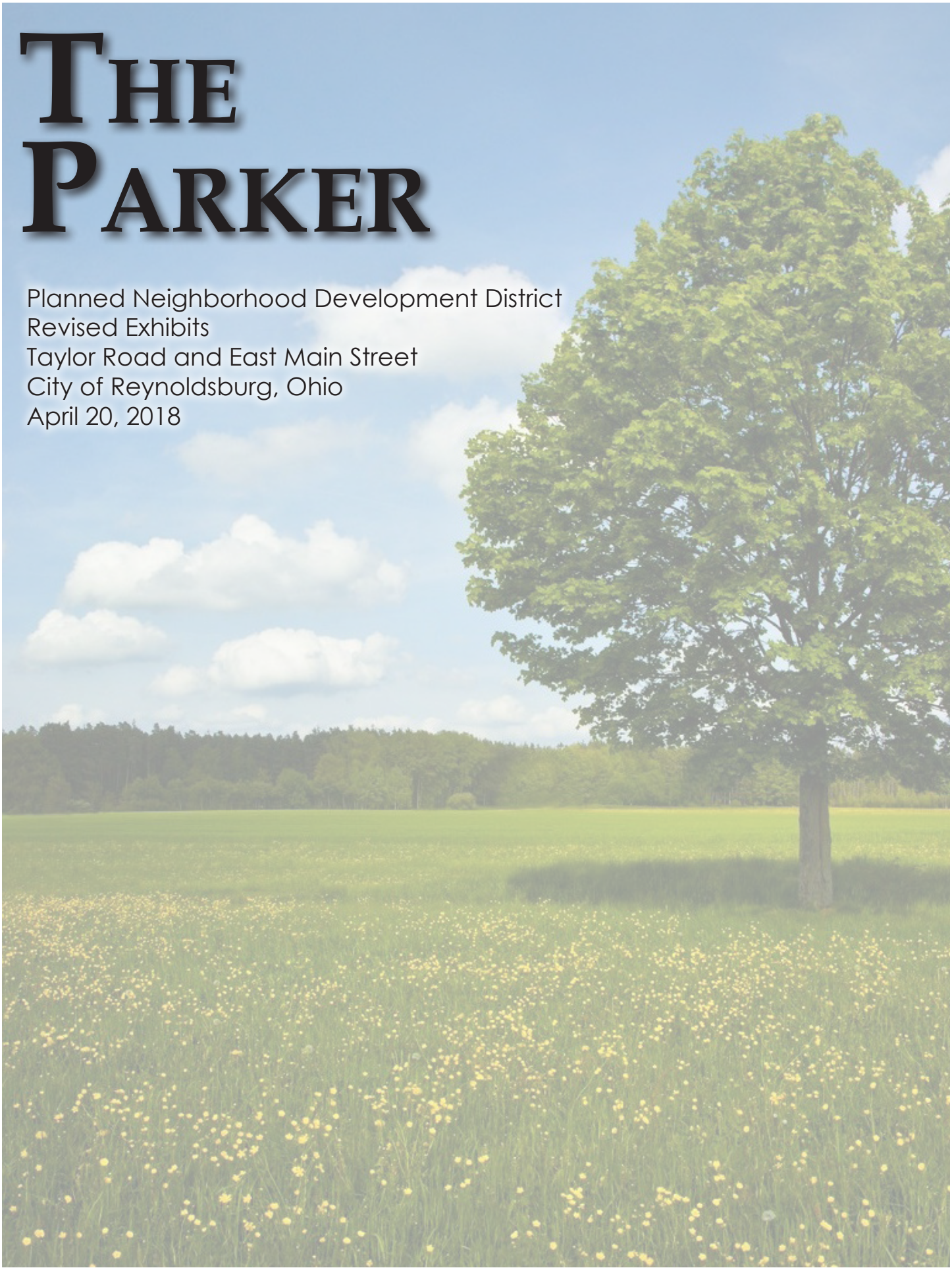
A. Location and Size
1. The parcel is located on the south side of E. Main Street, approximately 662FT east of Taylor Road.
2. The area to be rezoned consists of a 29.091 acre parcel known as PID #013-027330-00.01, and a 20.3409 acre parcel known as PID #013-027618. The exact boundaries of the parcels 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.

Attachment: App. #181311 - Limited Overlay Text (Rezoning App. #181277 - 9366/9370 Taylor Road SW, Metro Dev)

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

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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.

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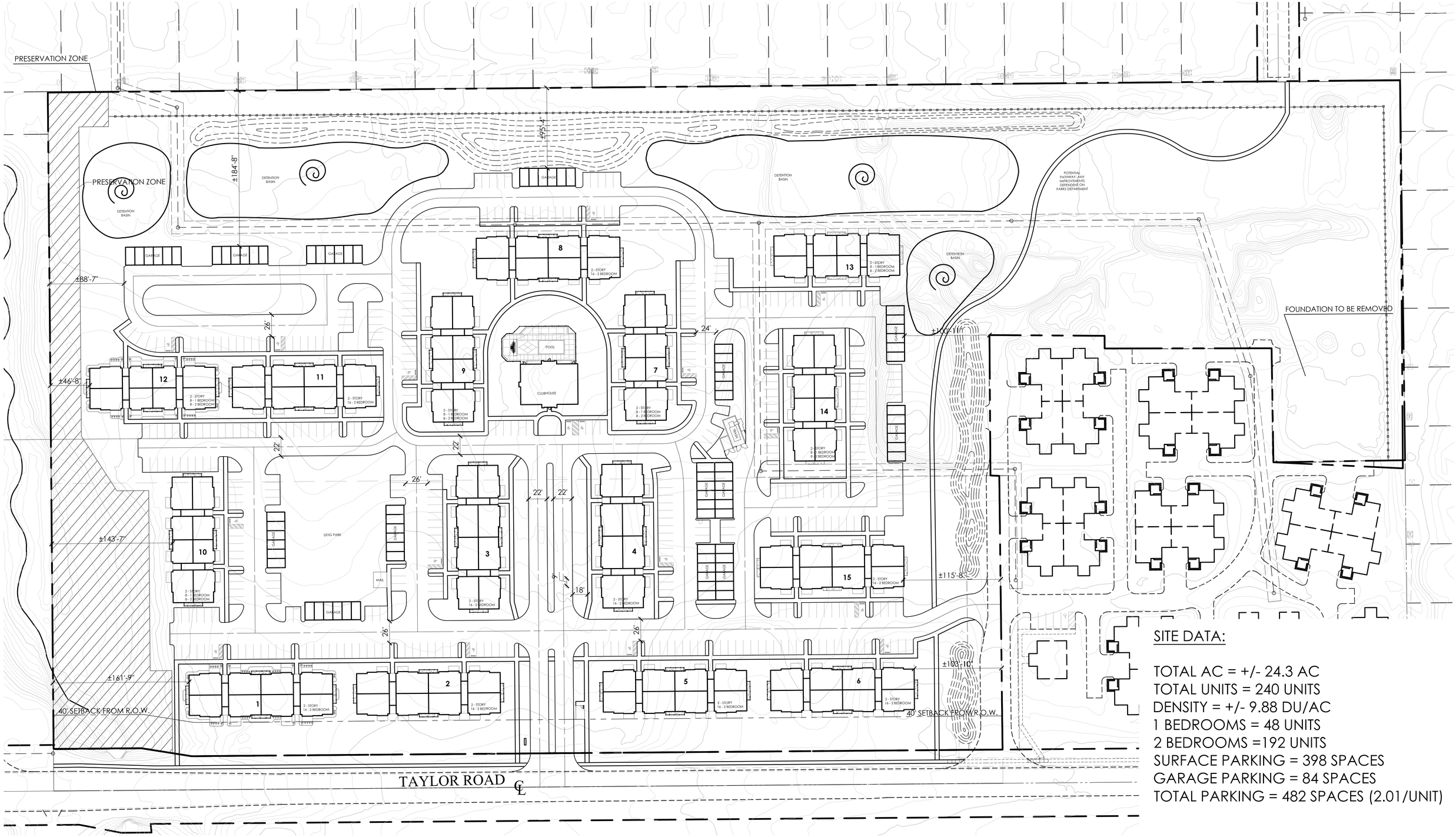
The applicant is in conversations with the neighborhood group to the west and north. Agreements have been made to establish a 60’ setback from the lot line for retention ponds, and a 30’ setback from the lot line for mounding, in order to preserve the existing tree line. A 4’ open style fence is proposed 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.



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)

DEVELOPMENT PLAN

EXHIBIT C-2

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 4/20/18

NORTH
SCALE 1"=50'
0 25 50 100 150

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243 N. 5th Street Suite 401 Columbus, OH 43215
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TOTAL PARKING = 482 SPACES (2.01/UNIT)

ILLUSTRATIVE PLAN

EXHIBIT C-3

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

DATE: 4/20/2018

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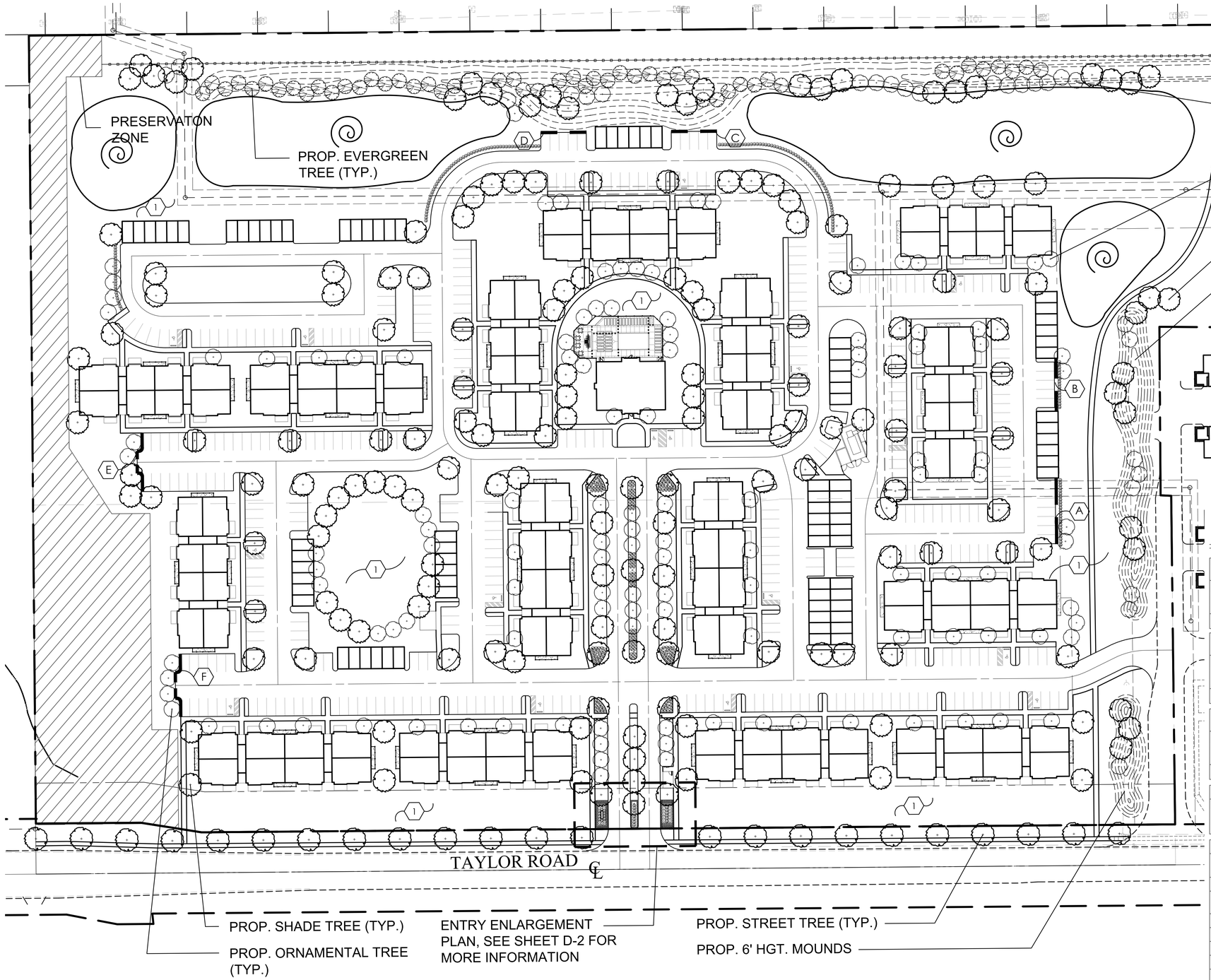


LANDSCAPE REQUIREMENTS(*1)

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

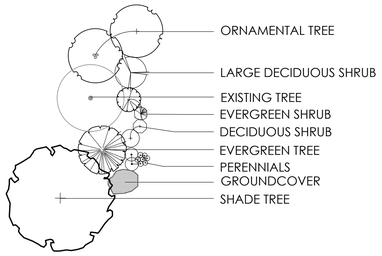
INTERIOR LOT LANDSCAPING	REQUIRED	PROVIDED
½" TRUNK DIA./150 SQ. FT. OF BUILDING COVERAGE (2" CAL. MIN.)	206 TREES	206 TREES

PARKING AREAS	REQUIRED	PROVIDED
200 SQ. FT. INTERIOR LANDSCAPE/10 PARKING SPACES	9,620 SQ. FT.	9,620 SQ. FT.
1 TREE/200 SQ. FT. INT. PARKING	49 TREES	49 TREES
4 SHRUBS/200 SQ. FT. INT. PARKING	192 SHRUBS	192 SHRUBS
1 TREE/50 LF PARKING PERIMETER		
SECTION A	2 TREES	2 TREES
SECTION B	2 TREE	2 TREE
SECTION C	1 TREES	1 TREES
SECTION D	1 TREES	1 TREES

PARKING AREA CONTINUED		
SECTION E	2 TREES	2 TREES
SECTION F	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

EXHIBIT D-1

TAYLOR ROAD & E. MAIN STREET

PREPARED FOR METRO DEVELOPMENT

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NORTH
SCALE 1"=50'
0 25 50 100 150

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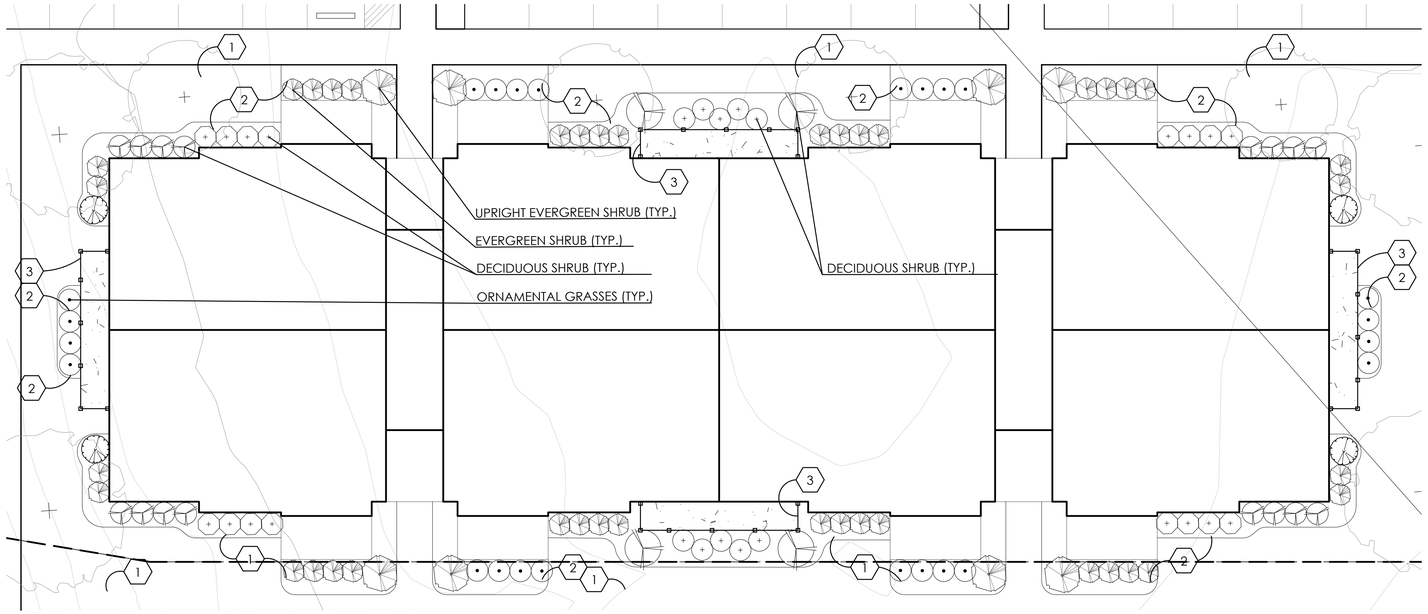
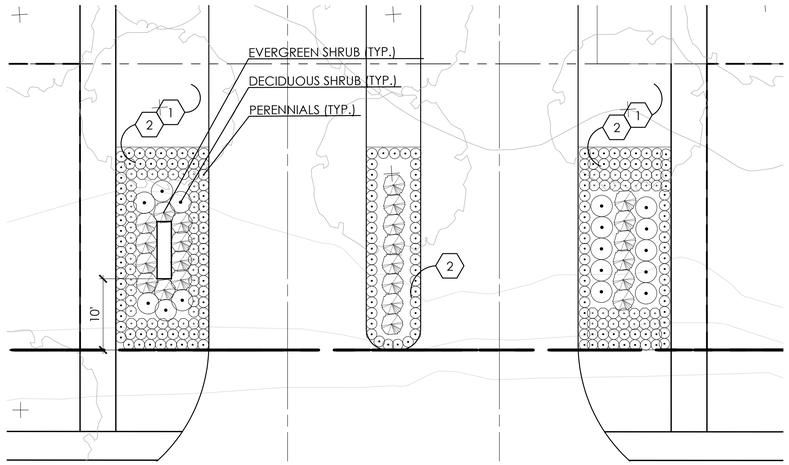
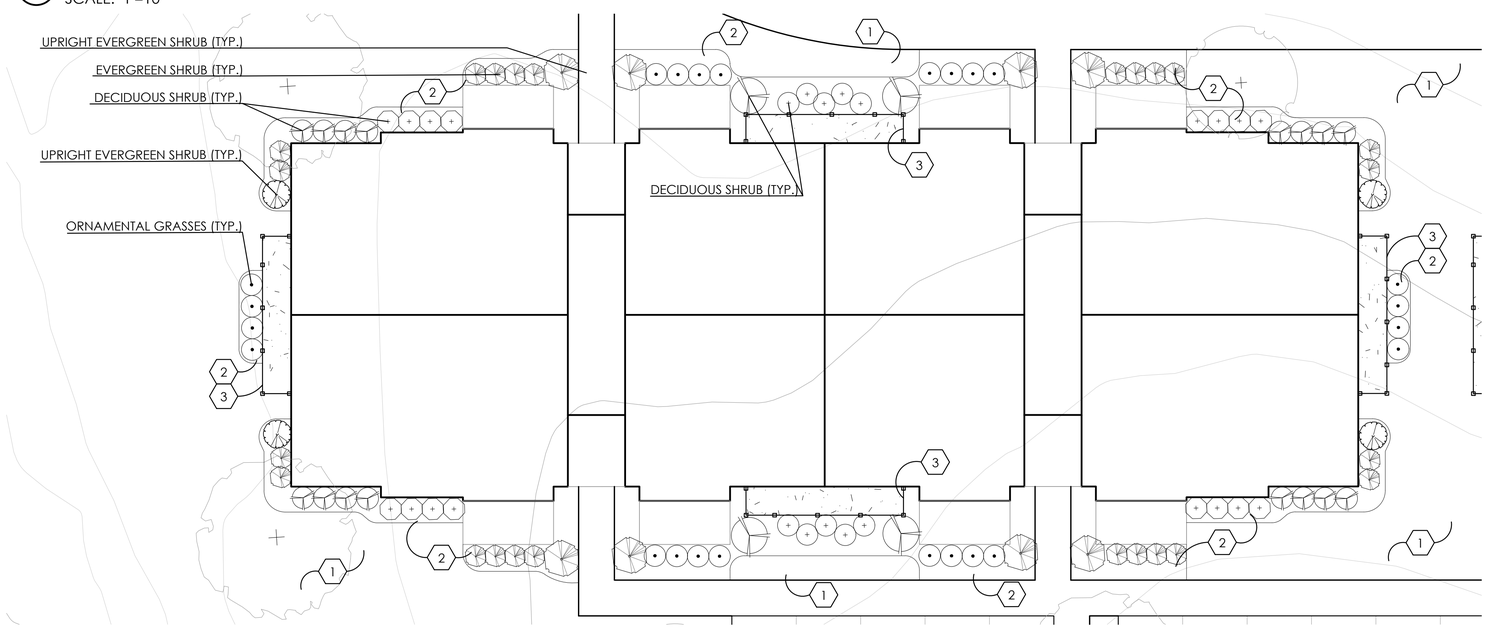


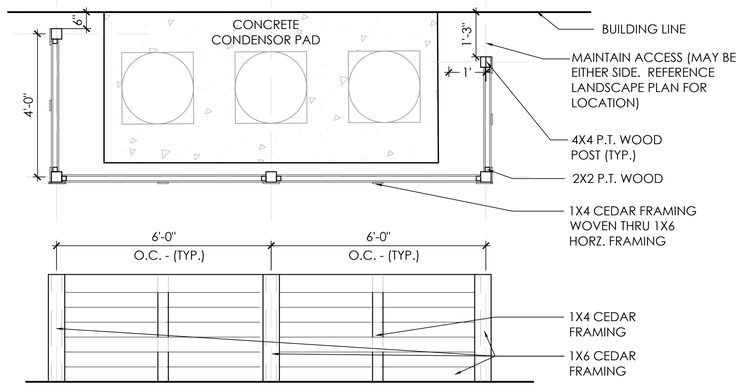
1 TYPICAL 3-STORY BUILDING PLANTING
SCALE: 1'=10'



3 ENTRY FEATURE PLANTING
SCALE: 1'=10'



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

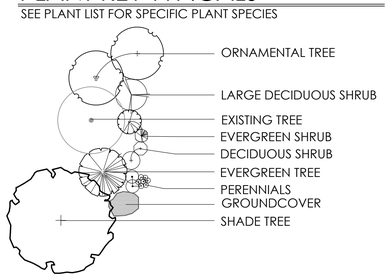


NOTE: FENCE SHALL BE PAINTED TO MATCH SHUTTERS OF ITS ASSOCIATED BUILDING.

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

EXHIBIT D-1.1

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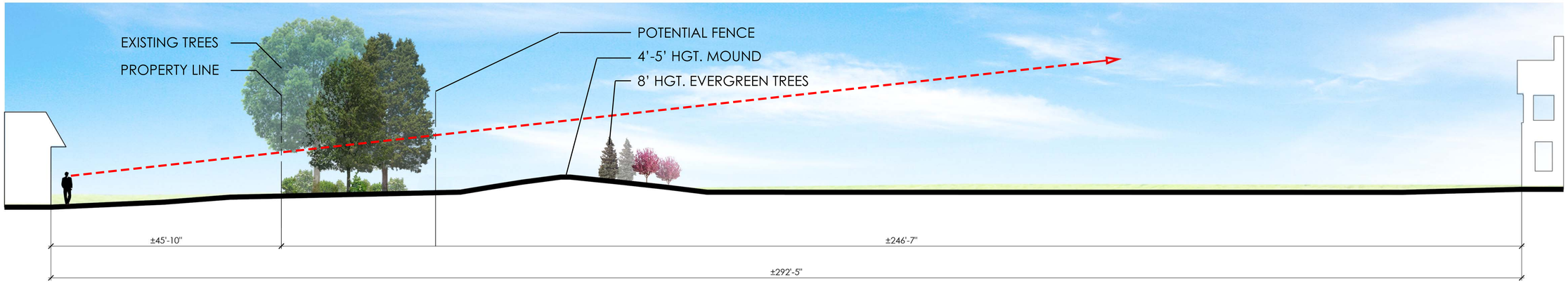
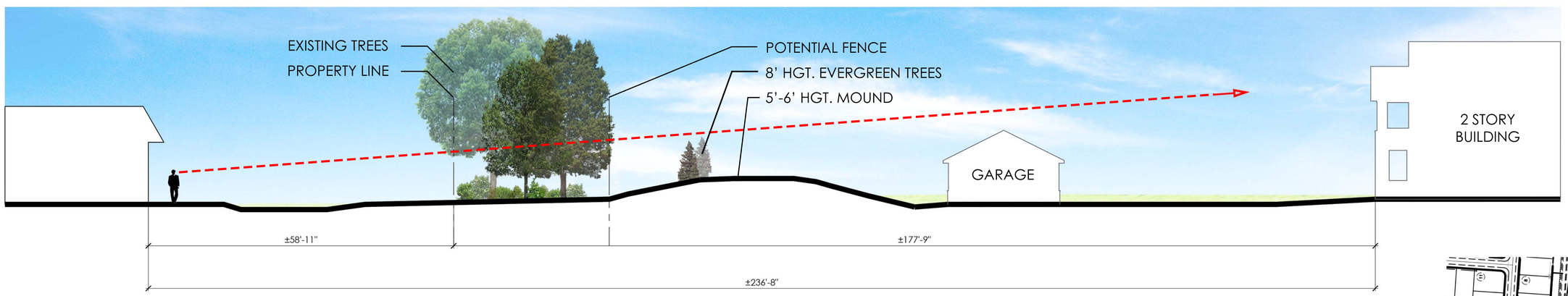
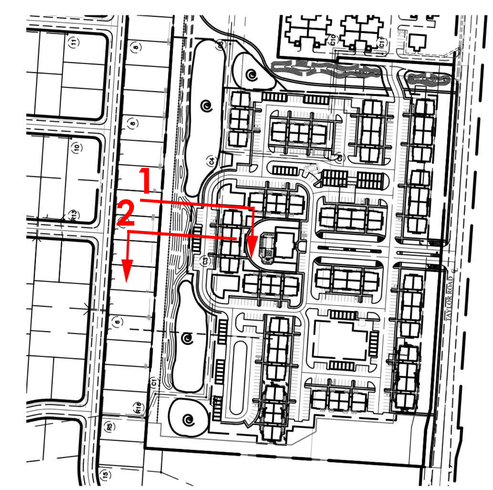


1 LANDSCAPE BUFFER SECTION ONE
SCALE: 1'=10'



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



3 SECTION KEY MAP
SCALE: 1'=200"

LANDSCAPE BUFFER SECTIONS

EXHIBIT D-1.2

TAYLOR ROAD & E. MAIN STREET

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DATE: 4-20-2018

NORTH
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0 5 10 20 30

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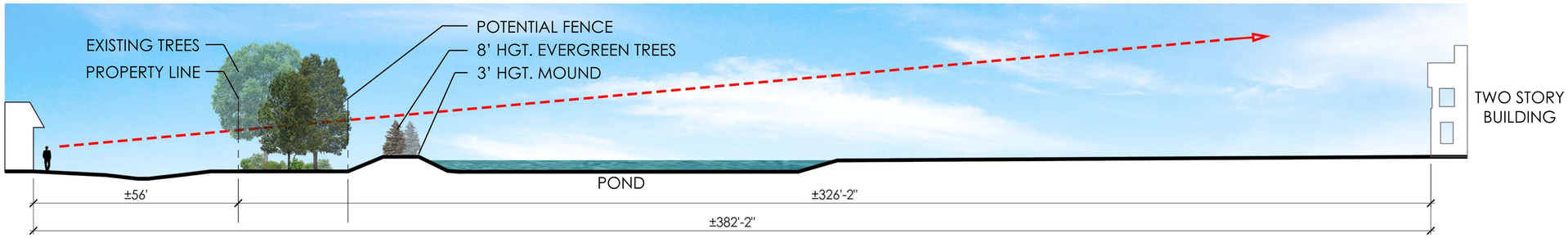
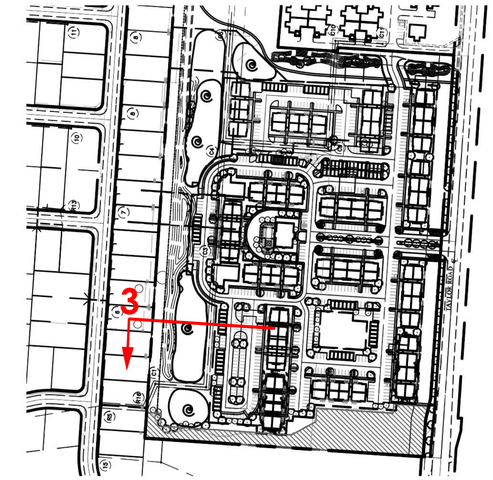


1 LANDSCAPE BUFFER SECTION THREE
SCALE: 1'=16'



2 SECTION KEY MAP
SCALE: 1'=200"

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LANDSCAPE BUFFER SECTIONS

EXHIBIT D-1.3

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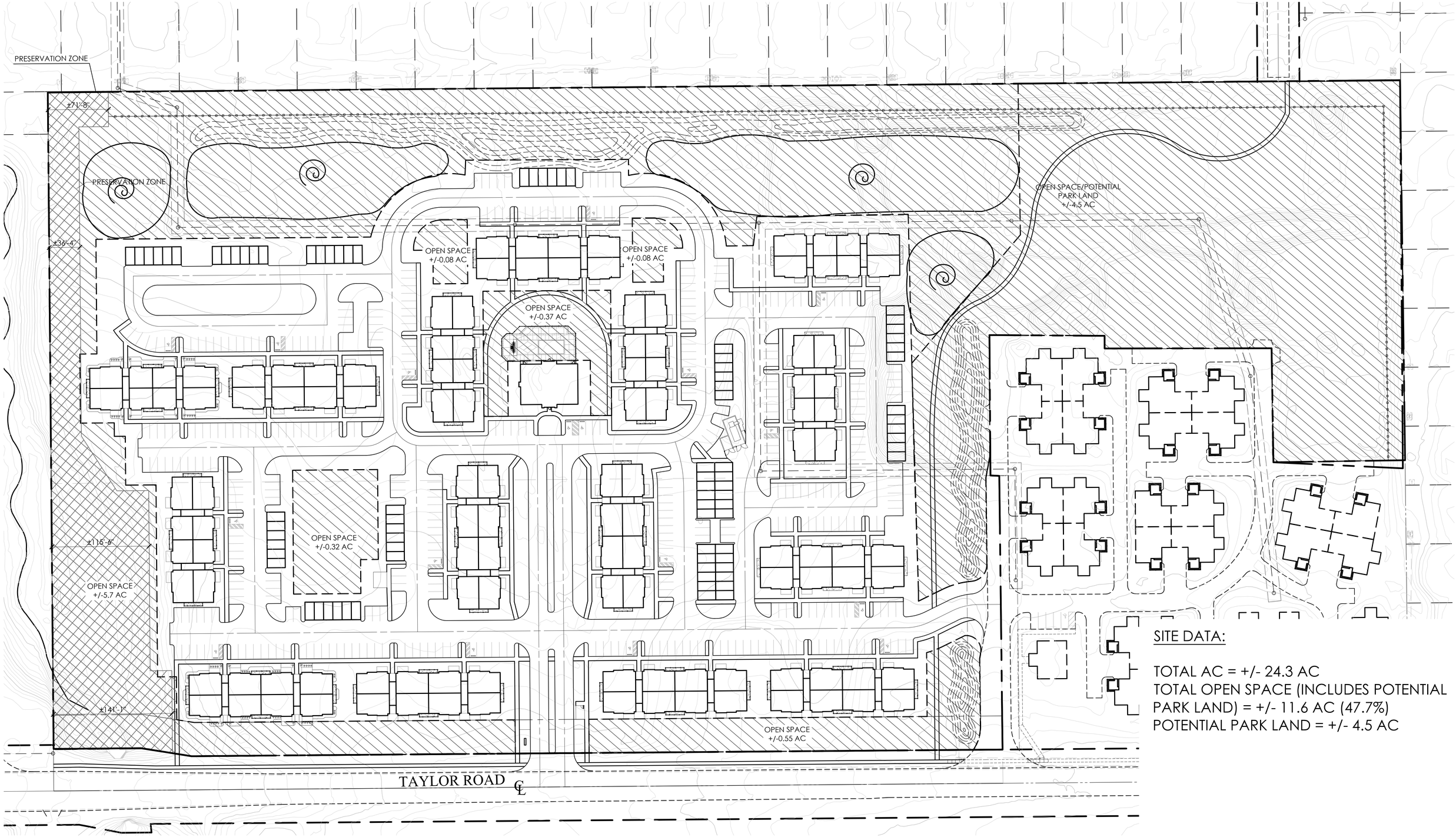

SITE DATA:

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

EXHIBIT D-2

TAYLOR ROAD & E. MAIN STREET

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NORTH
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0 25 50 100 150

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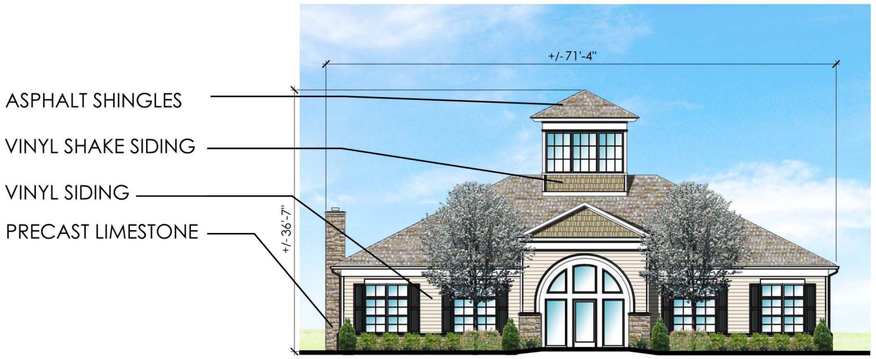

1 **CLUBHOUSE - FRONT ELEVATION**
SCALE: 1"=10'

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

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

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

CLUBHOUSE ELEVATIONS

EXHIBIT G-1

TAYLOR ROAD & E. MAIN STREET

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DATE: 4.20.18

NORTH
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0 5 10 20 30

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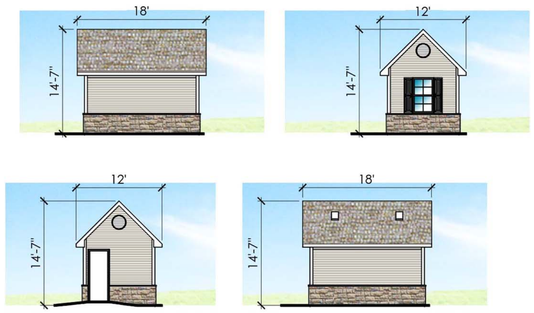
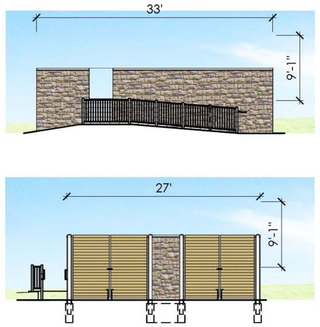
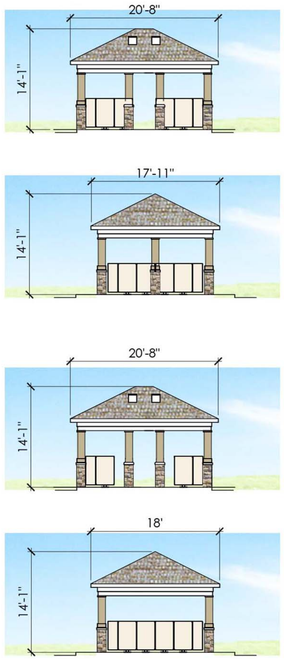


7 WATER METER BUILDING ELEVATIONS
SCALE: 1"=10'

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, SIDE ELEVATION
SCALE: 1"=10'

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

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

BUILDING ELEVATIONS

TAYLOR ROAD & E. MAIN STREET

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NORTH
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0 5 10 20 30

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