



AGENDA

BOARD OF ZONING AND BUILDING APPEALS THURSDAY, MARCH 15, 2018 6:30 PM

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

A. CALL TO ORDER

1. ROLL CALL
2. APPROVAL OF MINUTES
 1. Board of Zoning and Building Appeals – Regular Meeting – January 18, 2018
3. APPROVAL OF AGENDA
4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. UNFINISHED BUSINESS

1. Rules of the Reynoldsburg BZBA

D. NEW BUSINESS

1. 1550 Brice Rd; Application # 2018-0002; Applicant: Jeanne M. Cabral, Architect; Variance
2. 1905-1929 Baltimore-Reynoldsburg Rd; Application # 2018-0003; Applicant: Jeanne M. Cabral, Architect; Variance
3. 1907-1909 Baltimore-Reynoldsburg Rd; Application # 2018-0002; Applicant: Jeanne M. Cabral, Architect; Special Exception Use Permit
4. 2364 Taylor Park Dr; Application # 2018-0003; Applicant: Jennifer Santelli; Special Exception Use Permit

E. OTHER BUSINESS

F. ADJOURNMENT

MINUTES

BOARD OF ZONING AND BUILDING APPEALS THURSDAY, JANUARY 18, 2018 6:30 PM

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

A. CALL TO ORDER

PRESENT: Rettke, Linder, Donovan, Darling, Armstead
ABSENT:

2. APPROVAL OF MINUTES

1. Board of Zoning and Building Appeals – Regular Meeting – October 19, 2017

RESULT:	ACCEPTED
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3. APPROVAL OF AGENDA

Agenda stands approved.

4. SWEARING IN OF SPEAKERS

Speakers for the evening sworn in by Eric Snowden.

B. PUBLIC COMMENT

None.

C. OTHER BUSINESS

1. Motion to Elect Chairman for 2018

Pastor Linder: I'd like to nominate Mr. Rettke.

Ms. Darling: Second.

Mr. Snowden: Mr. Rettke are you willing to serve as our Chairman?

Mr. Rettke: It will be the same situation again. I'm out the month of July. April is probably pretty thin.

Mr. Snowden: That's why we have a Vice-Chairman and you let me know ahead of time. Any other nominations for position of Chairman? With that I'll close the floor for nominations. We have one nomination, Mr. Rettke, for the position of Chairman. Any additional discussion before I call the roll? Vote of yes will elect Mr. Rettke as our Chairman for 2018.

Minutes Acceptance: Minutes of Jan 18, 2018 6:30 PM (APPROVAL OF MINUTES)

RESULT:	APPROVED [4 TO 0]
MOVER:	Robert Linder, Board Member
SECONDER:	April Darling, Board Member
AYES:	Linder, Donovan, Darling, Armstead
ABSTAIN:	Rettke

2. Motion to Elect Vice Chairman for 2018

Pastor Linder: I'd like to nominate Mr. Donovan.

Mr. Rettke: Second.

Mr. Rettke: Are there any other nominations? Hearing none we'll close it and move on to roll call please.

RESULT:	APPROVED [4 TO 0]
MOVER:	Robert Linder, Board Member
SECONDER:	Anthony Rettke, Chairman
AYES:	Rettke, Linder, Darling, Armstead
ABSTAIN:	Donovan

3. Motion to Elect Secretary for 2018

Pastor Linder: I'd like to nominate Mr. Snowden.

Mr. Donovan: Second.

Mr. Rettke: Moved and seconded. Any other nominations? Hearing none we'll close the floor and we'll move on to the roll call please.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Robert Linder, Board Member
SECONDER:	Richard Donovan, Vice Chairman
AYES:	Rettke, Linder, Donovan, Darling, Armstead

4. Rules of the Reynoldsburg BZBA

Mr. Snowden: There is an item in our rules. I have worked to get rules documents in place for both Planning Commission and BZBA and those are both in place and they're working out very well; however, there is a provision in our rules that is not conflicting, but it is redundant given what's in the code. The zoning code states that three members of the board must vote in order for any motion to be positive, so do our rules. I'll go ahead and take that out of both the Planning Commission and the BZBA since its rules because it's in the code. The code states as such. That's the edit.

Mr. Rettke: Any discussion, comments, concerns?

Mr. Snowden: And the way it was written was causing confusion. The way that it's worded in the code is very clear. Three votes in favor. So, for example, if you only had three folks, Mr. Rettke's gone and somebody else gets sick, you need to have all three members that are present vote yes. It's not two to one majority rule. It's three total. It's a good rule to have. How this works is I present it tonight. This will appear again under "Other Business" at our February meeting, in which you will be able to vote. The rules require a 30-day notification for rules changes rather than vote on it tonight.

Unknown: What you're saying is that at any given time, regardless, we have to have three votes?

Mr. Snowden: To do anything, including motions, and that's per the code. The way the rules were written indicated you needed three for an application, but not necessarily for a motion or other action. That was causing some confusion on Planning Commission. Mr. Hood and I chatted and we basically said if it's in the code, the code says three votes to do anything. If you guys want to order lunch in a meeting, three votes. We're just taking out something that's conflicting in the rules and leaving in the code. The code is clear. Three votes to do anything.

Unknown: What section did you remove that from?

Mr. Snowden: It's 5.4 of the rules. The language that we're going to be working on is in 1139 of the zoning code. The copy of the rules you received might not have been the edited version. I can send that out if the edited version didn't make it out. It's literally just cutting out that section. If anyone's curious and has a lot of time and is bored 1139.02 of the zoning code states three affirmative votes should be required for the passage of any motion.

Mr. Rettke: Any other comments, concerns, discussions? Hearing none we'll go ahead and close that and put it up for vote next meeting.

RESULT: HELD

Next: 2/15/2018 6:30 PM

D. UNFINISHED BUSINESS

None.

E. NEW BUSINESS

1. 7148 E Main St; Application #180895; Applicant: Nishal Sharma; Special Exception Use Permit - Dwelling Associated with a Permitted Use

Mr. Snowden:

7148 E. Main Street - Dwelling Unit - Special Exception Use Permit

Application: #181244 - Special Exception Use Permit

Location: Property is located on north side of E. Main Street at Haft Drive.

Existing Zoning: CC Community Commerce District / CCO Community Commercial Overlay District

Request: Request for approval of a special exception use permit for a dwelling associated with an approved retail sales use.

Current Use: Vacant
Proposed Use: Dwelling associated with an approved retail sales use.
Applicant: Nishal Sharma

The applicant is requesting the Board review and approve a special exception use permit for a new dwelling associated with a permitted use. The proposed second story dwelling will be for the owner of a retail business on the first floor.

The site consists of a single building that was originally used as a residence. The site was used as an office for many years. Other lots that front E. Main Street include various commercial businesses such as offices and retail sales. To the north, the property abuts a senior residential complex in the AR-3 district.

The existing building was originally constructed as a residence, and has an existing second-floor dwelling unit that has not been occupied for several years.

The CC zoning district permits a variety of commercial businesses. The uses in that district that are adjacent to this property are permitted uses rather than special exceptions. There are no auto uses in the immediate of the subject lot. None of the adjacent uses employ any objectionable processes that would cause conflict with a residential dwelling.

The site has 6 existing parking spaces which are adequate to accommodate the retail sales use. A single dwelling unit typically requires two parking spaces. Staff's position is that given the likely differential in the times of the uses, and the fact that the dwelling will be occupied by the operator of the commercial use; the two required spaces can easily be accommodated by the existing parking lot.

Staff has no concerns that the addition of the dwelling use in the existing space will impact the provisions of the utilities to the site or neighboring lots.

Staff has no reason to believe that the addition of the use would significantly increase the amount of waste generated at the site to a level that would warrant additional dumpsters. The applicant will be required to continue to use residential style dumpsters unless they wish to add a screened dumpster enclosure.

The Board should apply the standards for review of special exceptions contained in Section 1145.09 of the Zoning Code and determine if the proposed special exception complies with those standards. Staff finds that the application meets those standards, and recommends approval of the special exception use permit.

Gene Shivener: 91 Sandrala Drive, Reynoldsburg, Ohio. I've been a resident since 1964. This property, in the past, Mr. Curtis occupied it with the Law Office and also had Realty in there and since the mid 60's off and on it has been used as a residence. It does have a full bath up. Has access from the outside with the stairway. Has inside access with inside stairway. I think it's fitting for Mr. Sharma, who's sitting back here, to be able to occupy it as a business and use the upstairs as a residence. Any questions?

Mr. Rettke: The bottom is going to be a jewelry store/gift shop?

Gene Shivener: Yes sir.

Mr. Rettke: Eric, I've got a question about the special exception runs with the owner, right?

Mr. Snowden: Typically yes.

Mr. Rettke: *inaudible transfers is?

Mr. Snowden: A special exception use permit can be transferred. Recall that I worked with Planning Commission and City Council to add a process for staff to be able to transfer, but the only time it can be transferred is if the uses are the same and the conditions are the same. For example, in this case, if it were to go to a new retail user that wanted to reside on site and it was transferred within 6-months. For example, if the Board grants this permit to Mr. Sharma and he then closes his business and unfortunately Mr. Shivener or his property owner cannot find a tenant for 2-years, they would have to come back and get a new special exception use permit. If it's been less than 6-months, so, really it's supposed to be if it's a quick transfer, one closed on Friday and the next one's trying to open on Monday. It's a quick transfer like that I can transfer administratively to the next user as long as everything's the same. It would have to be a retail to a dwelling to a resident that was going to be on site. The proprietor of which was going to reside on site. It could not be a restaurant; hypothetically a restaurant use goes in there. They couldn't all, so all of the sudden, still have the dwelling unit. Does that make sense what I'm saying? It has to be the same.

Mr. Rettke: I just wanted that to be clear.

Mr. Snowden: So, if Mr. Sharma closes and you get a new tenant within 6-months, I can handle it. If it goes on for several years then they'll have to come back and go through the process again. That's just how the code is written.

Mr. Armstead: As far as the trash. I know you mentioned that they can use there residential garbage can. With it being a commercial space, with boxes and things like that, that's what I have to be concerned with, piling up.

Gene Shivener: I will make sure Mr. Sharma takes care of that sir.

Mr. Snowden: Mr. Armstead, your concern is that, how are they going to address that. From the standpoint of the code and standpoint of staff, as long as they're using residential size containers and they're stored properly, which means they have to be stored at the back in the little trash enclosure area that he already has back there. He can't bring in ten of them and think he's just going to stack them all up there just because they're residential size. If that means he has to do some a small amount of storage inside or come up with another way then he's going to have to do that and Mr. Shivener could add a dumpster enclosure there if they wanted to. They would just actually have to go through a permitting process and I'd have to

look at that Gene, but I think it would be easier than what you've had to deal with, with the parking lot expansion. I'd have to map it out in my mind. Let's not go into that tonight with the board because I don't want to confuse anybody. I believe if that if they needed to add a dumpster enclosure they could. They cannot just drop a dumpster behind it. Does that answer your concern?

Mr. Rettke: So he just sets his trash out to the curb then at that location?

Mr. Snowden: This is not a residential property. It wouldn't receive city trash service. It would have to be a commercial hauler. He would just have to deal with his commercial trash pick-up service and roll the cans out.

Ms. Darling: Wherever they're supposed to go.

Mr. Snowden: Exactly. I'd have to talk to our service department to see how it affected because it's a dwelling, but if he's doing a shared trash and he's having somebody pick it up and the same property owner owns this building here, so they're obviously doing something to accommodate the trash. I don't know what it is. They just have to put them out, get service, and put them back. If they're leaving them out at the curb, our code compliance guys will write them up. I feel like they're going to see it because they come out through this driveway. I do not expect Mr. Shivener and Mr. Sharma or their property owner to be out of compliance with the code just given how frequently we're at this area. I hope that answers your question. There would be a designated pick up point with this commercial hauler.

RESULT:	APPROVED PENDING COUNCIL REVIEW [UNANIMOUS]
MOVER:	Anthony Rettke, Chairman
SECONDER:	Richard Donovan, Vice Chairman
AYES:	Rettke, Linder, Donovan, Darling, Armstead

2. 6433 - 6435 Birchview Dr; Application #181041 Applicant Roxanne Thallman, Out Pouring Investments, LLC; Variance - Section 1171.06

Mr. Snowden:

6433-6435 Birchview Drive S. - Residence - Variance

Application: #181041 - Variance

Location: Property is located on the southwest corner of Birchview Drive S. and Belltree Drive.

Existing Zoning: AR-2 Multiple Family Residence District

Request: The applicant is requesting the Board review and approve a variance from Section 1175.06.

Current Use: Two-family Dwelling

Applicant: Out Pouring Investments, LLC

The applicant is requesting the Board review and approve a variance from Section 1175.06 of the Zoning Code, to conform an existing dwelling that encroaches into a required front yard setback.

The site is an existing two family dwelling in the AR-2 district. The home was originally constructed in 1979. Neighboring uses include other single and two family dwellings also in the AR-2 district. To the south, the property abuts the campus of Baldwin Road Junior High School, which is zoned S-1 Special District.

Staff has reviewed the standards for granting a variance and provides following observations:

Item B - Item B of Section 1147.05 does not apply to this application, because this application for a variance concerns an existing structure, not a primary use.

Item C - The incorrect location of the building at the time of its construction is a special circumstance that only applies to this lot and structure. The special circumstance was created by the builder/original owner, not the applicant, who purchased with property without knowledge of the non-conformance.

Item D - The applicant's claim of hardship is based upon their inability to move the entire structure. Staff agrees that this is a massive burden.

Item E - The variance is required in order to allow the existing structure. Without the variance, the property would continue to be in violation of the Zoning Code.

Item F - Staff's view is that granting the variance would not violate this item.

Item G - Staff's position is that the Board would not be conferring a special right on the property, because there are many existing, non-conforming buildings with different front setbacks. Setbacks can also vary for conforming structures based on a variety of factors.

Item H - The applicant has not used this argument within their application.

Item I - Staff's position is that the variance is not a matter of convenience. There is no other avenue for the applicant to receive relief from this regulation.

The Board should apply the standards for review of variances contained in Section 1147.05 of the Zoning Code and determine if the requested variance complies with those standards. Staff finds that the application has met those standards and recommends approval of the variance on the following condition:

1. That the variance, as approved, shall only apply to the existing structure, and that the existing structure may not be extended in any other manner toward the front lot line.

Mr. Rettke: Is the applicant, agent, owner here?

Mr. Snowden: Mr. Chairman, the applicant was an out of town investment company located somewhere else in Ohio. So, it wouldn't surprise me if they didn't attend, although they did receive notification of the meeting and they were instructed that it was in there best interest to attend.

Mr. Rettke: Well, having no one here is there any discussion, questions, concerns regarding this?

Mr. Donovan: My only concern is, what Eric had said, to make sure that its put in there that this is the only variance that's going to be granted towards the front property line, regardless, because they might want to put an awning out in front or a porch or something like that. You never know.

Mr. Snowden: I mean, not for one-foot. I don't know why you would want to, but I think it's a good standard practice for this type of situation. You might ask the question, Mr. Rettke and other members of the board, how did this happen? And the answer is, that's hard to tell. It could be for a couple reasons. Could have been that the builder or surveyor just estimated it poorly when they constructed it. It could have been that the improvements in the street were not put in at the time they were trying to lay out parts of the lots then they didn't have there pins and things properly set to measure off. It could have been a whole variety of issues. Many of our construction residential builders tend to put their structures one-foot behind the setback. Typically, if it requires a 30-foot setback per the code most of the builders will put the structure at 31. It just seems to save this type of issue, but unfortunately it happened here.

Mr. Donovan: That's a long way.

Mr. Snowden: Correct. About one-foot inside.

Ms. Darling: Has this residence had this variance before?

Mr. Snowden: They've never had this variance based on my information; however, I don't have a searchable index of the variances. I did not find a record of it in 1979 or the couple years after that. Like if it would have been discovered when it was first sold to the original owner, but unless somebody can give me a date I can't necessarily find a variance because the records are all paper and the books are very voluminous. That's something we're working on. Its information we need to have. Typically, when I need to find an old variance I have to know approximately when the property was constructed. If I know a variance was granted at the time construction that's how I find it. If the property was sold in 1993 and the variance was granted at that time I wouldn't necessarily have a way to even know that without going through my entire record set. The good news is that everything we do now is fully searchable.

Mr. Rettke: Any other comments, concerns, discussions? I'll go ahead and move for approval of Item E2 for 6433 through 6435 Birchview Drive, Application 181041 requesting the setback from 30-feet to 29.2 feet it shall only apply to the existing structure and that the existing structure may not be extended in any other manner towards the front of the lot line.

Mr. Armstead: Second.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Anthony Rettke, Chairman
SECONDER:	D'Juan Armstead, Board Member
AYES:	Rettke, Linder, Donovan, Darling, Armstead

3. 6575 & 6577 E Livingston Ave; Application #181244; Applicant: Nathan Royal; Special Exception Use Permit - Auto Services

Mr. Snowden:

6575-6577 E. Livingston Ave. - Blacklick Auto Spa - Special Exception Use Permit

Application: #181244 - Special Exception Use Permit

Location: Property is located on the southwest corner of Baldwin Road and E. Livingston Ave.

Existing Zoning: CC Community Commerce District / CCO Community Commercial Overlay District

Request: Request for approval of a special exception use permit for a new auto services use.

Current Use: Vacant

Proposed Use: Auto Services

Applicant: Nathan Royal

The applicant is requesting the Board review and approve a special exception use permit for a new auto services use.

The entire site consists of a multi-tenant commercial building in the CC Community Commerce District. The properties to the south and east are single-family and multi-family homes in the AR-2 district. Adjacent uses to the west consist of small office buildings in the CO district. The property directly to the north, across Livingston Ave. is a church in the S-1 district of the City. Adjacent tenants include eating and drinking establishments, personal services, retail sales, an additional retail center and vacant space.

The tenant space was previously a carwash and drive-thru retail establishment, and the portion of the building proposed for auto services use under this permit was built to accommodate this type of use. Since that use was discontinued for a period of longer than 6 months, a new special exception use permit is required.

The CC zoning districts permits a variety of commercial businesses. Generally, automotive uses, such as sales and repairs are special exceptions in this district due to the additional considerations required to site them. The existing already supports some intense commercial uses. Staff has no reason to believe that the addition of this use on the existing site will change the site characteristics in any meaningful way.

The Zoning Code does not provide specific parking requirements for auto service uses. Staff's experience with similar hand-wash car detailing operations is that adequate parking should be provided for the proposed employees, but that since customers generally come in by appointment, it is not necessary to provide a large parking field for customers. Vehicles

should never be allowed to stack up in a manner that would block a public street, but the advantage with similar uses in the past has been the ability for the employees to direct customers to parking in waiting areas. Staff's position is that the parking requirements for this type of use are more similar to an office use than to a retail use, gasoline station, self-service carwash, or auto-mated carwash. Staff would like the applicant to clarify the intend path for customer vehicles.

Staff visits to the site in the past have found evidence of dumping and other site maintenance issues along the south side of the property. This has generally been addressed by property owner or tenants when requested by City officials, but all tenants and the property owner need to continue to monitor and address this as needed. Staff's position is that more activity in this tenant space will help deter some of the dumping that has gone on in the past. The applicant may not store any supplies outside of their tenant space while not actively working, nor may they store any junk vehicles, etc.

Staff would like the applicant to clarify if there are floor drains in the tenant space or otherwise indicate how they propose to conduct their wash operations.

Staff has no reason to believe that the addition of the use would significantly increase the amount of waste generated at the site to a level that would warrant additional dumpsters. The applicant has an existing dumpster area that is not screened. Any additional dumpsters or trash receptacles placed in the rear service area will need to be screened.

The Board should apply the standards for review of special exceptions contained in Section 1145.09 of the Zoning Code and determine if the proposed special exception complies with those standards. Staff finds that the application meets those standards, and recommends approval of the special exception use permit.

Nathan Royal: 190 South High Street, Columbus, Ohio.

Mr. Rettke: Are there any questions, concerns, comments?

Mr. Donovan: How many vehicles do you plan on having there at any given time? Will they always be inside while you're working on them?

Nathan Royal: No sir. We'll be doing hand car washing drive-thru and they will be doing small detailing, which is probably 3 to 4 hours tops, as far as how long a car will be there. It won't be no overnight customer cars there.

Ms. Darling: Where do they come in at? Where's your flow of traffic at?

Nathan Royal: It will be coming around the back side of the building. The space is on the very end of the facility. They'll be driving around the back and circling around.

Ms. Darling: So, they'll be coming off Baldwin then to come through the back?

Nathan Royal: They'll be coming off Baldwin, exactly, and then they'll be driving around the back side of the premises and then exiting out of the front.

Ms. Darling: What are your hours?

Nathan Royal: The hours will be from 9 to 6.

Ms. Darling: Every day?

Nathan Royal: Yes mam. Not Sundays.

Mr. Rettke: Approximately how many vehicles are you going to have inside there? I can't get a good grasp for how large this is.

Nathan Royal: It's a pull-thru operation. It's not a very big facility in size. We're talking 3 to 4 cars max at any given time.

Mr. Rettke: Can you address how you're going to drain the water and stuff that staff had concerns over.

Nathan Royal: It's actually two spaces. One space is already a two-bay door drive-thru facility and the other space is reception, office type, where you would be waiting at. The one space that has the two drive-thru doors it has 3 or 4 drains in it already.

Mr. Snowden: This has been a couple different things. There was a car wash previously to Mr. Royal's application. One of the car washes started, it might have even been operating without a permit at one point. I'd have to go back and look through my files. I believe that was correct. Some of that was going on right when I started. Other than the amount of time that's passed that's the reason why we're having Mr. Royal go through the process to get properly approved and why he and his real estate agent met with me and we tried to address all those concerns that the previous tenant had. I believe if I go back on my files it was originally constructed what they would call a brew-thru drive-thru type of operation. It wasn't specifically originally set up as a car wash. The reason why I'm asking the questions about the floor drains and the floor drains is something you would want to have in either one of the uses, but the automated car washes use a lot more water typically than the hand car wash operations. The board approved a special exception use permit for the Exquisite Auto Spa on Brice Road and that only had a handful of floor drains and there was never an issue there because there doing the majority of the work by hand rather than having a constant flow of water. That's really why I'm asking that question, but I believe it was originally constructed for drive-thru retail. Just to clarify with what Mr. Royal is saying, here's the drive-thru portion. It's this portion. You could stack several vehicles in here and then there's an office space in this area and that should be in your packet on the subsequent pages. I have a question for Mr. Royal. Is this a drop off type of operation? The questions I was asking about traffic really have to deal with a car wash where you have vehicles waiting that could back up. For example, let's say you're running an automated car wash and you're going in the back here, you might have one, two, three, four, five, you can count them, if enough vehicles

stand there, and it's a lot, if enough vehicles stand there they would back out in the public street. So, is this like I make an appointment with you and then it's Mr. Snowden at 8:00 and Mr. Smith at 8:30 or is it like I come in and I drop it off and then you all drive it through and handle it and call me when it's complete?

Nathan Royal: It's definitely appointment based. We'll take on drive ups if we're slow or as needed.

Mr. Snowden: But your primary is appointment?

Nathan Royal: Yes.

Mr. Snowden: If you're saying it's a 3 or 4 hour process are a lot of folks dropping a car off in the morning and picking it up from you in the afternoon?

Nathan Royal: Yes. We have parking spaces for those cars until they are being serviced.

Mr. Donovan: But there won't be any overnight?

Nathan Royal: No sir.

Pastor Linder: Are you and your staff driving the cars actually through or do they come around, operate the vehicle around there and go in themselves?

Nathan Royal: We'll be driving them ourselves.

Ms. Darling: Where they enter off Baldwin.

Mr. Snowden: I believe based on Mr. Royal's saying this is the exit. Correct?

Nathan Royal: If you're talking about the front side of the building?

Ms. Darling: Correct, but you're saying cars are going to pull in off Baldwin down this path and go through the back of the building. Is that correct?

Nathan Royal: That's one of the entry ways into the plaza there, so that would be one way that they could come in or they could come straight up through the parking lot and come around the back side.

Ms. Darling: My only concern is that is a high area of a bus drop off for a couple different schools between the hours of 2 and 4pm and you have a lot of parents who sit right there to get their kids from the bus stop, like vehicles. That would be my concern is all those cars trying to pull in there because I see that on a daily basis because I literally live right around the corner. So I see all these cars lined up in the parking lot where your vehicles could possibly go in there, so how are you going to be able to do that. Are you going to tell the customers to come from the other way from the main part off Livingston?

Nathan Royal: Yeah, there's another.

Ms. Darling: There's plenty of different ways in, yeah.

Nathan Royal: Like you said, if that becomes an issue then we'll have staff direct it. We'll have 5 to 6 staff members in there at all times.

Mr. Rettke: I've got to disagree with that. That's not his concern. That's the parents. That's a commercial retail facility. We can't keep him from operating a business because a bunch of parents want to pick kids up off the bus. If it's a safety issue the school needs to move that pick up location further down. You can't prohibit business because a bunch of parents want to pick up there. They don't have an easement for that necessarily. There's nothing documented that that land owner or that applicant has given them that right to do that.

Mr. Snowden: It's good to be sensitive to the fact that it's going on, but I agree with Mr. Rettke from the standpoint of the property owner could ask those folks to move somewhere else. They don't specifically have the right to be there just because the school bus is dropping off. Now one of the reasons why they've been sitting there is because that's got a huge parking lot and there's been nobody back there.

Ms. Darling: That's just the way it's been. I wasn't saying I was going to deny that by any means. I was just saying that that's what happens on a daily basis between those hours.

Mr. Snowden: I think we should be sensitive to it, but with the understanding that the property owner, E.V. Bishoff, and/or his tenant, if the folks, you see the posting right here, that it's private, if they want to ask those folks to move somewhere else they absolutely can. Just be aware of that. Ms. Darling, if I understand what you're saying, you're just simply saying, hey, be aware that this is going on.

Ms. Darling: Correct. Just be aware.

Mr. Rettke: Normally, in the course of business, people are going to MapQuest that address. It's probably going to take them off of Livingston most likely.

Ms. Darling: Most likely, yes.

Mr. Rettke: They're going to come through that way. They're probably going to have a harder time locating it, to be honest with you. What address does that have?

Ms. Darling: It has a Livingston address.

Mr. Snowden: The entire center is addressed off Livingston.

Mr. Rettke: That's probably going to be a concern for that developer. He might want to address that off Birchview, but then that encourages traffic off of Birchview.

Mr. Snowden: If the property owner wanted to readdress the properties off of Baldwin they would have that option. They could contact me and I would have to discuss it with our city engineer, but that option exists. I don't foresee it's going to be a huge problem. It's been this way for a number of years, but if they were to want to do that then Mr. Royal would need to contact me. That would not affect his special exception use permit, but if that's something that is determined to be preferable by the property owner, which is Mr. Royal or Mr. Howard or Mr. Bishoff or the property owner could just contact me and we can address it with our engineer.

Mr. Rettke: Any other questions, concerns, discussion? One thing I noticed, can you just restate your hours. Your application said 7:30 to 7:00, but you stated on record it was something different.

Nathan Royal: Since I've started the process I've gotten a business consultant as far as that kind of business is concerned. He just told me the hours would be a little better later at starting up.

Mr. Rettke: Ok. What was that again so I can make note of that?

Nathan Royal: 9 to 5.

Mr. Snowden: You said 9 to 6 initially.

Nathan Royal: I mean 9 to 6.

Mr. Snowden: With regard to the business hours how I normally look at that is if the applicant wants to change them they don't necessarily have to change their exception use permit unless they're going from an operation like this, if Mr. Royal comes to me and says well, I want to be open 24 hours now. We're going to treat that as something else. Now, where the line is there, I have to look at it on a case by case basis. What I would have to do is make a determination that he had changed the hours in a way that materially changed what he got approved for. He's not locked into those hours.

Mr. Rettke: Any other questions, concerns, comments? Just to clarify, this is just wash, detail, this isn't transmission service, fire repair, body work. We've had it happen before where they come in with one thing and it ends up being another. Not that I'm saying that neighborhoods not equipped for it, but I just don't know that that site, that structure, the way it's set up would be good for that.

Mr. Snowden: The only other auto use there that I might support in the future and I'm not saying that this is what Mr. Royal is doing because I don't believe that, but I might support tire sales there. I would not support oil, because the process is objectionable. It's too close to the residential and I definitely wouldn't support repairs or anything additional with that. The sales even, I would not support at this location. This is really kind of like the only thing I would really support. If somebody came with an application for that I'd certainly walk it

through the process, but don't expect me to be smiling. I don't think this applicant's intent is. I'm just telling you what my thought process is. We are close to residential and we want to be sensitive to that. On the other hand we've got a property that's got a drive-thru basically already built in to it. It's the job of the board to balance those two competing interests.

Mr. Rettke: Any other questions, concerns, comments?

RESULT:	APPROVED PENDING COUNCIL REVIEW [UNANIMOUS]
MOVER:	Anthony Rettke, Chairman
SECONDER:	April Darling, Board Member
AYES:	Rettke, Linder, Donovan, Darling, Armstead

F. ADJOURNMENT

Mr. Rettke adjourned at 7:22 pm.

Chairman

Planning and Zoning Administrator

Minutes Acceptance: Minutes of Jan 18, 2018 6:30 PM (APPROVAL OF MINUTES)

Board of Zoning and Building Appeals**Eric Snowden****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6829 Phone****MOTION REQUEST**

DATE: March 15, 2018**TO: Board of Zoning and Building Appeals****RE: Rules of the Reynoldsburg BZBA**

Approval:

Brad McCloud	Skipped Jed Hood	Stephen Cicak
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See attached documentation.

Rules of the Reynoldsburg Board of Zoning and Building Appeals

The Reynoldsburg Board of Zoning and Building Appeals, in order to carry out the general powers conferred upon it by the Ohio Revised Code and the City of Reynoldsburg's Charter and Codified Ordinances, does hereby adopt the following rules to govern its proceedings:

ARTICLE I AUTHORIZATION

Section 1.1 - The authorization for the establishment of Reynoldsburg Board of Zoning and Building Appeals is set forth in Article VII, Section 7.02 of the City Charter.

ARTICLE II MEMBERSHIP

Section 2.1 - The entire membership shall be the same as that provided for in Article VII, Section 7.02 of the City Charter.

ARTICLE III OFFICERS AND THEIR DUTIES

Section 3.1 Officers – The officers of the Board of Zoning and Building Appeals shall consist of a Chairman, a Vice-Chairman, and a Secretary.

Section 3.2 Chairman – The Chairman, shall preside at all meetings of the Board. He shall call special meetings of the Board when required. The Chairman may appoint committees or sub-committees comprised of Board members and others whenever he feels that such committees can further the work of the Board. The Chairman shall act as spokesman for the Board, and shall have such other duties as are normally conferred on such officers by parliamentary procedure. Unless otherwise restricted by the Planning & Zoning Code or Charter, the chairman shall have a vote on all matters before the Board. The Chairman shall sign all documents of the Board and see that all actions are properly carried out.

Section 3.3 Vice-Chairman – The Vice Chairman shall serve as Chairman during the temporary absence or disability of the Chairman, and shall upon those occasions be vested with the full authority attendant to the position of the Chairman.

Section 3.3 Secretary – The Secretary shall be elected by the Board from within or without the membership. A Secretary elected from without the membership of the Board shall not have a vote. The Secretary shall keep the minutes of all meetings of the Board in an appropriate location. The Secretary shall also give or serve all notices required by law or by the rules of the Board and prepare the agenda for all meetings of the Board. He shall be custodian of Board records and shall inform the Board of correspondence relating to business of the Board. The Secretary shall attend to such correspondence as required by the Chairman and handle funds allocated to the Board in accordance with its directives, the law, and City regulations.

ARTICLE IV ELECTION OF OFFICERS

Section 4.1 - At an annual organization meeting, which shall be the first regular meeting in January, the Board shall elect a Chairman, Vice-Chairman, and Secretary. Nominations shall be made from the floor, and the candidate receiving a majority vote of the voting membership shall be declared elected

and shall take office at the close of the meeting. The officers shall be elected for a period of one (1) year, shall be eligible for re-election, and shall serve until their successors take office. Vacancies in office shall be filled immediately by regular election procedure.

ARTICLE V MEETINGS

Section 5.1 - Regular meetings shall be held at 6:30 P.M., on the third (3rd) Thursday of each month.

Section 5.2 - Special meetings may be called by the Chairman or Vice-Chairman at the request of three (3) voting members to act on those matters necessary and germane to the duties of the Board, in accordance with the Ohio Revised Code.

Section 5.3 Quorum – A quorum shall be necessary at any regular or special meeting in order for the Board to take official action or carry on its business. A quorum shall consist of a majority of Board members. Each member of the Board of Zoning and Building Appeals who has knowledge of the fact that he will not be able to attend a scheduled meeting shall notify the Planning & Zoning Administrator or Secretary at the Municipal Building at the earliest possible opportunity and, in any event, prior to 5:00 p.m. on the date of the meeting. The Planning & Zoning Administrator or Secretary shall notify the Chairman in the event that the projected absences will produce a lack of quorum.

~~Section 5.4 – Action of the Board on any application properly brought before it shall be effective only when the matter being considered by the Board receives at least three (3) votes on the prevailing side. Questions on procedure shall be decided by a voice vote in the usual manner.~~

Section 5.54 Parliamentary Process – Unless otherwise specified herein, Robert’s “Rules of Order”, as filed in the Clerk of Council’s Office, shall govern the proceedings at the meetings of the Board.

Section 5.65 Designation of Voting Order – Votes of the Board will be by verbal vote and the order of voting will rotate in sequential alphabetical order. The Chairman shall always vote last.

Section 5.76 Reconsideration – Reconsideration of any decision of the Board may be had when the interested party for such reconsideration makes a satisfactory showing to the chairman that without fault on the part of such party, essential facts were not brought to the attention of the Board.

Section 5.87 Conflicts of Interest – Any member of the Board who feels that he has a conflict of interest on any matter that is on the Board’s agenda shall voluntarily excuse himself and refrain from discussing and voting on said items as a Board member.

ARTICLE VI AGENDAS & ADMINISTRATIVE PROCEDURES

Section 6.1 Open Meetings and Records – All proceedings and records of the Board shall be open to the public in accordance with the City Charter, Codified Ordinances and the Ohio Revised Code. All maps, plats, and other matters required by law to be filed with the Board shall be filed in the office of the Planning & Zoning Administrator or Clerk of Council as required by the Planning & Zoning Code.

Section 6.2 – Deadline for Application – The deadline for filing applications for placement on the agenda shall be thirty (30) days prior to any given meeting of the Board unless otherwise stated by the Planning & Zoning Code. Requests for continuance of matters scheduled for a particular agenda shall be filed with the Planning & Zoning Administrator or Secretary by noon on the Thursday prior to the Thursday of the meeting so the printed agenda will reflect the required continuance.

Section 6.3 – Agenda - The Secretary, under the guidance of the Board’s Chairman, and with the assistance of the Vice Chairman, shall prepare the agenda for the regular and special meetings. Agendas for regular meetings shall be prepared at least seven (7) days in advance of each regular meeting. Board members shall be provided an agenda, a copy of each application and all related exhibits and materials, and a report from Staff at least seven (7) days in advance of each regular meeting.

ARTICLE VII ORDER OF BUSINESS

Section 7.1 Agenda Order – The order of business at the regular meetings of the Board shall be as follows:

- A. Call to Order
 - 1. Roll Call
 - 2. Approval of Minutes
 - 3. Approval of Agenda
 - 4. Public Comment
- B. Unfinished Business
- C. New Business
- D. Other Business
- E. Adjournment

Section 7.2 Presentation Order – The following procedure will normally be observed; however, it may be rearranged by the Chairman for individual items if necessary for the expeditious conduct of business:

- A. Staff presents report and makes recommendation.
- B. Applicants make presentation.
- C. Any opponents make presentations.
- D. Applicant makes rebuttal presentation of any points not previously covered.
- E. Board members ask any remaining questions they may have for the proponents, opponents, or staff, and then take a vote.

ARTICLE VIII AMENDING THE RULES OF THE BOARD

Section 8.1 Changes to these rules may be proposed and discussed at any regular meeting. At the next regular meeting, the proposed amendments will be eligible for adoption. The adopted rules will supersede any and all other rules and take effect immediately.

CHAIRMAN

VICE-CHAIRMAN

ADOPTED (Date)

Board of Zoning and Building Appeals

**Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone**

MOTION REQUEST

DATE: March 15, 2018
TO: Board of Zoning and Building Appeals
RE: 1550 Brice Rd; Application # 2018-0002; Applicant: Jeanne M. Cabral, Architect; Variance

Approval:

Brad McCloud	Jed Hood	Stephen Cicak
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See attached documentation.



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

Section 1139
BOARD OF ZONING & BUILDING APPEALS
APPLICATION

Application #: _____
Permit #: 2018-0002
Date Submitted: 2/2/18
Fee Amount: \$450.00
☒ Paid: 158

I. PROPERTY INFORMATION

Property Address:

1550 BRICE ROAD

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):

AMBOTT INVESTMENT LIMITED - David Ott

Contact Email:

ottdav73@gmail.com

Contact Phone Number:

614-286-4138

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:

Ambott Investment Limited

Contact Name:

David Ott

Contact Phone Number:

614-286-4138

Contact Email:

ottdav73@gmail.com

Description of Use:

Change of use of single family home to office.

IV. APPLICANT INFORMATION

Applicant Name:

Jeanne M. Cabral, Architect

Applicant Address

2939 Bexley Park Road Columbus, OH 43209

Applicant Phone Number:

614-239-9484

Applicant Email:

jeannecabral@aol.com



Property Owner



Business Owner/Tenant



Contractor



Architect/Engineer

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLY:

Variance (☒ Non-Residential (\$450) / ☐ Residential (\$100)): _____

Variance requests 1175.08, 1179.04(b)(2), 1179.04(b)(4), 1179.04(c), 1180.10(b) and 1180.11(b) to allow three parking spaces and maneuvering pavement to the south of the building and to reduce the required height of screening to allow for safety concerning vision clearances.

☐ Special Exception Use Permit (\$350): _____

☐ Other: _____

Applicant shall submit **ten (10) copies** of application and materials to the Planning & Zoning Administrator. Please review the attached sections of the Zoning Code and note the items you are responsible for submitting with this application.

Applicant Signature: _____

Date: 2-1-18

*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. *

Additional Notes:

****OFFICE USE ONLY****

Zoning Information

Zoning District: NC

☐ Historic District

☐ CC Overlay

Add'l Approvals Req'd

☐ Planning Commission

☐ DRB

BZBA Meeting

Date: 3/15/18

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

City Council Meeting

Date: _____

☐ No Action Taken

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Denied

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Jeanne Cabral Architects

2939 Bexley Park Road
Columbus, OH 43209-2236
614-239-9484
614-537-2654 Cell
614-754-5113 Fax
e-mail: jeannecabral@aol.com

Applicant: Jeanne Cabral

**AMBOTT INVESTMENT OFFICE
1550 BRICE ROAD
REYNOLDSBURG, OH 43068
PARCEL 060-001322**

2-1-2018

Statement of Hardship

The subject property is currently zoned NC(NON-CONFORMING), GENERAL INDUSTRY and it is located at 1550 Brice Road Reynoldsburg, OH 43068 (Parcel number: 060-001322) located in City of Reynoldsburg, Franklin County.

This is an existing residential property with a single family house. The applicant is requesting several variances for a parking area for three cars as the house will be converted to use as general office space. The applicant seeks the following variances from the City of Reynoldsburg Zoning Code):

1. 1175.08

The existing site is zoned NC Non-Conforming use which will be retained. The applicant seeks a variance from the requirement under 1175.08 that decreases the allowable setback abutting a residential property from 25' to 5' for the pavement for the parking. Further, the variance request includes reducing the requirement that screening be a minimum of 6 ft in height to 2 ft. to allow for assured vision clearance for cars exiting both this property and the residential property to the east.

The grassy area to the north of the building has a deep swale draining to a storm inlet and is not suitable for parking. Parking directly to the east of the building would bring motor activity and car parking closer to the walls of the residence next door and more likely disturb the neighbor. Parking to the west of the building would front on Brice Road which is not desirable from a planning point of view as well as obstructing vision clearance for cars exiting from Retton Road onto Brice Road.

There will be three parking spaces which is a small number of vehicle spaces proposed.

There are other former houses of similar size along Brice Road used as offices. This will be one of many used as offices.

If unsuccessful in this variance request, the applicant will not be able to use the property for any purpose as residential use is not allowed.

2. 1179.04 (b)(2)

Applicant requests a variance to decrease the 5 ft. setback for parking along a public right-of-way to 0 ft. The only place on the site suitable for parking is to the south of the building is along Retton Road. The parking spaces will set back 26 ft from the edge of the street pavement in order to allow for on-site maneuvering for the cars to exit the property going forward rather than backing on to the street.

The hardship is the fact that there is nowhere else on the property that is physically feasible have parking spaces and nowhere else that minimally impacts the residential neighbor to the east.

3. 1179.04 (b)(4)

Applicant requests a variance to allow parking in the frontage along Retton Road. The only place on the site suitable for parking is to the south of the building is along Retton Road. The parking spaces will set back 26 ft from the edge of the street pavement in order to allow for on-site maneuvering for the cars to exit the property going forward rather than backing on to the street. This proposed parking area will keep the cars back from the other frontage along Brice Road.

The hardship is the fact that there is nowhere else on the property that is physically feasible have parking spaces and nowhere else that minimally impacts the residential neighbor to the east.

4. 1179.04 (c)

Applicant requests a variance to reduce the height of the screening from 6 ft. to 2 ft. in order to allow for assured vision clearance for vehicles entering and exiting the parking as well as for the residential neighbor to the east to safely enter and exit their property.

The hardship is the fact that there is nowhere else on the property that is physically feasible have parking spaces and nowhere else that minimally impacts the residential neighbor to the east. Lower screening will be a big factor in safety for drivers and pedestrians.

5. 1180.10 (b)(1)

Applicant requests a variance to reduce the height of the screening from 6 ft. to 2 ft. in order to allow for assured vision clearance for vehicles entering and exiting the parking as well as for the residential neighbor to the east to safely enter and exit their property.

Applicant requests that the buffer zone between the residential neighbor to the east and this property to be reduced from 15 ft. to 5 ft. Per the site plan, the first parking space will be 10 ft. from the property line.

The hardship is the fact that there is nowhere else on the property that is physically feasible have parking spaces and nowhere else that minimally impacts the residential neighbor to the east. Lower screening will be a big factor in safety for drivers and pedestrians.

6. 1180.10 (b)

Applicant requests a variance to reduce the height of the screening from 6 ft. to 2 ft. in order to allow for assured vision clearance for vehicles entering and exiting the parking as well as for the residential neighbor to the east to safely enter and exit their property.

Applicant requests that the buffer zone between the residential neighbor to the east and this property to be reduced from 15 ft. to 5 ft. Per the site plan, the first parking space will be 10 ft. from the property line.

The hardship is the fact that there is nowhere else on the property that is physically feasible have parking spaces and nowhere else that minimally impacts the residential neighbor to the east. Lower screening will be a big factor in safety for drivers and pedestrians.

7. 917.01

Applicant requests a variance from the requirement that the driveway approaches, curbcut, and driveway specifications meet all current City Engineer's plans R-12 dated Nov. 2014. Retton Road does not have a sidewalk nor a curb. None are proposed with this site modification in order to keep the character of the side street. The approach to the proposed parking does not allow a radius of 20 ft. in order to have on-site maneuvering of cars into the parking spaces and to have the ability to turn the car onsite to exit.

The hardship is that is not enough suitable open area to have a parking area without extensive land modification, and without entering/exiting onto Brice Road.

The applicant respectfully requests all of the hardship variance above for the aforementioned reasons. In summary, these variance requests:

- affect the ability to use the building in any capacity whatsoever. Residential use is not allowed. General office is the most minimally impactful type of use that could be proposed.
- are necessary for the applicant to have the ability retain ownership and use the building for investment purposes.
- lessen the impact on the neighbors by locating the parking as far as possible from the neighbor and do not clutter the front yard along Brice Road with cars.

- Brings much needed improvements to a long neglected property.
- utilizes the property in effectively the same manner as many other former houses along Brice Road and does not greatly increase impervious surface in the area.

For all the reasoning mentioned, the applicant seeks a hardship variance from the section mentioned, allowing the applicant to have full use of the subject property as an office.

TRANSFERRED

OCT 17 2017

CLARENCE E. MINGO II
AUDITOR
FRANKLIN COUNTY, OH

23472

Conveyance	5900
Mandatory	5900
Permissive	MC
CLARENCE E. MINGO II FRANKLIN COUNTY AUDITOR	

GENERAL WARRANTY DEED

20170410G

KNOW ALL MEN BY THESE PRESENTS THAT WHITEROCK CAPITAL LLC, an Ohio limited liability company ("Grantor"), for valuable consideration paid, grants, with general warranty covenants, to AMBOTT INVESTMENT LIMITED, an Ohio limited liability company ("Grantee"), whose tax mailing address is

5244 Monticello Hall Dr., Columbus, OH 43221
the following property:

Situated in the State of Ohio, County of Franklin and in the City of Reynoldsburg, and bounded and described as follows:

Being the west one-half of Lot Number Seventeen (17) and the west one-half of Lot Number Eighteen (18) of Brice Estates No. 2 Addition, as the same are numbered and delineated upon the recorded plat thereof, of record in Plat Book 24, page 93, Recorder's Office, Franklin County, Ohio.

Parcel No. 060-001322-00
Prior Instrument: 201710030138154
Property Address: 1550 Brice Road, Reynoldsburg, OH 43068

N-055-E
ALL OF
(060)
001322

TO HAVE AND TO HOLD the above premises, with the appurtenances thereunto belonging, unto the said Grantee, its successors and assigns forever.

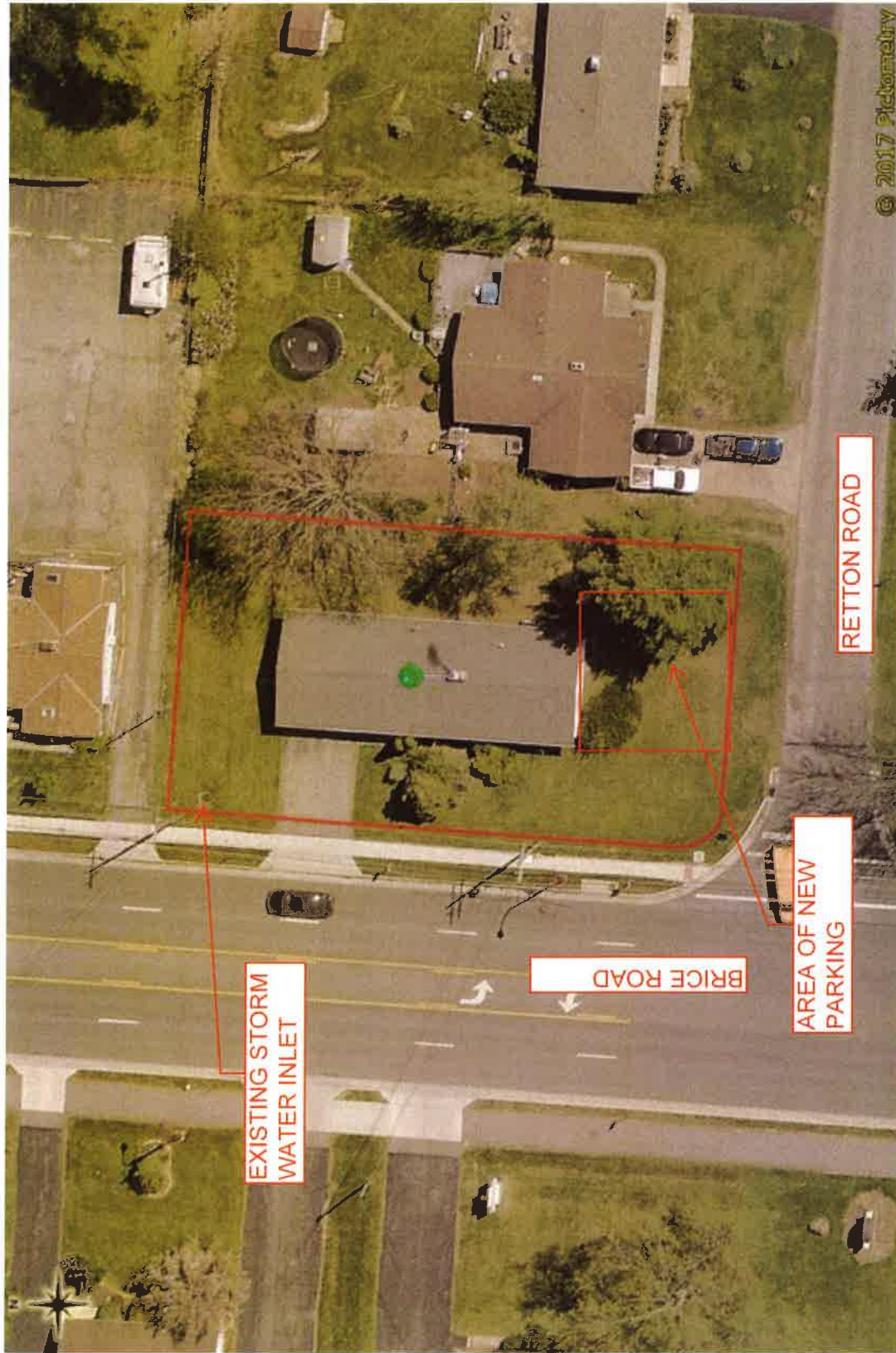
AND THE SAID GRANTOR, for itself and its heirs and assigns, hereby covenants with the said Grantee, its successors and assigns, that said Grantor is well seized of the same in **FEE SIMPLE**, and has good right and full power to bargain, sell and convey the same in the manner of aforesaid, and that the same is **free from all encumbrances whatsoever**, except restrictions, conditions, reservations, and easements of record, zoning ordinances, if any, and taxes and assessments prorated to the date of transfer, and that it will **Warrant and Defend** said premises, with the appurtenances thereunto belonging, to the said Grantee, its successors and assigns, against all lawful claims and demands whatsoever.



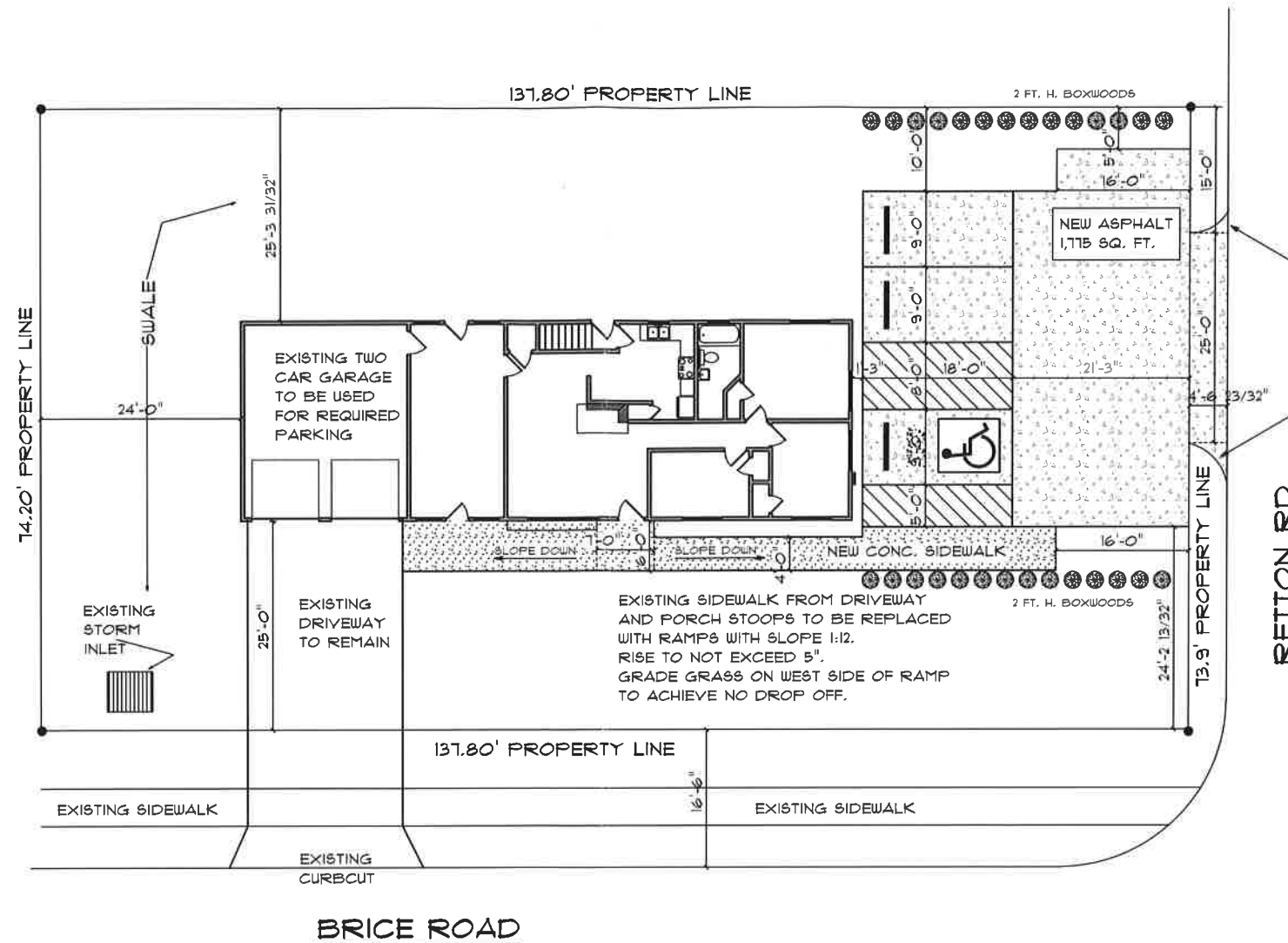
Attachment: Variance Case #2018-0002 - 1550 Brice Road (App# 2018-0002, 1550 BRICE RD, CABRAL)

1550 BRICE RD.

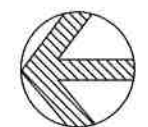
1-2-18
JEANNE CABRAL ARCHITECTS
614-239-9484



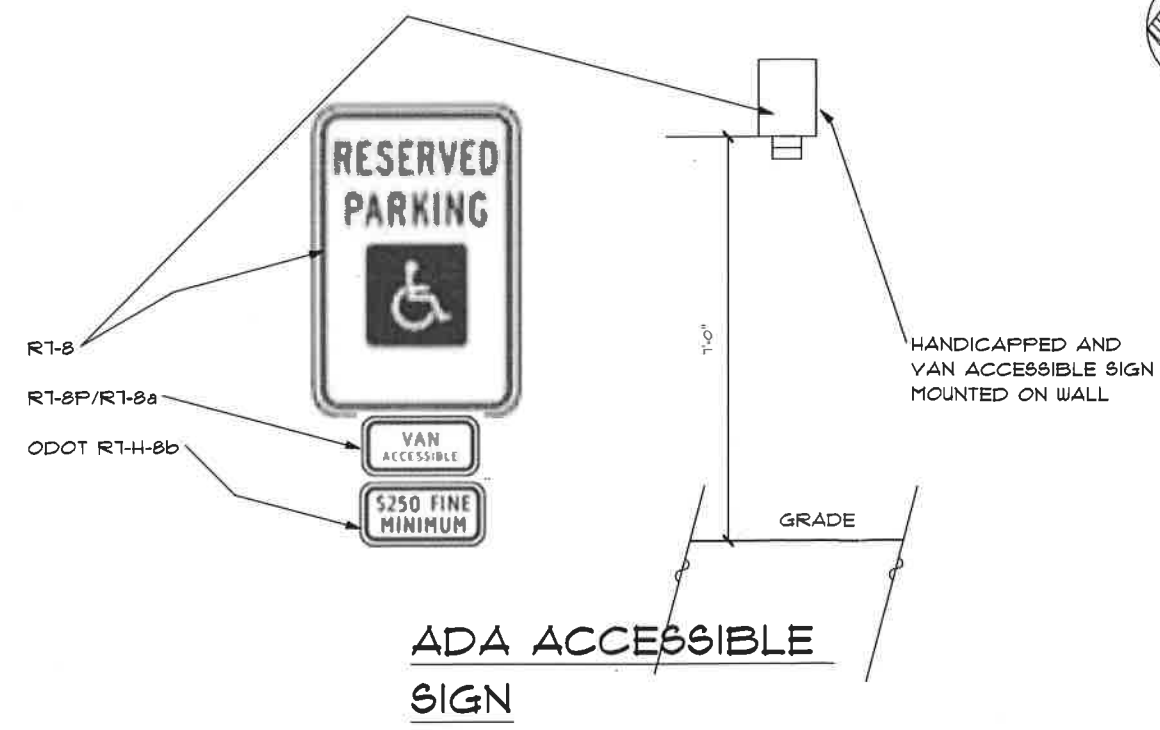




THERE IS NO CURB OR SIDEWALK ALONG RETTON ROAD. NO CURB OR SIDEWALK IS PROPOSED. DUE TO THE SETBACK NEEDED FOR THE MANUEVERING ROOM, THE SITE CANNOT MEET DRAWING R-12 REQUIREMENTS FOR A 20 FT. RADIUS. THIS PROPOSED RADIUS IS 1 FT. ALL NEW PARKING SURFACE WILL BE ASPHALT. NEW SIDEWALK TO HOUSE WILL BE CONCRETE.



SITE PLAN
1" = 20'-0"



PARKING

USE GROUP	SQ. FT.	PKG RATIO	PARKING
OFFICE	1,200	1:250	
REQUIRED PARKING			5
PROVIDED PARKING			5
HANDICAPPED PKG		1 PER 20 SPACES	1 OF THE 5

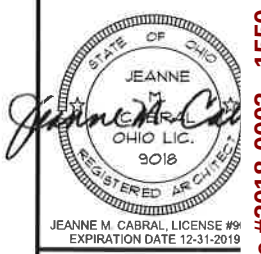
Copyright © 2018 Jeanne M. Cabral
All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Jeanne M. Cabral.

JEANNE CABRAL
ARCHITECT

2939 Bexley Park Road
Columbus, OH 43209-2236
Office (614) 239-9484
Fax (614) 754-5113
Cell (614) 537-2654
e-mail: jeannecabral@aol.com

AMBOTT INVESTMENTS
PARCEL 060-
1550 BRICE ROAD

These drawings are not to be submitted for permits without the Architect's seal.



DATED: 2-1-18

JOB NUMBER: CM.761

SITE PLAN
PARKING CHAR
HC PARKING SIGN

Board of Zoning and Building Appeals

**Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone**

MOTION REQUEST

DATE: March 15, 2018
TO: Board of Zoning and Building Appeals
RE: 1905-1929 Baltimore-Reynoldsburg Rd; Application # 2018-0003;
Applicant: Jeanne M. Cabral, Architect; Variance

Approval:

Brad McCloud	Jed Hood	Stephen Cicak
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See attached documentation.



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

Application #: 2018-0003

Date Submitted: 2/9/18

Fee Amount: \$450.00

☒ Paid: 2592

Section 1139
BOARD OF ZONING & BUILDING APPEALS
APPLICATION

I. PROPERTY INFORMATION

Property Address:

1905-1929 BALTIMORE-REYNOLDSBURG ROAD

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):

Kent McBride, Tr

Contact Email:

joepolis@polis-simon.com

Contact Phone Number:

614-846-4100 x.12

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:

Contact Name:

Contact Phone Number:

Contact Email:

Description of Use:

IV. APPLICANT INFORMATION

Applicant Name:

Jeanne M. Cabral, Architect

Applicant Address

2939 Bexley Park Road Columbus, OH 43209

Applicant Phone Number:

614-239-9484

Applicant Email:

jeannecabral@aol.com

☐ Property Owner

☐ Business Owner/Tenant

☐ Contractor

☒ Architect/Engineer

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLY:

Variance (☒ Non-Residential (\$450) / ☐ Residential (\$100)): _____

Variance request for reduction in required parking spaces to allow for flexible uses of spaces within
existing shopping center. Sec. 1179.03 + Table 1179

☐ Special Exception Use Permit (\$350): _____

☐ Other: _____

Applicant shall submit **ten (10) copies** of application and materials to the Planning & Zoning Administrator. Please review the attached sections of the Zoning Code and note the items you are responsible for submitting with this application.

Applicant Signature: Jeanne Cabral

Date: 2-8-18

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.

Additional Notes:

****OFFICE USE ONLY****

Zoning Information

Zoning District: CC

☐ Historic District

☐ CC Overlay

Add'l Approvals Req'd

☐ Planning Commission

☐ DRB

BZBA Meeting

Date: 3/15/18

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

City Council Meeting

Date: _____

☐ No Action Taken

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Denied

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Eric Snowden

From: jeannecabral@aol.com
Sent: Friday, February 09, 2018 7:22 PM
To: Eric Snowden
Subject: Fwd: RE: 1909-1929 State Route 256

Jeanne M. Cabral, RA, NCARB
Jeanne Cabral Architects
2939 Bexley Park Road
Columbus, OH 43209-2236
614-239-9484 Office
614-537-2654 Cell
614-754-5113 Fax
jeannecabral@aol.com
www.jeannecabral.com
*Registered in Ohio, Colorado
and Pennsylvania*

From: joepolis@polis-simon.com
To: jeannecabral@aol.com
Sent: 2/8/2018 11:56:56 AM Eastern Standard Time
Subject: RE: 1909-1929 State Route 256

Jeanne

I am in town. I authorize you to sign the application on my behalf. Please confirm the amount and I will send you a check.

Thanks for your help.

JoeP

Joe Polis

Polis & Simon, Inc., Realtors

Attachment: Variance Case #2018-0003 - 1905 Balt-Reyn Rd. (App# 2018-0003, 1905-1929 BALTIMORE-REYNOLDSBURG RD, CABRAL)



SPACE	SQ. FT.	RATIO	SPACES
A - SCALI RESTAURANT	3,360 SF	1:100	34
B - EL FOGONCITO (NEW)	1,120 SF	1:100	12
C - EL FOGONCITO (EXIST)	1,120 SF	1:100	12
D - LIBERTY TAX PREP	1,120 SF	1:200	6
E - CAPITAL CITY COMIC BOOKS	2,240 SF	1:200	12
F & G - ANNAPURNA GROCERY	2,240 SF	1:300	8
H - RESTAURANT	3,360 SF	1:100	34
I - ENCHANTING IMAGES HAIR SALON	1,120 SF	1:200	6
J - CALLANDER DRY CLEANER	2,512 SF	1:200	13
TOTAL REQ.			137

Google earth

feet
meters

200

JEANNE CABRAL, ARCHITECT
614-239-9484
7-8-18

EXISTING PARKING SPACES - 102
19,032 SQ. FT. TOTAL
060-004109
1909 BALTIMORE-REYNOLDSBURG RD.
REYNOLDSBURG, OH 43068

Attachment: Variance Case #2018-0003 - 1905 Balt-Reyn Rd. (App# 2018-0003, 1905-1929 BALTIMORE-REYNOLDSBURG RD, CABRAL)

Jeanne Cabral Architects

2939 Bexley Park Road
Columbus, OH 43209-2236
614-239-9484
614-537-2654 Cell
614-754-5113 Fax
e-mail: jeannecabral@aol.com

VARIANCE NARRATIVE

2-8-18

SHOPPING CENTER

PARCEL 060-004109

**1905-1907 BALTIMORE-REYNOLDSBURG RD.
REYNOLDSBURG, OH 43068**

ZONING

Current Zoning is CC- Community Commerce

Shopping center was built in 1989.

Historically, the site has been under parked based on current Reynoldsburg Zoning Code.

CURRENT USES

This is an existing mixed use shopping center with various businesses.
The square footage of the center is 19,032 square feet.

Current Business Use Groups are:

Type of Business	Square Feet	Parking Ratio	Required Parking
Restaurants	9,800 SF	1:100	98
Dry Cleaner			
Retail Stores			
Beauty Salon			
Business services:	5,872 SF	1:200	30
Grocery	2,240 SF	1:300	8
TOTAL REQUIRED PARKING			136

There are currently 102 parking spaces on the center's lot.

VARIANCES REQUESTED

Variances requested are for a reduction in parking.

1. 1179.02 GENERAL REQUIREMENTS (a) and (b)
 - a. One of the existing restaurants that is now 1,120 SF wants to expand into an additional 1,120 SF. The previous use was Restaurant which required 12 spaces. The new use (Restaurant) also requires 12 spaces. Therefore, there is not an increase in parking demand.
 - b. There is no additional land to place parking. However 4 more spaces can be striped in the large area to the west.

The hardship is that the current parking requirement and current number of parking spaces are not being changed. Parking is currently laid out as to give a large number of parking spaces to the existing restaurant on the west

2. 1179.03 REQUIRED PARKING AND LOADING SPACES
 - a. Per Table 1179, required spaces based on uses is 136. Current number of spaces is 102. Some paving can be striped to have four more parking spaces for a total of 106.
 - b. Variance is requested to reduce the number of required spaces of the entire shopping center to 106.

The hardship is that it is a viable center with a need to retain tenants. Granting of these variances does not harm surrounding properties. Also, it will help this property stay within the concerns and desires of the Reynoldsburg Zoning Department and continue to be an asset to the City of Reynoldsburg.

Board of Zoning and Building Appeals**Andrew Bowsher****7232 E. Main Street****Reynoldsburg OHIO 43068****614-322-6831 Phone****MOTION REQUEST**

DATE: March 15, 2018**TO: Board of Zoning and Building Appeals****RE: 1907-1909 Baltimore-Reynoldsburg Rd; Application # 2018-0002;
Applicant: Jeanne M. Cabral, Architect; Special Exception Use
Permit**

Approval:

Brad McCloud

Jed Hood

Stephen Cicak

See attached documentation.



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

Application #: 2018-0002

Date Submitted: 2/9/18

Fee Amount: \$350.00

☒ Paid: 1164

Section 1139
BOARD OF ZONING & BUILDING APPEALS
APPLICATION

I. PROPERTY INFORMATION

Property Address:

1907-1909 BALTIMORE-REYNOLDSBURG ROAD

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):

Kent McBride, Tr

Contact Email:

joepolis@polis-simon.com

Contact Phone Number:

614-846-4100 x.12

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:

El Fogoncito

Contact Name:

Angelica Gamino

Contact Phone Number:

614-733-1621

Contact Email:

ann.gamino95@gmail.com

Description of Use:

Restaurant expansion into space 1907 (currently in 1909)

IV. APPLICANT INFORMATION

Applicant Name:

Jeanne M. Cabral, Architect

Applicant Address

2939 Bexley Park Road Columbus, OH 43209

Applicant Phone Number:

614-239-9484

Applicant Email:

jeannecabral@aol.com

☐ Property Owner

☐ Business Owner/Tenant

☐ Contractor

☒ Architect/Engineer

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLY:

Variance (☐ Non-Residential (\$450) / ☐ Residential (\$100)):

☒ Special Exception Use Permit (\$350): Expansion of restaurant

Eat & Drinking

☐ Other:

Applicant shall submit **ten (10) copies** of application and materials to the Planning & Zoning Administrator. Please review the attached sections of the Zoning Code and note the items you are responsible for submitting with this application.

Applicant Signature: Jeanne Cabral

Date: 2-8-18

*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: CC

☐ Historic District

☐ CC Overlay

Add'l Approvals Req'd

☐ Planning Commission

☐ DRB

BZBA Meeting
Date: 3/15/18

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

City Council Meeting
Date:

☐ No Action Taken

☐ Approved as Submitted

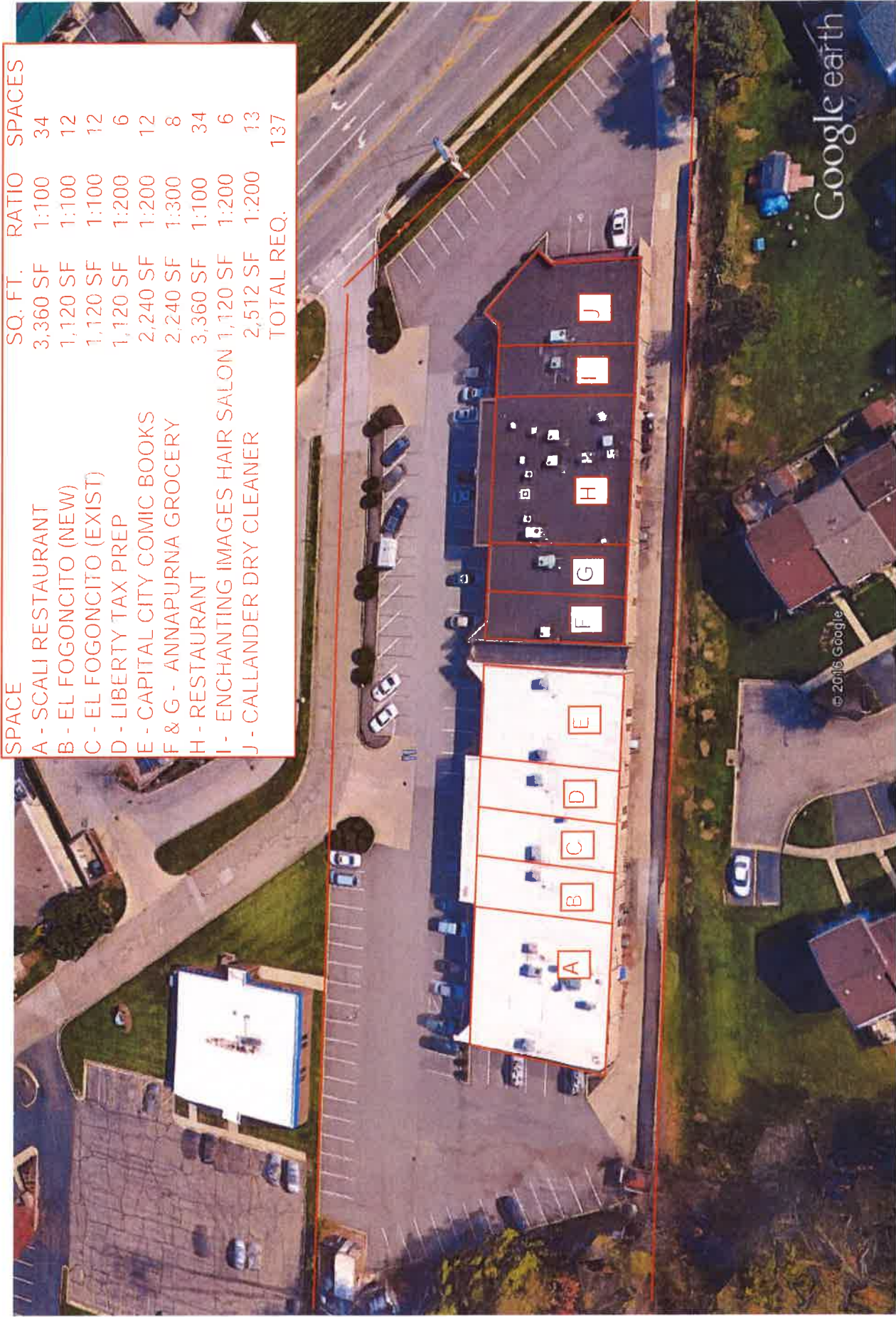
☐ Approved w/ Conditions

☐ Denied

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Attachment: SEUP Case #2018-0002 - 1907 Balt-Reyn rd. (App# 2018-0002, 1907-1909 BALTIMORE-REYNOLDSBURG RD, CABRAL)



SPACE	SQ. FT.	RATIO	SPACES
A - SCALI RESTAURANT	3,360 SF	1:100	34
B - EL FOGONCITO (NEW)	1,120 SF	1:100	12
C - EL FOGONCITO (EXIST)	1,120 SF	1:100	12
D - LIBERTY TAX PREP	1,120 SF	1:200	6
E - CAPITAL CITY COMIC BOOKS	2,240 SF	1:200	12
F & G - ANNAPURNA GROCERY	2,240 SF	1:300	8
H - RESTAURANT	3,360 SF	1:100	34
I - ENCHANTING IMAGES HAIR SALON	1,120 SF	1:200	6
J - CALLANDER DRY CLEANER	2,512 SF	1:200	13
TOTAL REQ.			137

Google earth

feet
meters

200
80

EXISTING PARKING SPACES - 102
19,032 SQ. FT. TOTAL

060-004109
1909 BALTIMORE-REYNOLDSBURG RD.
REYNOLDSBURG OH 43068

JEANNE CABRAL, ARCHITECT
614-239-9484
2-8-18

Attachment: SEUP Case #2018-0002 - 1907 Balt-Reyn rd. (App# 2018-0002, 1907-1909 BALTIMORE-REYNOLDSBURG RD, CABRAL)



Jeanne Cabral Architects

2939 Bexley Park Road
Columbus, OH 43209-2236
614-239-9484
614-537-2654 Cell
614-754-5113 Fax
e-mail: jeannecabral@aol.com

EL FOGONCITO RESTAURANT

PARCEL 060-004109

1905-1907 BALTIMORE-REYNOLDSBURG RD.

REYNOLDSBURG, OH 43068

2-8-18

ACTIVITIES PROPOSED

Existing restaurant (1,120 SF) to be expanded into adjacent space of 1,120 SF for a total of 2,240 SF. Previous use of vacant space was a restaurant. Food is fast, casual Mexican dine-in and carryout.

Existing kitchen in Space 1909 to be enlarged. New side (Space 1905) is currently split in two parts from front to back. The existing wall will remain and creates a dining space in the front of 553 SF. The back portion of the new space is 589 SF and will be used for storage and a new walk-in cooler. The restaurant owners have a food truck and some foods will be delivered to this restaurant for later delivery to the truck or the truck will pick them up. The existing dining space in the original side has been reduced from 360 SF to 255 SF.

The total dining space is 808 SF which is less than half of the total space. See attached floor plan. Seating is to be 49 or less WHICH IS THE SAME AS IT IS NOW. NO INCREASE IN OCCUPANT LOAD.

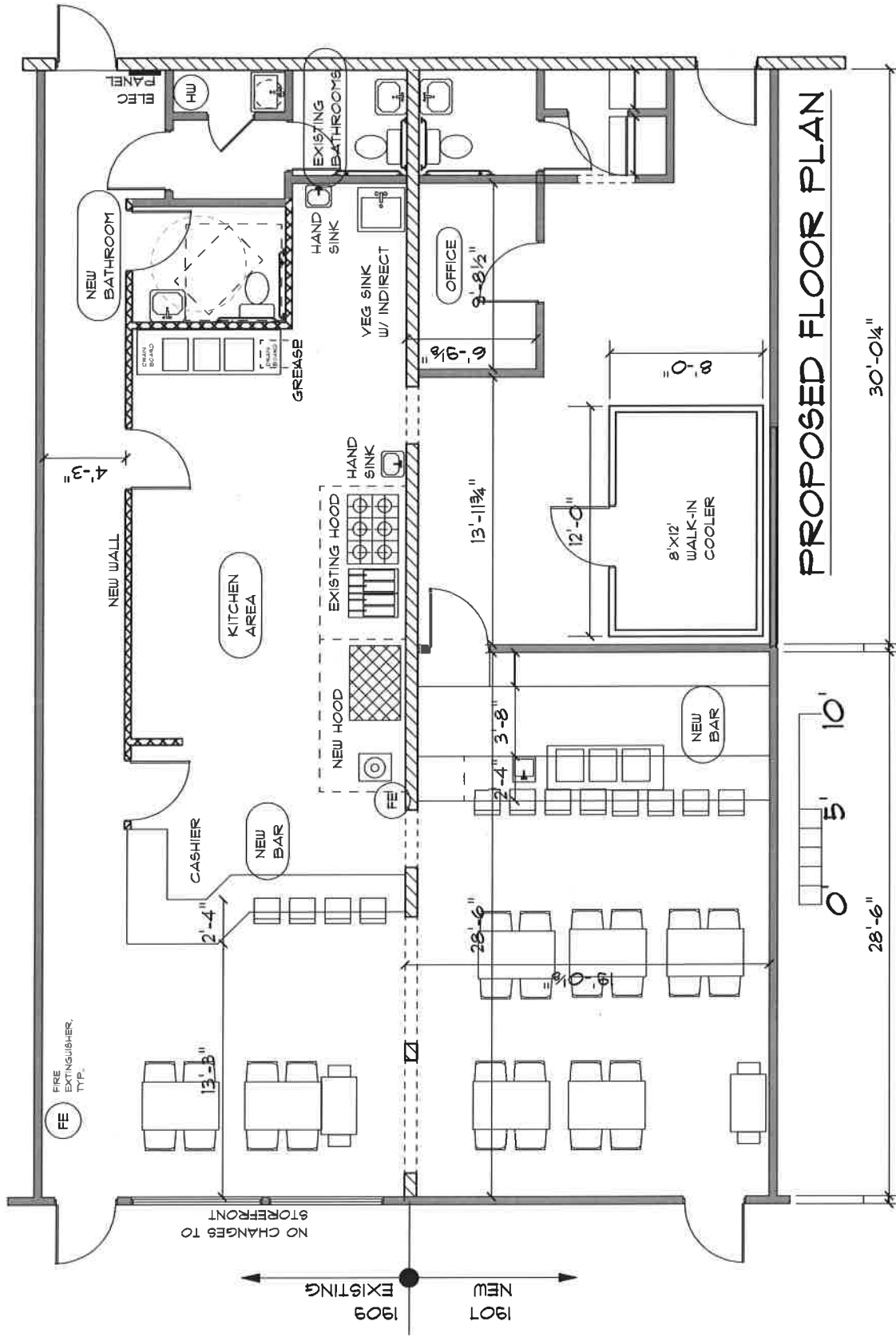
Hours of operation to be 11 AM to 9 PM Monday through Thursday and 11AM to 10 PM on Friday and Saturday and 11 AM to 8 PM on Sunday. Number of employees to be approximately 6 at the most. There are currently 102 parking spaces on the center's lot.

Deliveries consist of a twice weekly delivery of food. Random deliveries may occur on a once a week basis such as paper or office products.

Entry to the building is in the same location. One of the two front entrances will be used for entry but both can be used for exiting.

COMPATIBILITY WITH ADJACENT BUSINESSES

This is a mixed use shopping center with various businesses. Restaurants are compatible with the center as well as adjacent properties.



El Fogoncito

1907 - 1909 BALTIMORE REYNOLDSBURG RD.
REYNOLDSBURG, OH 43068

JEANNE CABRAL, ARCHITECT
COLUMBUS, OH 43209
614-239-9484
1-2-18

Board of Zoning and Building Appeals

**Andrew Bowsher
7232 E. Main Street
Reynoldsburg OHIO 43068
614-322-6831 Phone**

MOTION REQUEST

DATE: March 15, 2018

TO: Board of Zoning and Building Appeals

RE: 2364 Taylor Park Dr; Application # 2018-0003; Applicant: Jennifer Santelli;
Special Exception Use Permit

Approval:

Brad McCloud	Jed Hood	Stephen Cicak
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See attached documentation.



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

Section 1139
BOARD OF ZONING & BUILDING APPEALS
APPLICATION

Application #: 2018-0003
Permit #:
Date Submitted: 2/15/18
Fee Amount: \$350.00
☒ Paid: 48204

I. PROPERTY INFORMATION

Property Address:

2364 Taylor Park Drive, Reynoldsburg, OH

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):

Ardmore of Ohio LTD an Ohio LMTF Liability CO - Vivian DuBose

Contact Email:

vivian@nobleprop.com

Contact Phone Number:

404-812-3304

III. BUSINESS INFORMATION (IF APPLICABLE)

Business Name:

Chick-fil-A, Inc.

Contact Name:

Jennifer Santelli

Contact Phone Number:

404-530-1949

Contact Email:

jenn.santelli@cfacorp.com

Description of Use:

Quick service restaurant with drive-thru

IV. APPLICANT INFORMATION

Applicant Name:

Chick-fil-A, Inc. - Jennifer Santelli

Applicant Address

5200 Buffington Road, Atlanta, GA 30349

Applicant Phone Number:

770-324-5282

Applicant Email:

jenn.santelli@cfacorp.com

☐ Property Owner

☒ Business Owner/Tenant

☐ Contractor

☐ Architect/Engineer

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLY:

Variance (☐ Non-Residential (\$450) / ☐ Residential (\$100)):

☒ Special Exception Use Permit (\$350): Restaurant with drive-thru

☐ Other:

Applicant shall submit ten (10) copies of application and materials to the Planning & Zoning Administrator. Please review the attached sections of the Zoning Code and note the items you are responsible for submitting with this application.

Applicant Signature: J. Santelli

Date: 2/9/18

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:

Project # 2018-0053

Zoning Information

Zoning District: CS

☐ Historic District

☐ CC Overlay

Add'l Approvals Req'd

☐ Planning Commission

☐ DRB

BZBA Meeting

Date: 3/13/18

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Tabled

☐ Denied

City Council Meeting

Date:

☐ No Action Taken

☐ Approved as Submitted

☐ Approved w/ Conditions

☐ Denied

P&Z Admin.:

Date:

Clerk of Council:

Date:

GBC DESIGN, INC.**Transmittal**

565 White Pond Drive • Akron, OH 44320-1123 • Phone 330-836-0228 • Fax 330-836-5782 • www.GBCdesign.com

To: City of Reynoldsburg Date 2/12/2018 Job No. 50311A
7232 East Main Street Re: Chick-fil-A #4248 Reynoldsburg
Reynoldsburg, OH 43068
Eric Snowden, Planning & Zoning Admin.

We are sending you the attached following items via: ☐ UPS ☒ Standard ☐ Priority ☐ US Mail ☐ Deliver ☐ Pickup

☒ Prints ☐ Specifications ☐ Shop Dwgs ☐ Samples ☐ Change Order ☐ Disks ☒ Other

QUANTITY DESCRIPTION

<u>10 each</u>	<u>Site Plan, Preliminary Grading Plan, Preliminary Utility Plan</u>
<u>1 each</u>	<u>Traffic Impact Study, Signage Package</u>
<u>1</u>	<u>Special Exception Use Permit Application, Narrative & Application Fee - \$350.00</u>
	<u>(GBC Check #48204)</u>

THESE ARE TRANSMITTED as checked below:

☒ For approval	☐ No exceptions taken	☐ Submit specified item
☐ For your use	☐ Make corrections noted	☐ Reviewed – see attached
☐ As requested	☐ Revise and resubmit	☐ Rejected
☒ For review and comment	☐ Other: _____	

REMARKS:

We wish to be placed on the March 15, 2018 BZBA Meeting for the Special Exception Use Permit.

Signed: Allan Wiley, P.E.

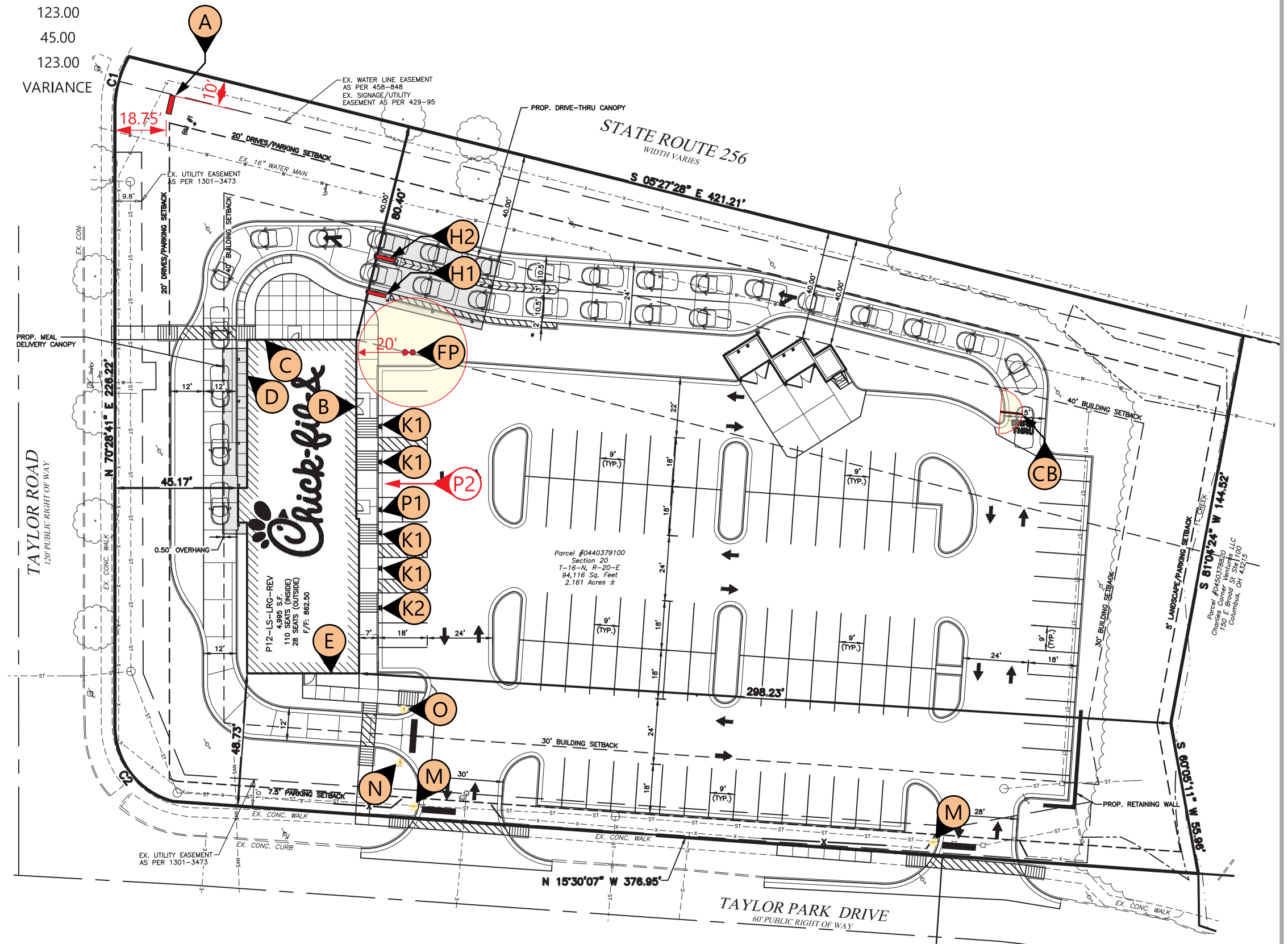
c: File

Attachment: _ Transmittal (App# 2018-0003, 2364 TAYLOR PARK DR, SANTELLI)

Item	Description	Qty	Sign Area	Allowed
A	Main ID Sign	1	50.00	50.00
B	Wall Sign - Icon	1	36.00	123.00
C	Wall Sign - Script 5' set	1	37.71	45.00
D	Wall Sign - Script 5' set	1	37.71	123.00
E	Wall Sign - Script 5' set	1	37.71	VARIANCE

Item	Description	Qty
K1	DOT - Handicapped Parking	4
K2	DOT - Handicapped Parking (Van)	1
M	DOT - Stop	2
N	DOT - Stop / Do Not Enter	1
O	DOT - Do Not Enter	1
P1	DOT - Catering & Carry Out	1
P2	**Recommended Future Sign Location	1
H1	Menu Board (Lane 1)	1
H2	Menu Board (Lane 2)	1
CB	Clearance Bar	1
FP	Flag pole (50') freight not included	1

**RECOMMENDED FUTURE SITE FOR 'CURBSIDE DELIVERY' SIGN PENDING OPERATOR OPT-IN (VERBAGE TO BE DETERMINED)



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SITE PLAN

DRAWING FILE - CFA - REYNOLDSBURG, OH SIGNAGE.CDR

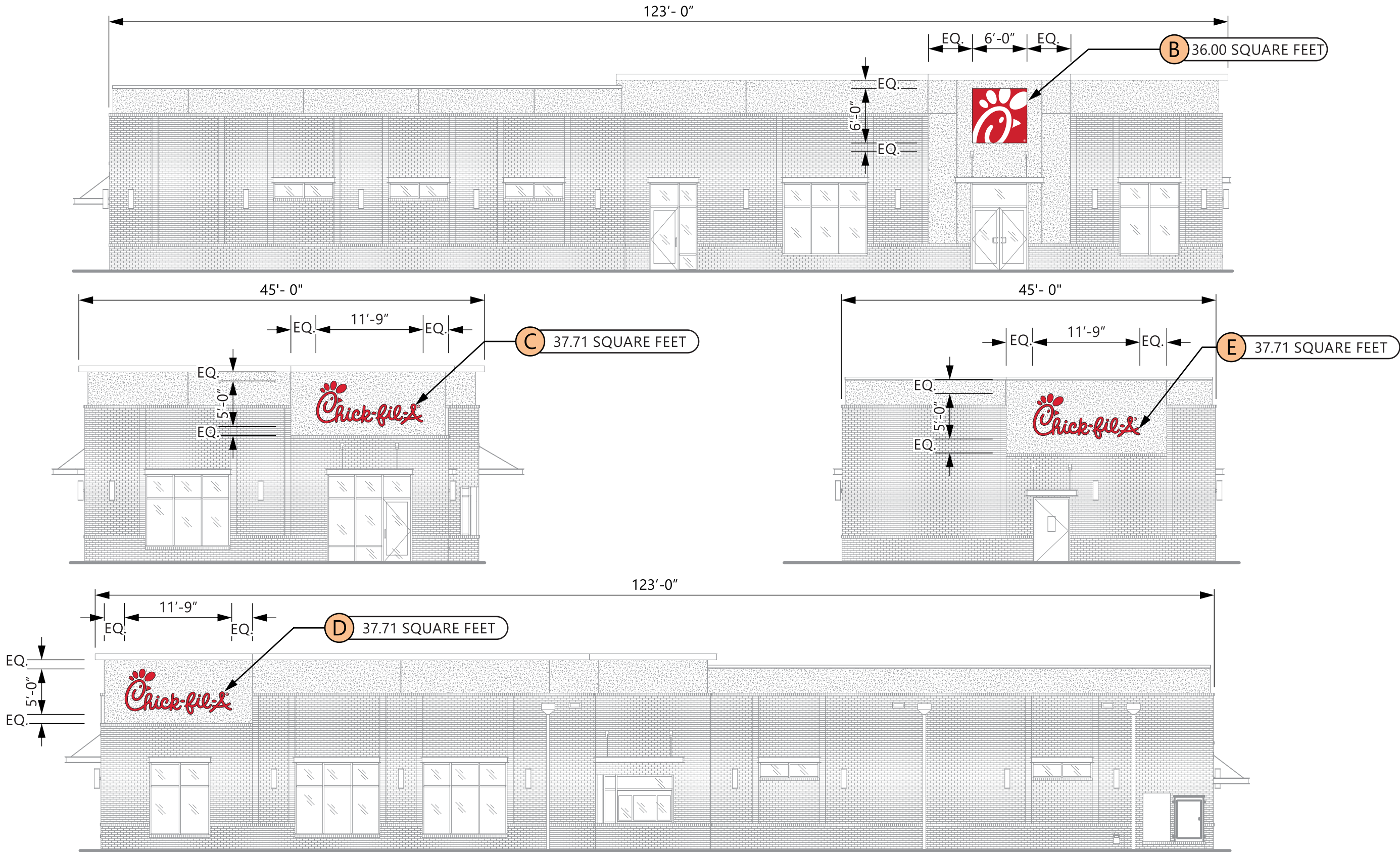
ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 9, 2018
REVISION DATE February 8, 2018

STORE NUMBER	STORE ADDRESS
L04248	Chick-fil-A at Reynoldsburg, OH 2364 Taylor Park Drive Reynoldsburg, OH 43068

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SITE PLAN



ELEVATIONS

SCALE - 3/32" = 1'- 0"



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ELEVATIONS

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BUILDING
ELEVATIONS

SPECIFICATIONS

CABINET
ALUMINUM CABINET HAS EXTRUDED ALUMINUM FRAME .
CHICK-FIL-A ICON
ACRYLIC FACES DECORATED WITH TRANSLUCENT VINYL
FILM ON SURFACE OF ACRYLIC. FACES ARE BACKLIT BY
HIGH OUTPUT FLUORESCENT LAMPS SPACED EVENLY
ON 8” CENTERS.
MASONRY WORK AND
CONCRETE PAD FOR MASONRY
WORK IS FURNISHED BY
THE GENERAL CONTRACTOR
SIGN FOUNDATION IS FURNISHED
BY CLAYTON SIGNS, INC.



ARLON 230-53 CARDINAL RED



ARLON CAST FLEX 10 FLEX MATERIAL
WHITE LEXAN



PAINTED DARK BRONZE



MASONRY TO MATCH BUILDING



SEE ENGINEER STAMPED DRAWING
FOR FOUNDATION DETAILS



LISTED

FLOURESCENT CABINET

LIGHTING
T8/HO/LAMPS
POWER SUPPLY
EESB ELECTRONIC BALLAST

CONNECT THE AC LINE TO THE BLACK (LINE) AND WHITE (NEUTRAL) INPUT WIRES OF THE POWER SUPPLY USING 18-14 AWG TWIST ON WIRE CONNECTORS. GROUND POWER SUPPLY GREEN WIRE TO GROUNDING SCREW.

WHITE
BLACK
YEL/GRN

BALLAST

BLUE
RED

WET LOCATION

THIS SIGN IS ITENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



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MONUMENT SIGN

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ACCOUNT REP. Ben Holliday
DRAWING DATE January 9, 2018
REVISION DATE February 8, 2018

STORE NUMBER	STORE ADDRESS
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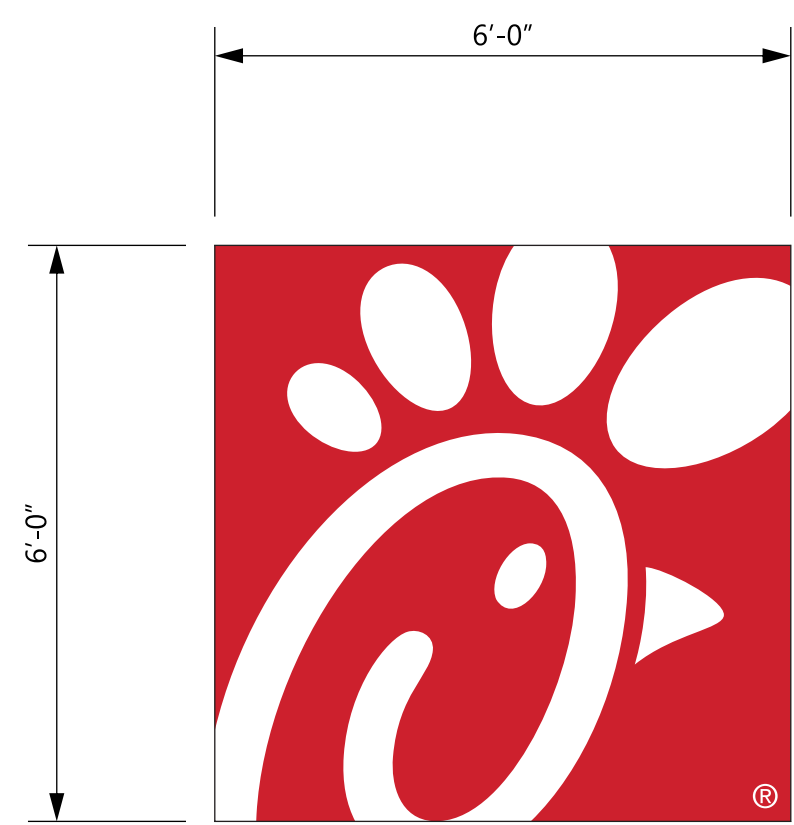
LOCATION

A

SPECIFICATIONS

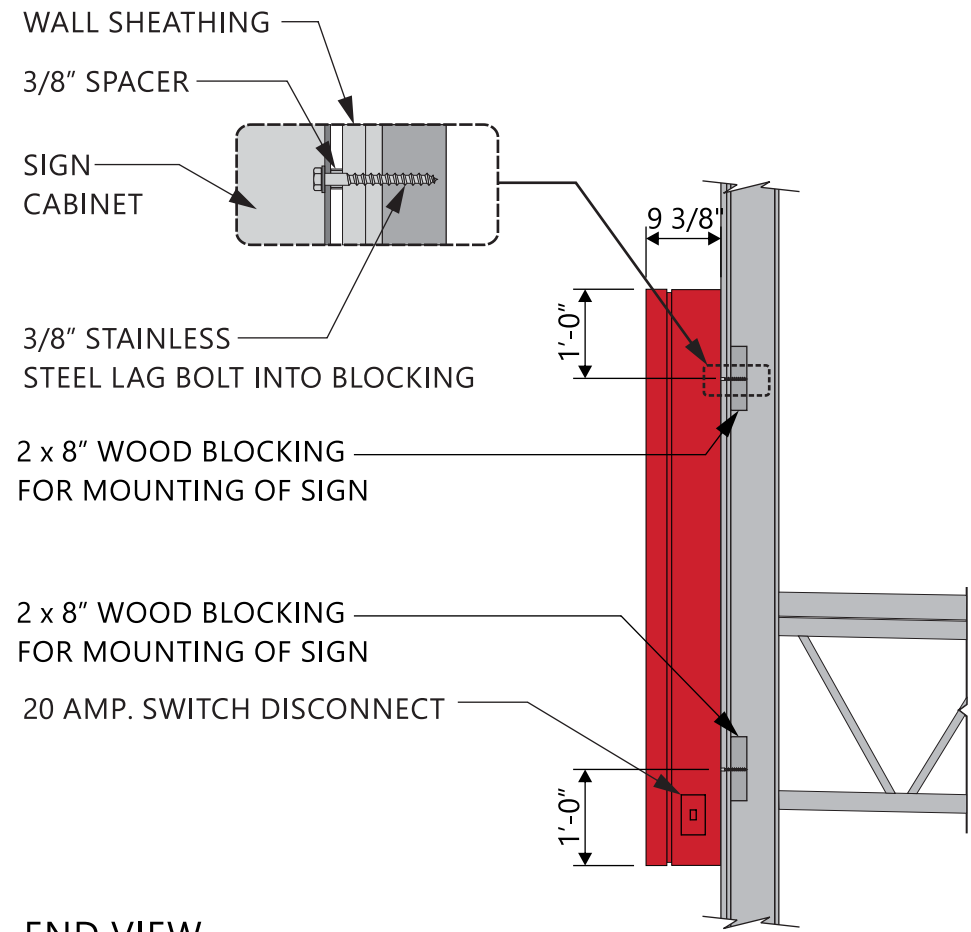
CABINET
ALUMINUM CABINET HAS EXTRUDED ALUMINUM
FACES
FLEX FACES DECORATED WITH TRANSLUCENT VINYL
FILM ON SURFACE OF ACRYLIC. FACES ARE BACKLIT BY
HIGH OUTPUT FLUORESCENT LAMPS SPACED EVENLY
ON 8" CENTERS.

- FACES
230-53 CARDINAL RED
TRANSLUCENT VINYL FILM
CABINET
GRIPGARD #503 RED GLOSS
- WHITE FLEX SUBSTRATE



ELEVATION
SCALE - 1/2" = 1'- 0"

36.00 SQUARE FEET



END VIEW
SCALE - 1/2" = 1'- 0"

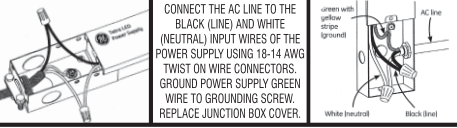

C **UL** **US**
LISTED

SINGLE FACED CABINET

LED's
GEWHSSPS3 - 71K - SINGLED SID
POWER SUPPLY
GEPST2 - 12V POWER SUPPLY

WET LOCATION

CONNECT THE AC LINE TO THE BLACK (LINE) AND WHITE (NEUTRAL) INPUT WIRES OF THE POWER SUPPLY USING 18-14 AWG TWIST ON WIRE CONNECTORS. GROUND POWER SUPPLY GREEN WIRE TO GROUNDING SCREW. REPLACE JUNCTION BOX COVER.



THIS SIGN IS ITENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



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WALL SIGN

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ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 9, 2018
REVISION DATE February 8, 2018

STORE NUMBER	STORE ADDRESS
L04248	Chick-fil-A at Reynoldsburg, OH 2364 Taylor Park Drive Reynoldsburg, OH 43068

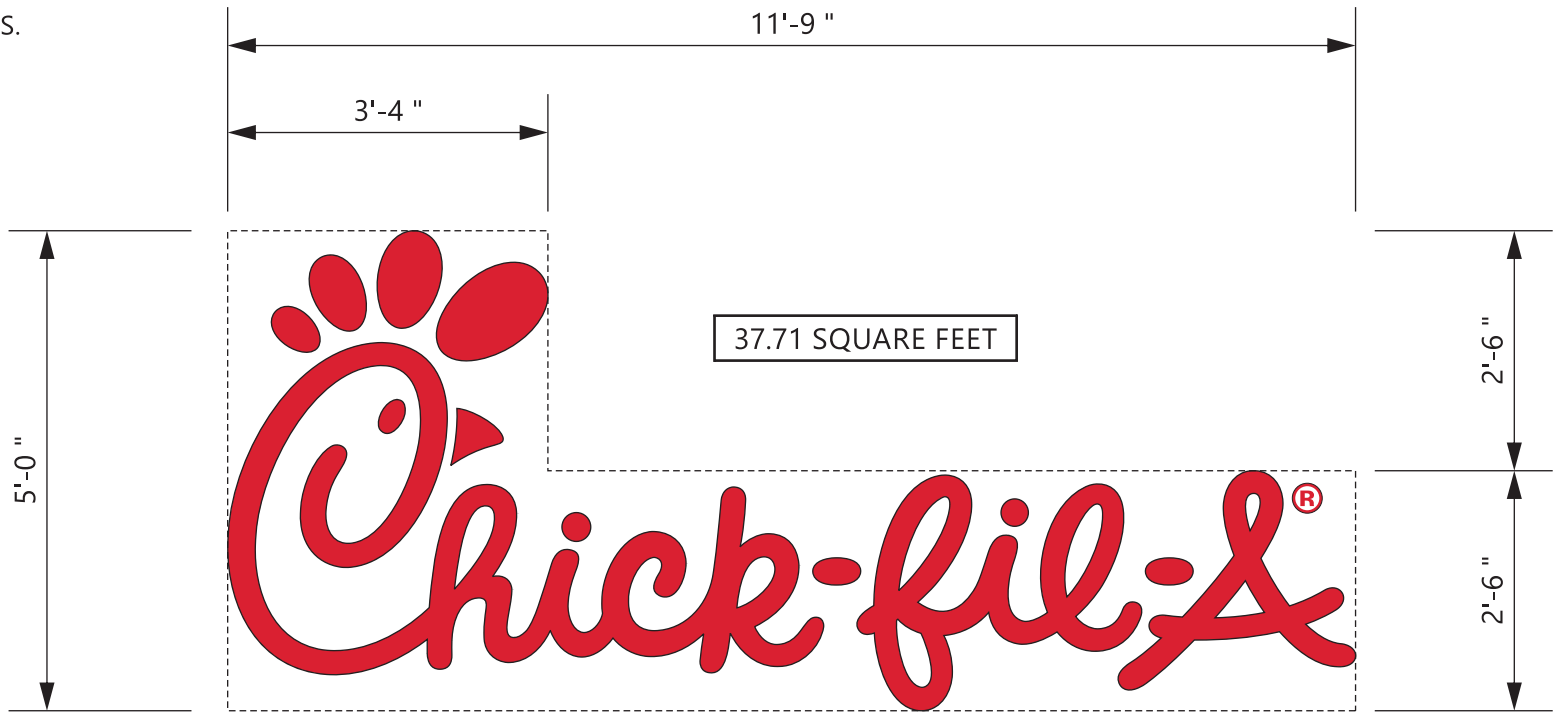
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LOCATION
B

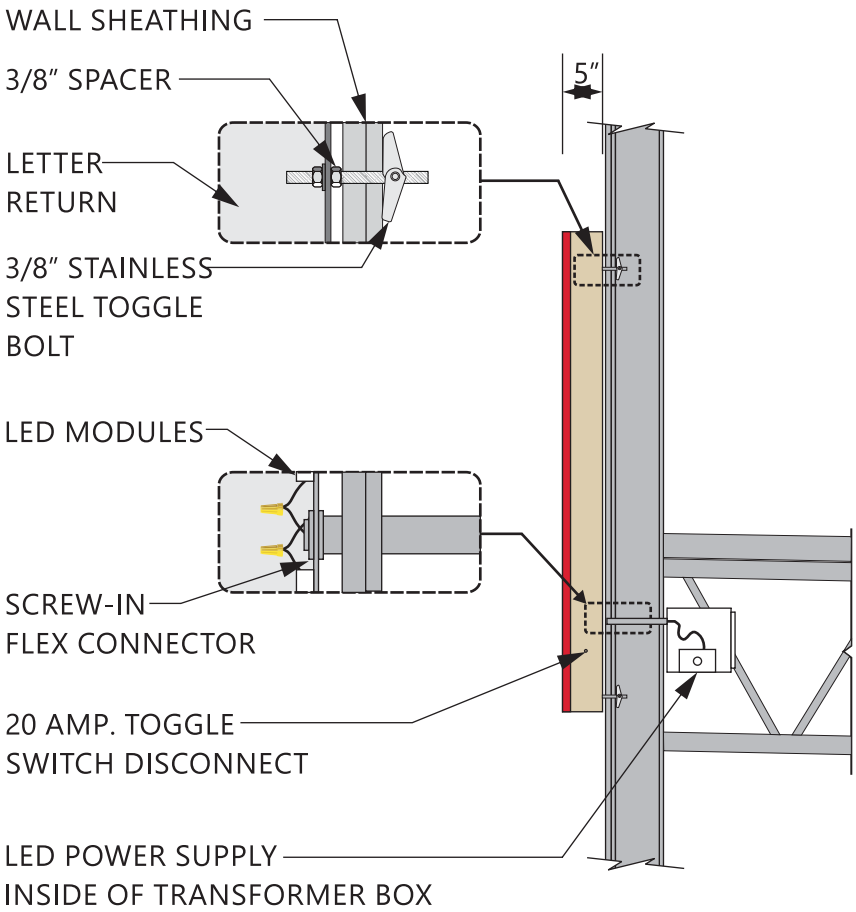
SPECIFICATIONS

CHICK-FIL-A SCRIPT LETTERS
LETTERS ARE LED-ILLUMINATED
CHANNEL LETTERS MOUNTED
ON ALUMINUM SURFACE OF BUILDING
WITH TRANSFORMERS REMOTELY
LOCATED BEHIND THE WALL IN
UL APPROVED TRANSFORMER BOXES.
FACES ARE 3/16" ACRYLIC
RETURNS ARE .063 ALUMINUM
BACKS ARE .080 ALUMINUM
ALL RETURNS ARE ARC-WELDED TO
LETTER BACKS

- CHANNEL LETTER FACES
2793 RED ACRYLIC
TRIMCAP RETAINER-
1" RED JEWELITE TRIMCAP
- ALUMINUM RETURNS
PAINTED TO MATCH
SHERWIN WILLIAMS
SW6108 LATTE



ELEVATION
SCALE - 1/2" = 1'- 0"



CROSS-SECTION
SCALE - 1/2" = 1'- 0"



CLAYTON
Signs

CHANNEL LETTERS (RED ILLUMINATION)

LED's
JTSL5016R-0.4 RED LED
POWER SUPPLY
BL-120-12-60 POWER SUPPLY

WET LOCATION

CONNECT THE AC LINE TO THE
BLACK (LINE) AND WHITE
(NEUTRAL) INPUT WIRES OF THE
POWER SUPPLY USING 18-14 AWG
TWIST ON WIRE CONNECTORS.
GROUND POWER SUPPLY GREEN
WIRE TO GROUNDING SCREW.
REPLACE JUNCTION BOX COVER.

THIS SIGN IS ITENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL
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LED-ILLUMINATED
CHANNEL LETTERS

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ALL ELECTRICAL
SIGNS ARE
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OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 9, 2018
REVISION DATE February 8, 2018

STORE NUMBER	STORE ADDRESS
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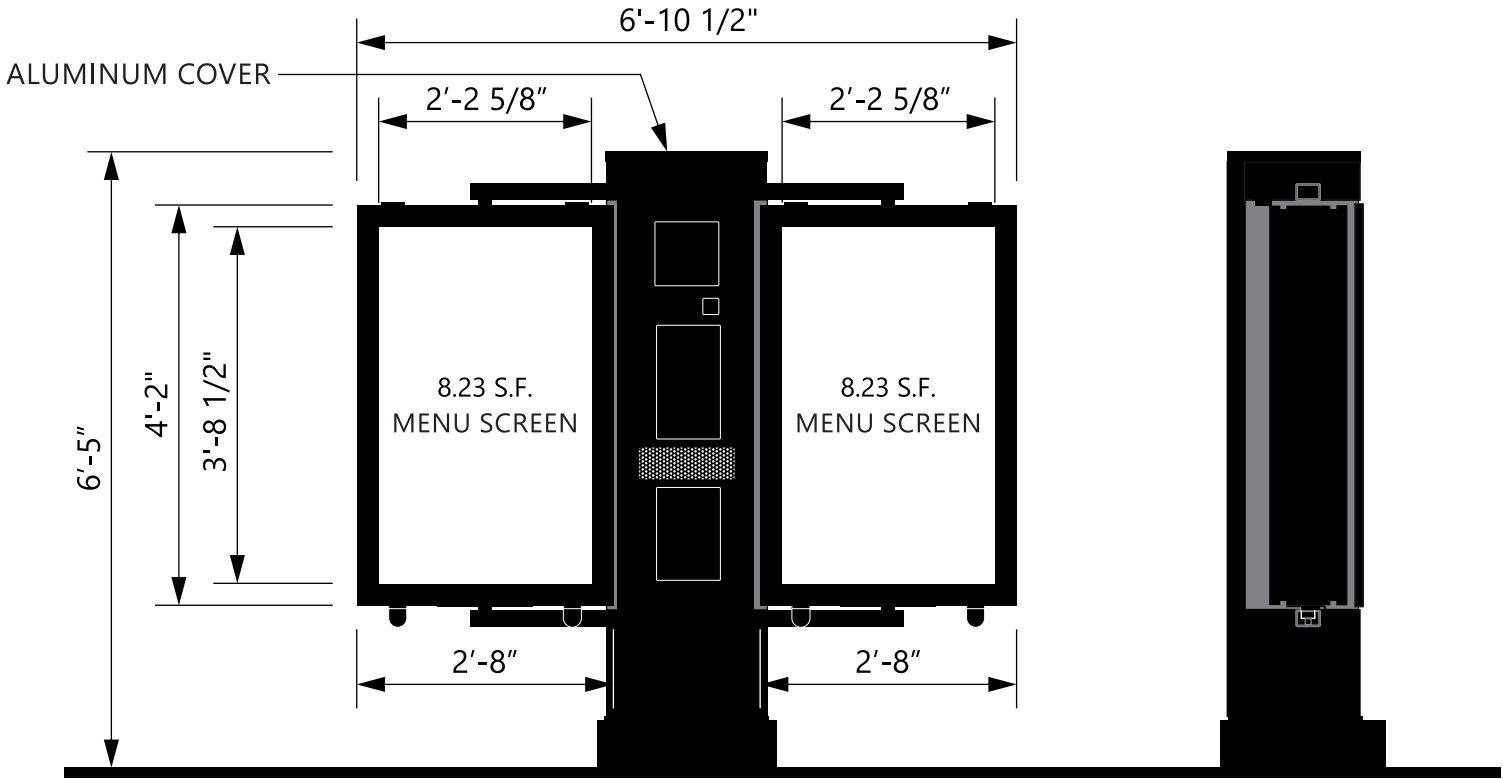
LOCATION
C,D,E

SPECIFICATIONS

PIVOTING ALUMINUM CONSTRUCTION CABINETS
INTERNALLY ILLUMINATED WITH OPENINGS
TO FIT MENU GRAPHICS.
BOARDS INTERNALLY ILLUMINATED BY
BY LEDS.



POWDER COAT "PBT2-C0001
BLACK RAVEN TEXTURE"

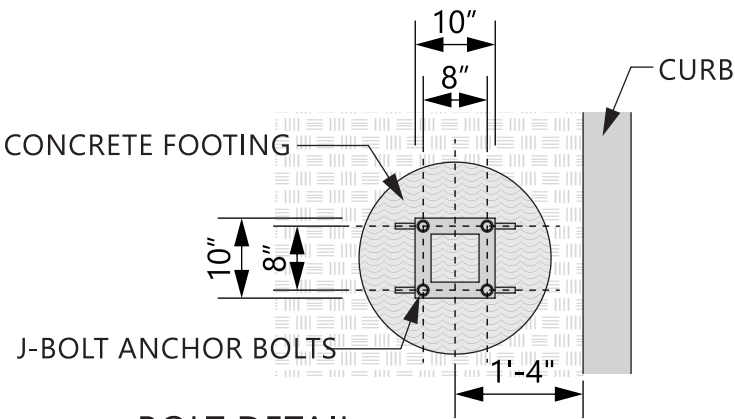
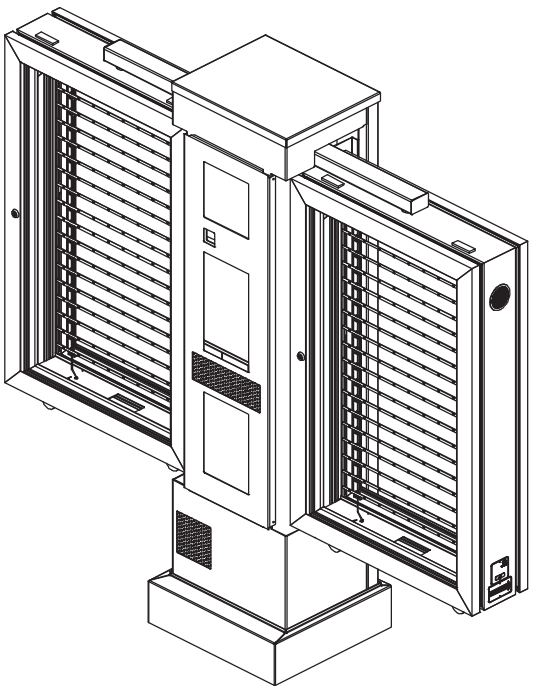


ELEVATION

SCALE - 1/2" = 1'- 0"

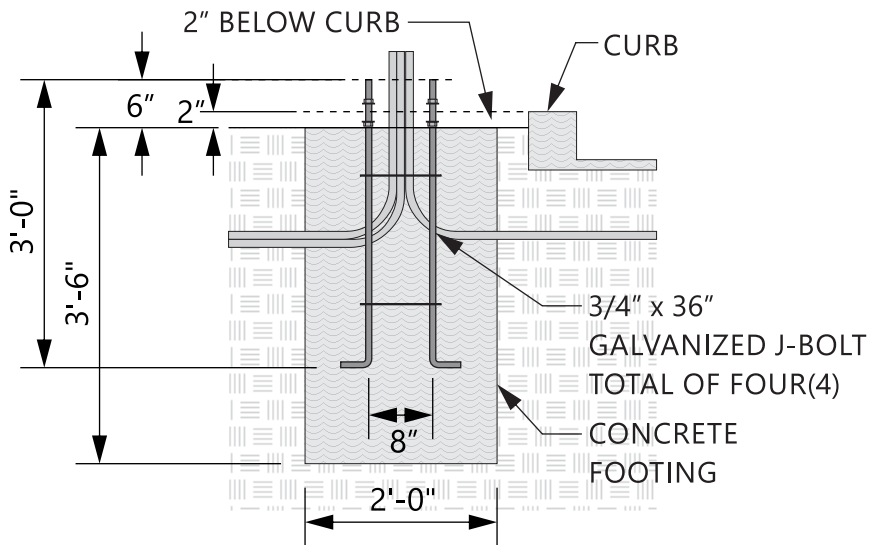
END VIEW

SCALE - 1/2" = 1'- 0"



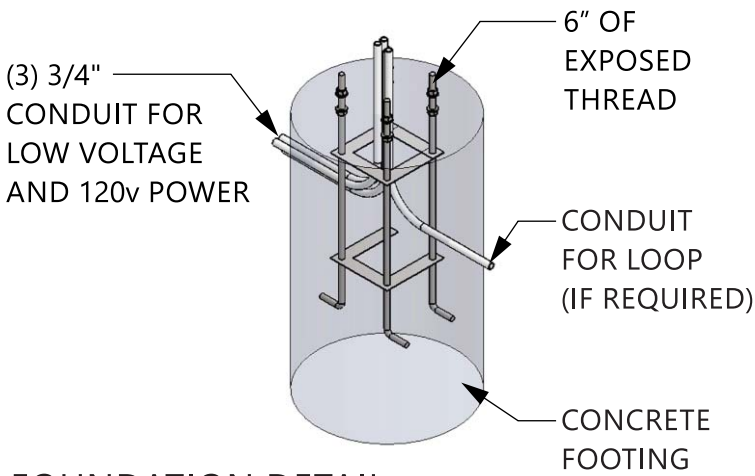
BOLT DETAIL

SCALE - 1/2" = 1'- 0"



FOUNDATION DETAIL

SCALE - 1/2" = 1'- 0"



FOUNDATION DETAIL

NO SCALE



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DRIVE-THRU MENU
BOARDS

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ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 9, 2018
REVISION DATE February 8, 2018

STORE NUMBER
L04248

STORE ADDRESS
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2364 Taylor Park Drive
Reynoldsburg, OH 43068

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LOCATION
H1/H2

SPECIFICATIONS

SIGN PANELS

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AND GRAPHICS.

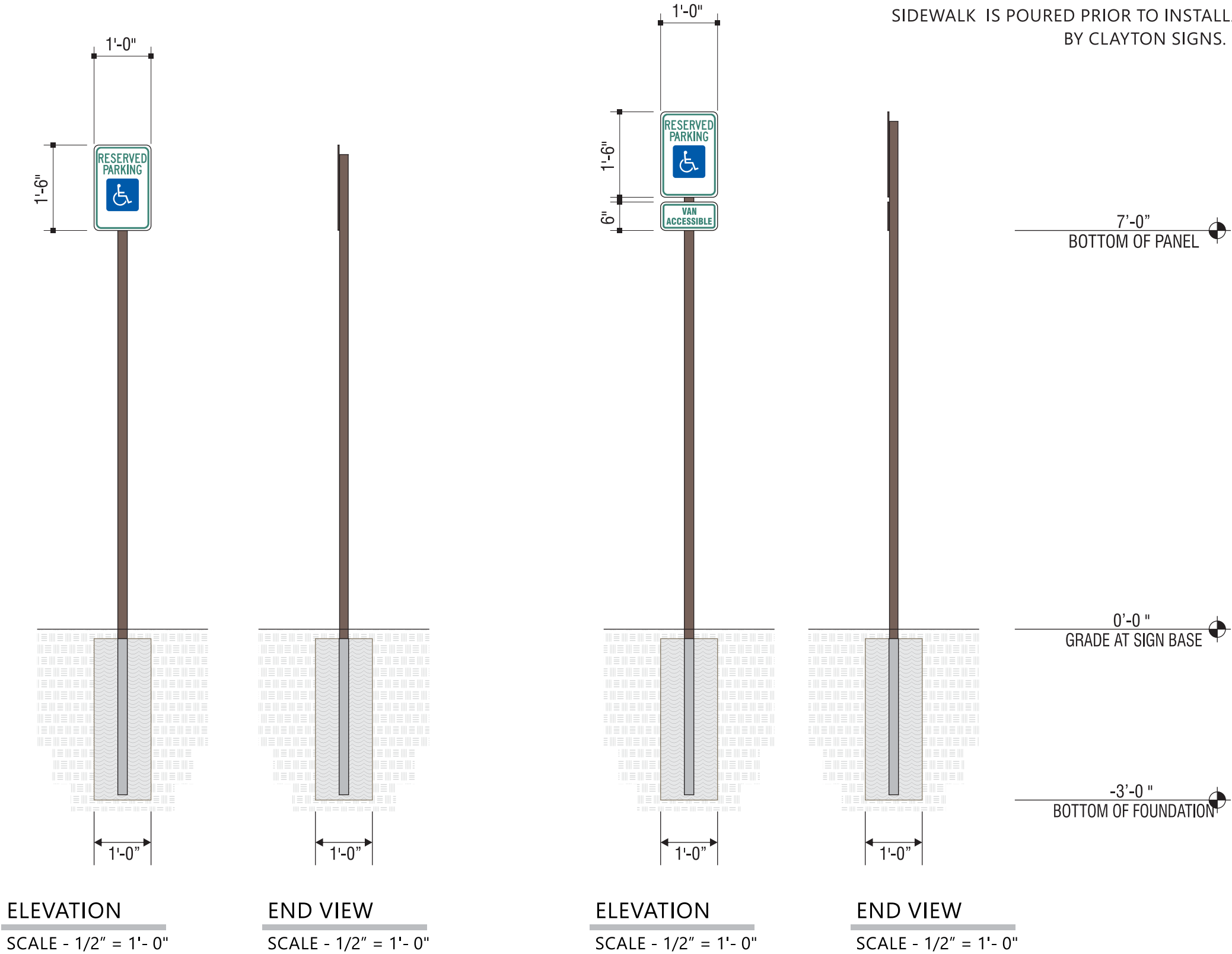
SIGN POSTS

POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



BACK OF SIGN PANEL AND POST
DARK BRONZE

NOTE: IF THIS SIGN IS LOCATED ON THE SIDEWALK THEN
IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR
TO INSTALL A PVC SLEEVE INTO THE CONCRETE WHEN THE
SIDEWALK IS POURED PRIOR TO INSTALLATION OF THE SIGN'
BY CLAYTON SIGNS.



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DOT REGULATORY TRAFFIC SIGNS

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LOCATION
K1/K2

SPECIFICATIONS

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AND GRAPHICS.

SIGN POSTS

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ALUMINUM TUBING CAPPED ON TOP



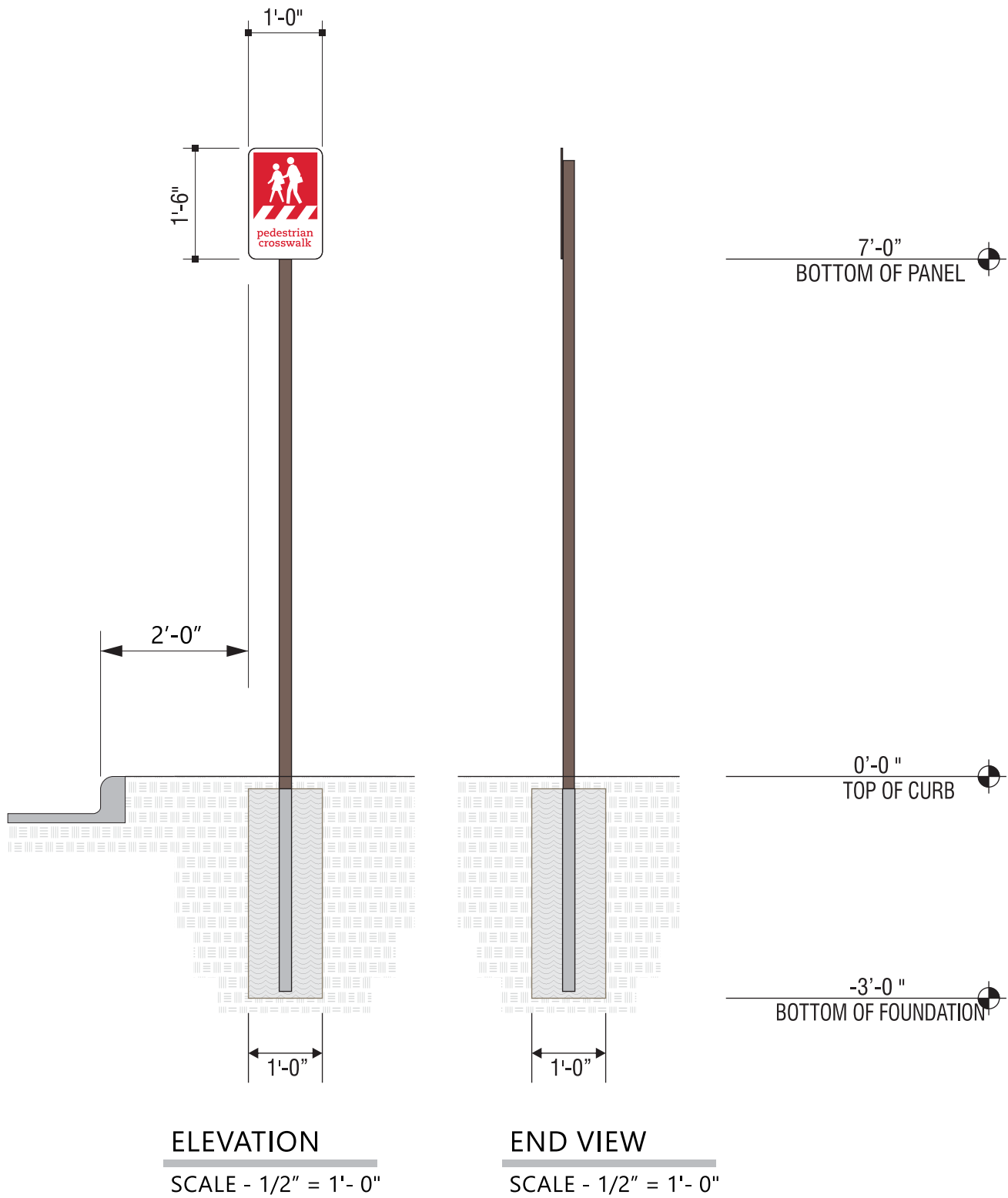
SIGN PANEL
RED REFLECTIVE



SIGN PANEL
WHITE REFLECTIVE



BACK OF SIGN PANEL AND POST
DARK BRONZE



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LOCATION

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SIGN POSTS

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ALUMINUM TUBING CAPPED ON TOP



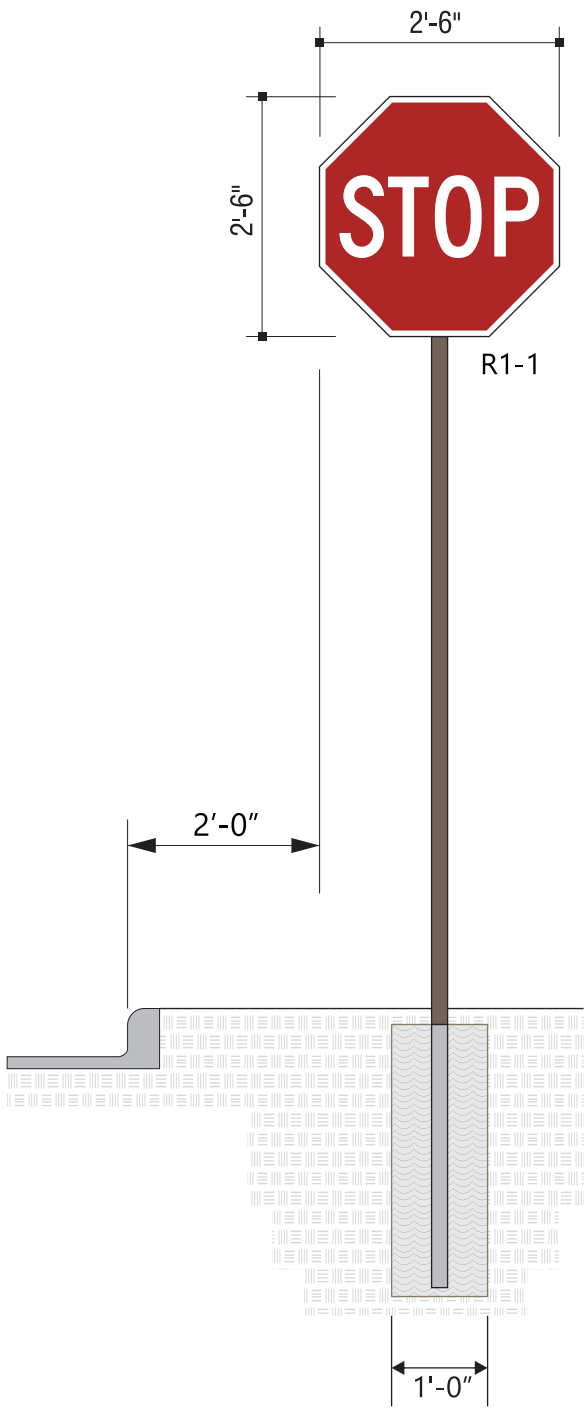
SIGN PANEL
RED REFLECTIVE



SIGN PANEL
WHITE REFLECTIVE

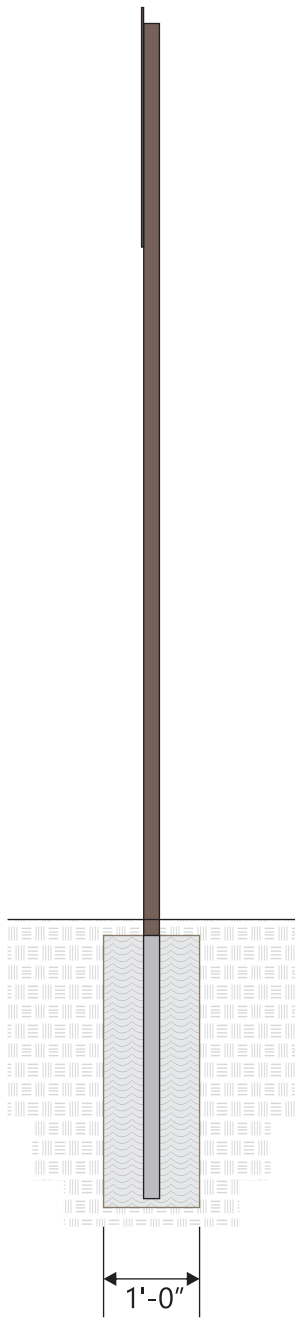


BACK OF SIGN PANEL AND POST
DARK BRONZE



ELEVATION

SCALE - 1/2" = 1'- 0"



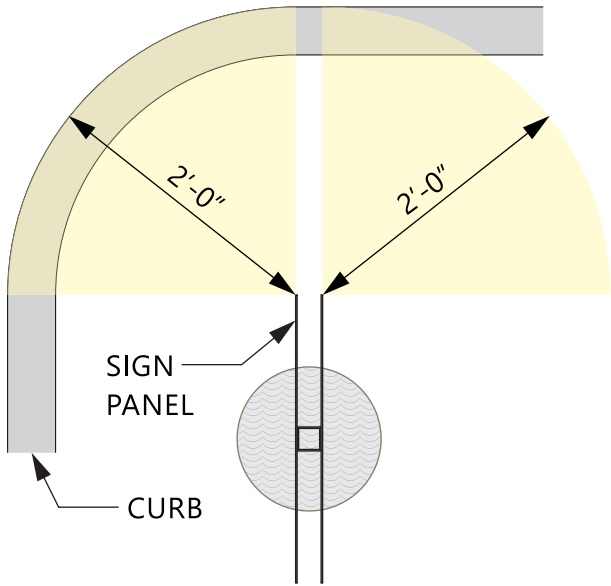
END VIEW

SCALE - 1/2" = 1'- 0"

7'-0"
BOTTOM OF PANEL

0'-0 "
TOP OF CURB

-3'-0 "
BOTTOM OF FOUNDATION



PLAN VIEW

SCALE - 3/4" = 1'- 0"



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LOCATION

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AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



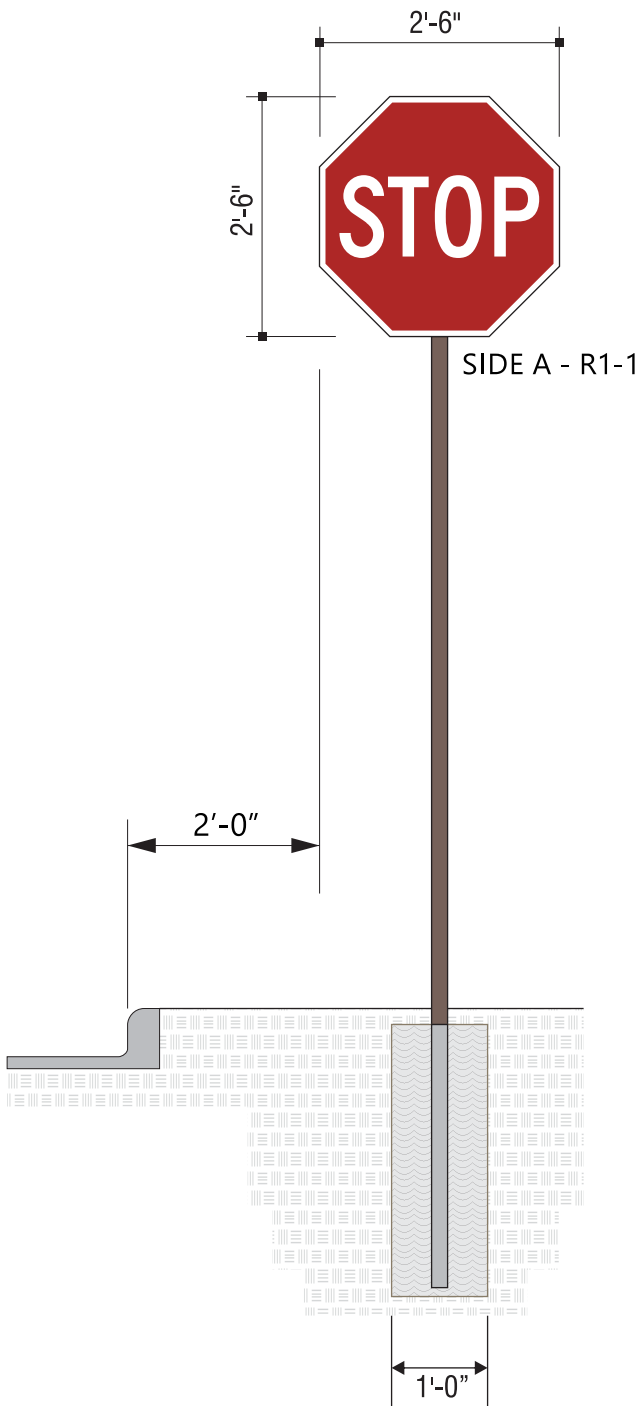
SIGN PANEL
RED REFLECTIVE



SIGN PANEL
WHITE REFLECTIVE

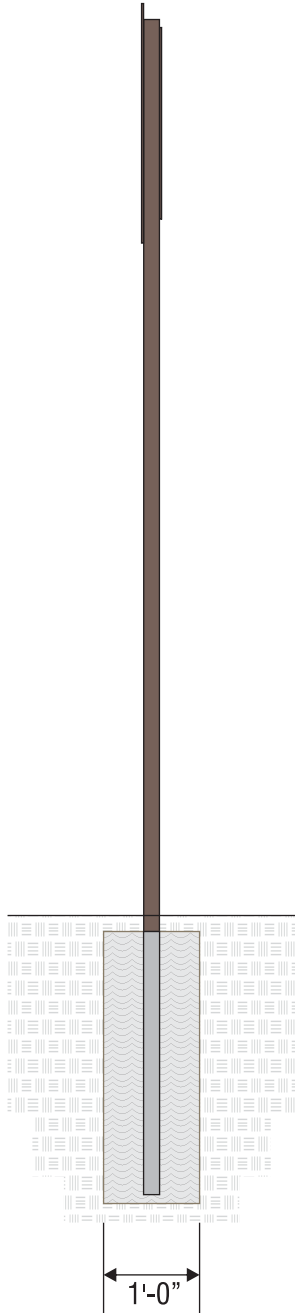


BACK OF SIGN PANEL AND POST
DARK BRONZE



ELEVATION

SCALE - 1/2" = 1'- 0"

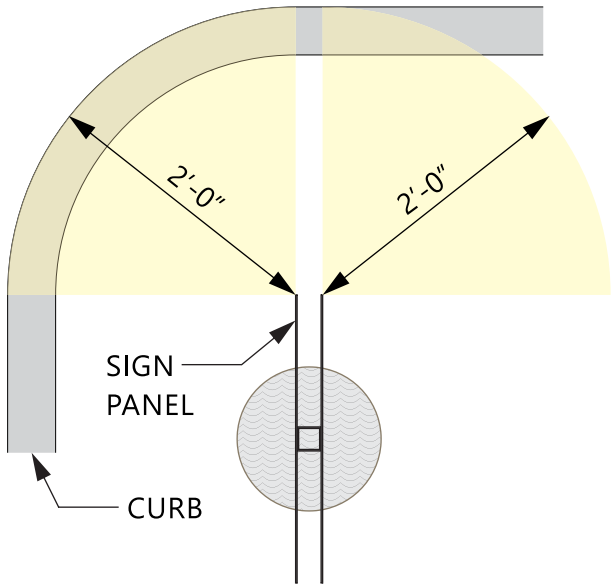
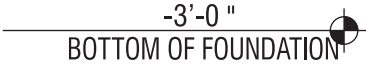
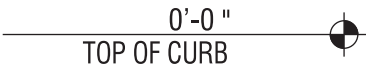
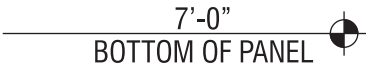


END VIEW

SCALE - 1/2" = 1'- 0"



SIDE B - R5-1



PLAN VIEW

SCALE - 3/4" = 1'- 0"



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LOCATION

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SPECIFICATIONS

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AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



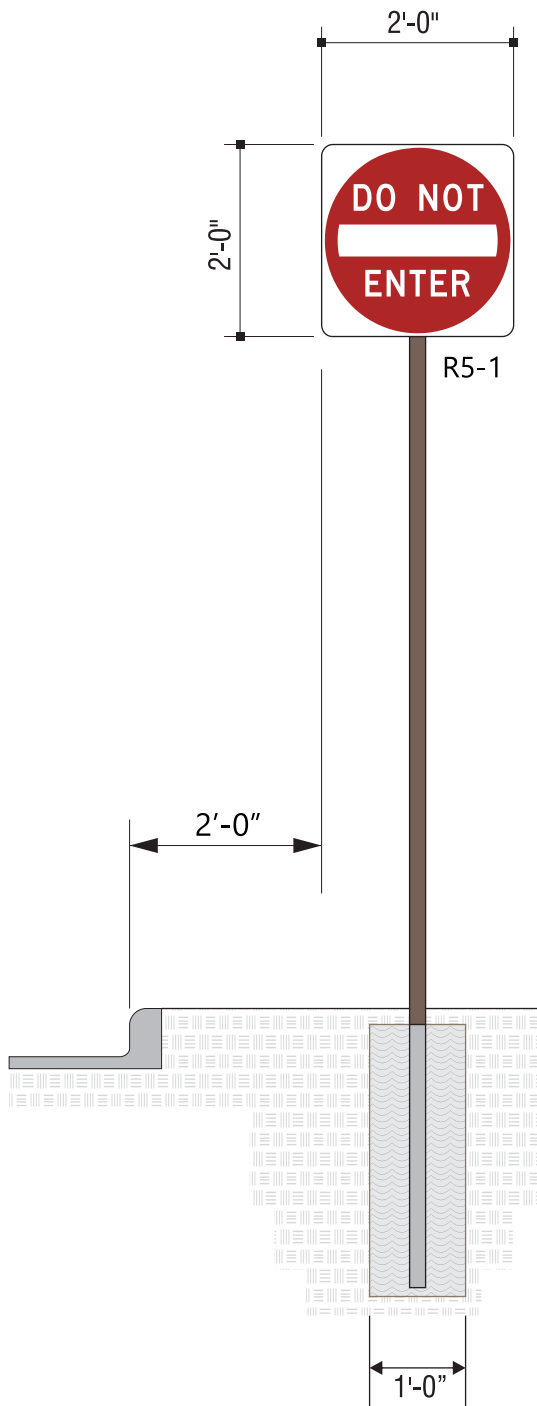
SIGN PANEL
RED REFLECTIVE



SIGN PANEL
WHITE REFLECTIVE

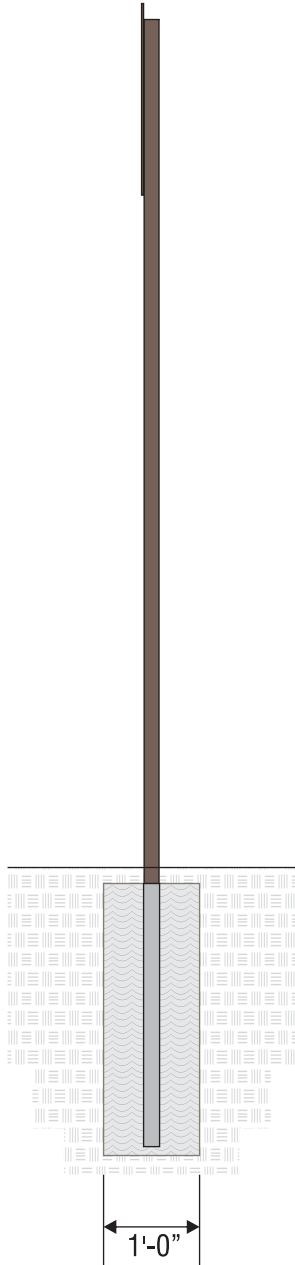


BACK OF SIGN PANEL AND POST
DARK BRONZE



ELEVATION

SCALE - 1/2" = 1'- 0"



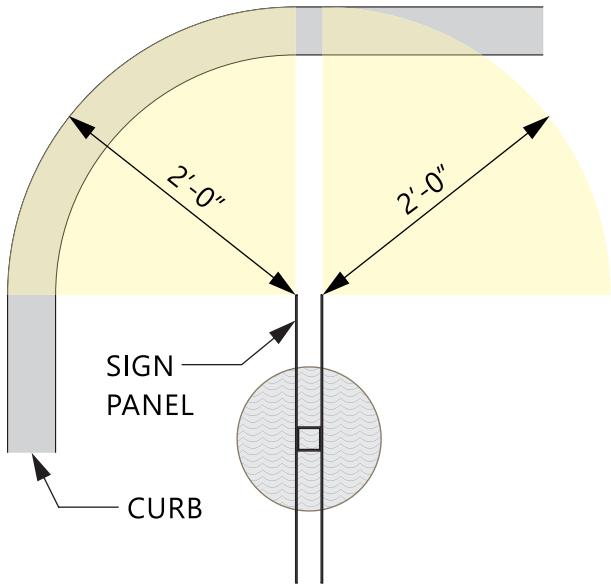
END VIEW

SCALE - 1/2" = 1'- 0"

7'-0"
BOTTOM OF PANEL

0'-0 "
TOP OF CURB

-3'-0 "
BOTTOM OF FOUNDATION



PLAN VIEW

SCALE - 3/4" = 1'- 0"



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SPECIFICATIONS

SIGN PANELS

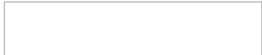
PANELS ARE .080 ALUMINUM
WITH REFLECTIVE BACKGROUND
AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



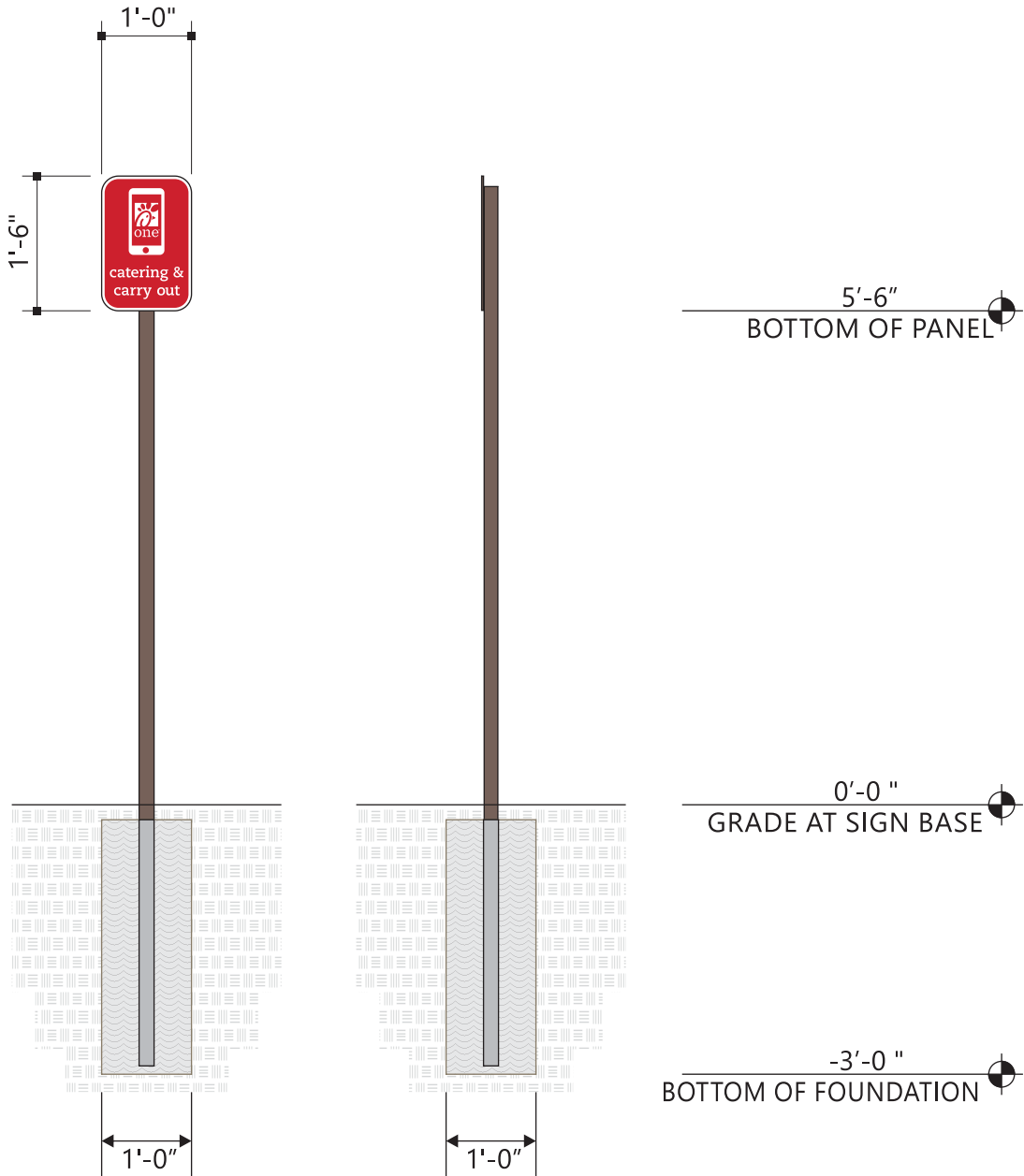
SIGN PANEL
RED REFLECTIVE



SIGN PANEL
WHITE REFLECTIVE



BACK OF SIGN PANEL AND POST
DARK BRONZE



ELEVATION

SCALE - 1/2" = 1'- 0"

END VIEW

SCALE - 1/2" = 1'- 0"



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SIGNS ARE
120 VOLTS
UNLESS
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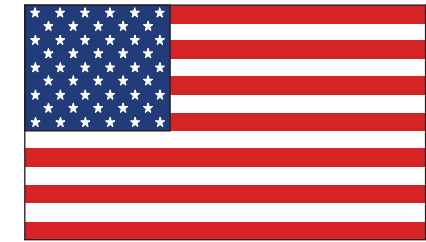
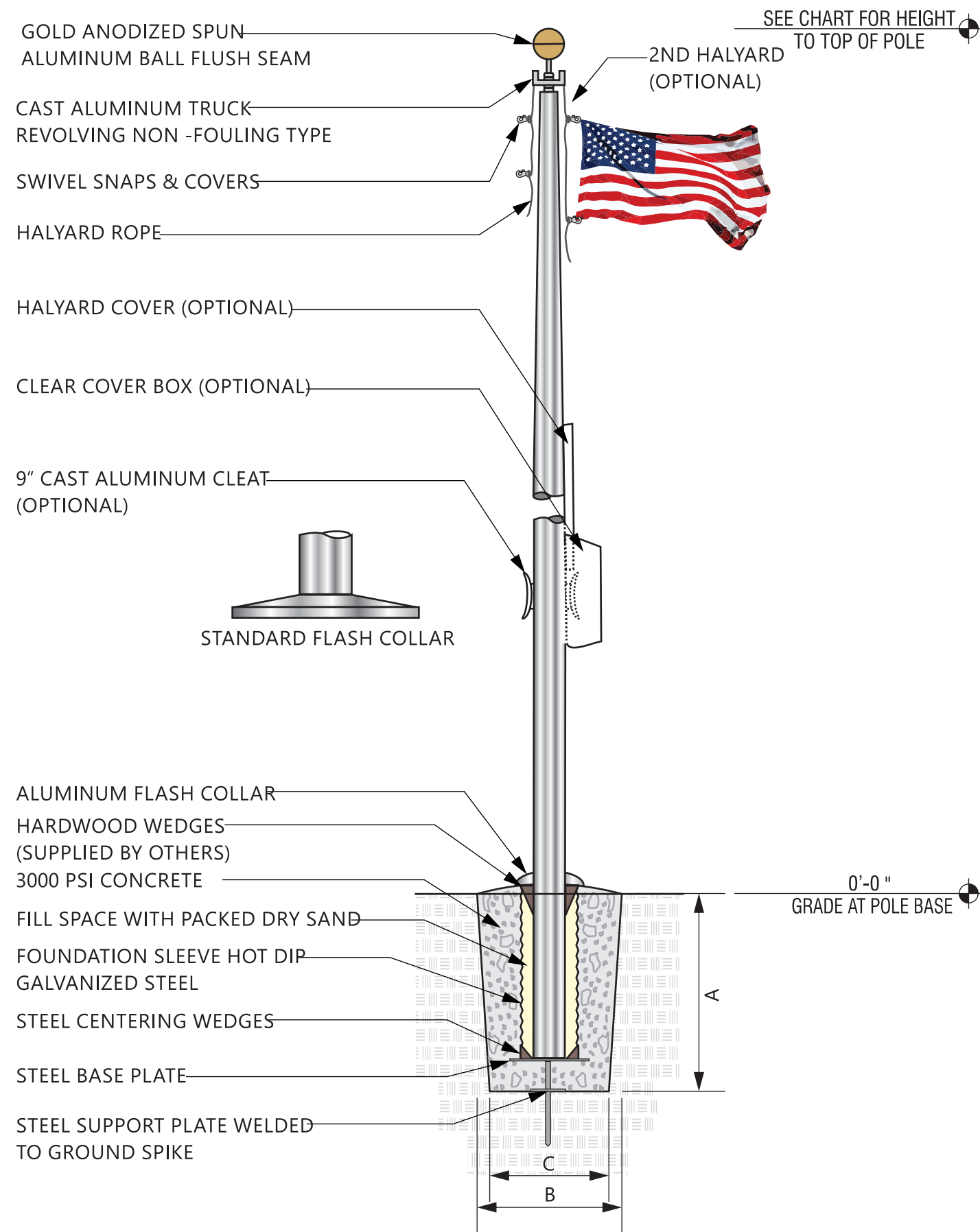
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ACCOUNT REP. Ben Holliday
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LOCATION
P1

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FLAG SIZES

POLE	A	B	MATERIAL
20'	3'0"	5'0"	POLYESTHER
25'	4'0"	6'0"	POLYESTHER
30'	5'0"	8'0"	POLYESTHER
35'	6'0"	10'0"	POLYESTHER
40'	8'0"	12'0"	POLYESTHER
45'	8'0"	12'0"	POLYESTHER
50'	12'0"	18'0"	POLYESTHER

FOUNDATION SIZES

HEIGHT	A	B	C
20'	3'6"	30"	24"
25'	3'6"	30"	24"
30'	3'6"	30"	24"
35'	4'0"	36"	30"
40'	4'6"	42"	36"
45'	5'0"	48"	42"
50'	5'6"	48"	42"

GROUND SLEEVE AND CONCRETE INSTALLED BY THE GENERAL CONTRACTOR
POLE INSTALLED ON PRE-INSTALLED GROUND SLEEVE BY SIGN CONTRACTOR



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FLAG POLE

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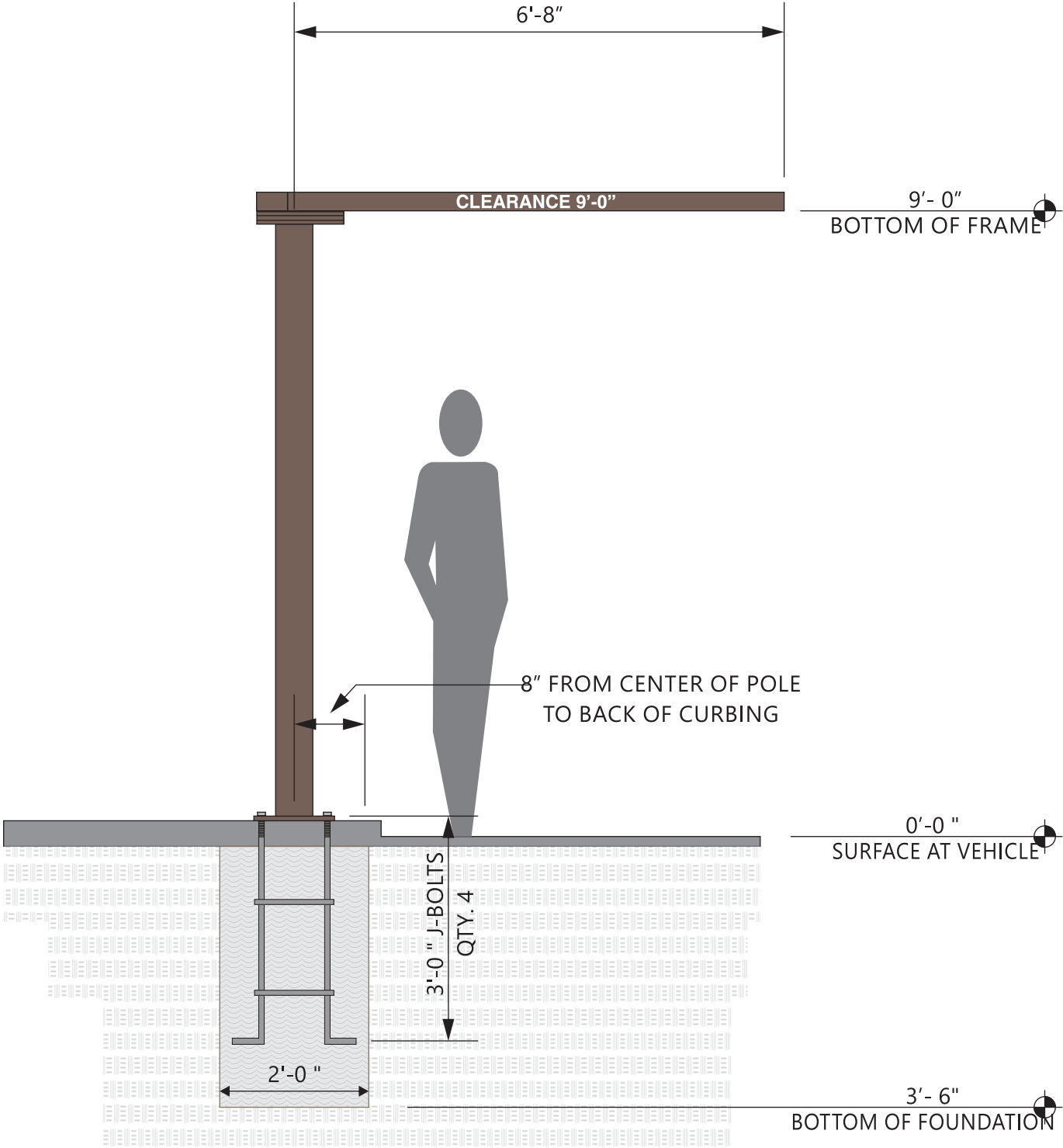
LOCATION
FP

SPECIFICATIONS

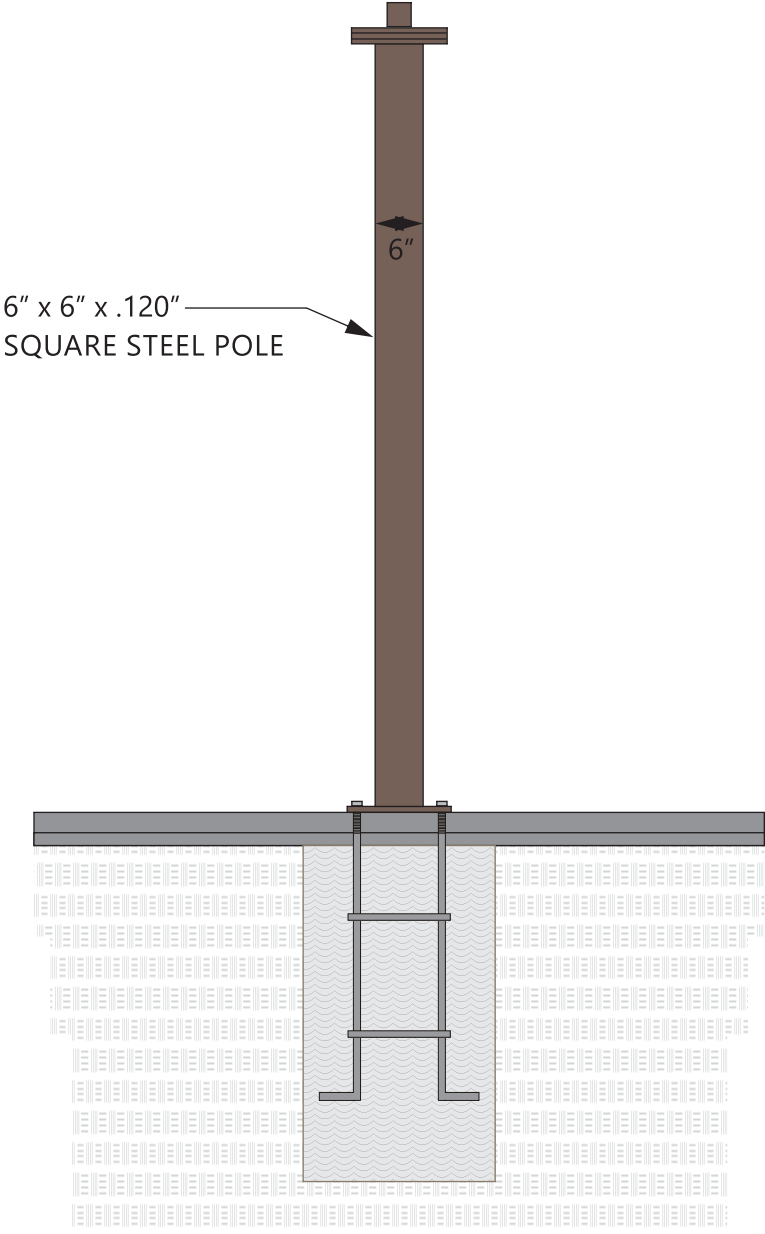
SUPPORT POLE
POLE HAS 13" x 13" x 3/4" THICK STEEL
PLATE WITH FOUR(4) 1" DIA. HOLES IN
EACH CORNER 2" FROM EACH END
AND FOUR (4) ANCHOR BOLTS

METAL SURFACES
DARK BRONZE

GRAPHICS
WHITE HIGH PERFORMANCE
VINYL FILM GRAPHICS



ELEVATION
SCALE - 1/2" = 1'- 0"



END VIEW
SCALE - 1/2" = 1'- 0"



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DRIVE-THRU
CLEARANCE BAR

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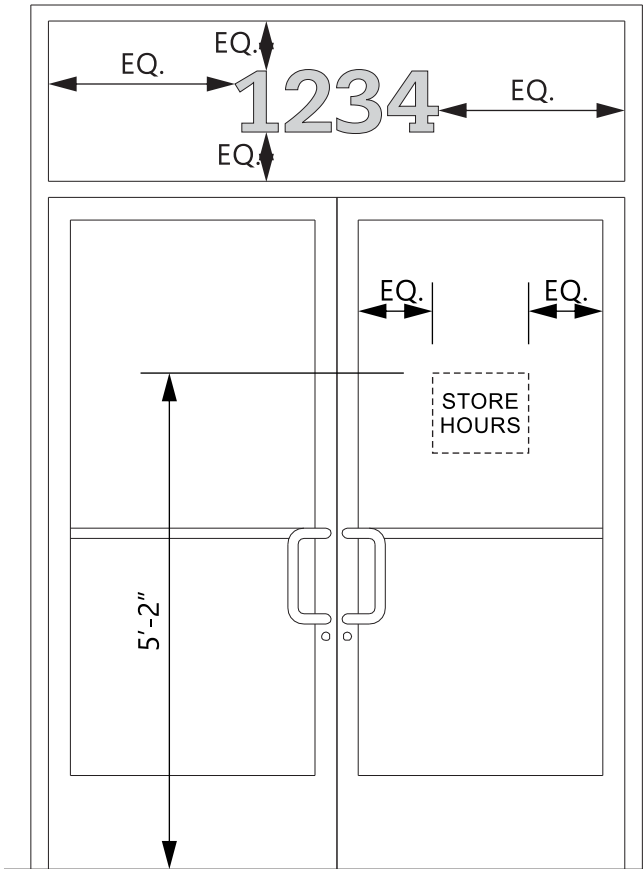
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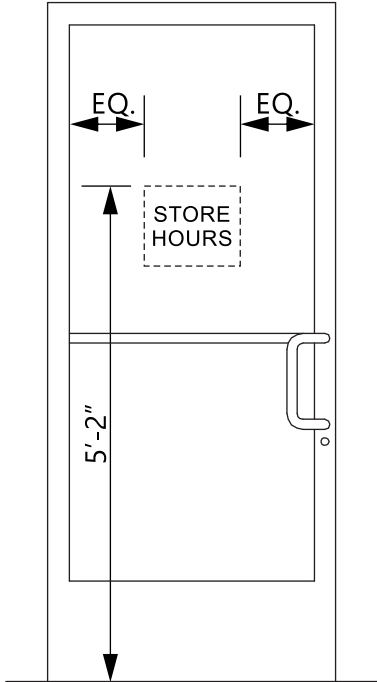
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LOCATION
CB



ELEVATION
SCALE - 1/2" = 1'- 0"



ELEVATION
SCALE - 1/2" = 1'- 0"

1234

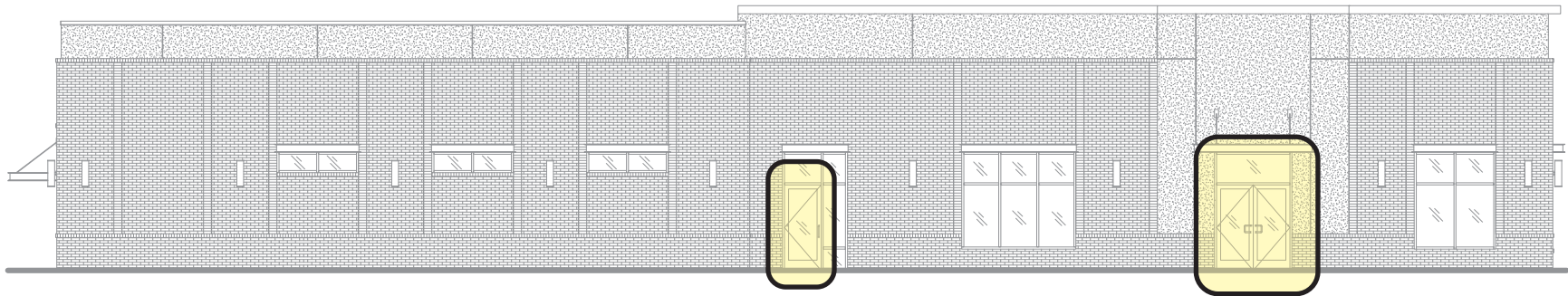
8" TALL ADDRESS NUMBERS
AVERY SC 900-810-0 LIGHT GREY VINYL FILM
APPLIED TO INTERIOR SURFACE OF GLASS
CAESCILIA COM 55 ROMAN FONT
**VERIFY ADDRESS BEFORE
MAKING NUMBERS**

ELEVATION
SCALE - 3" = 1'- 0"

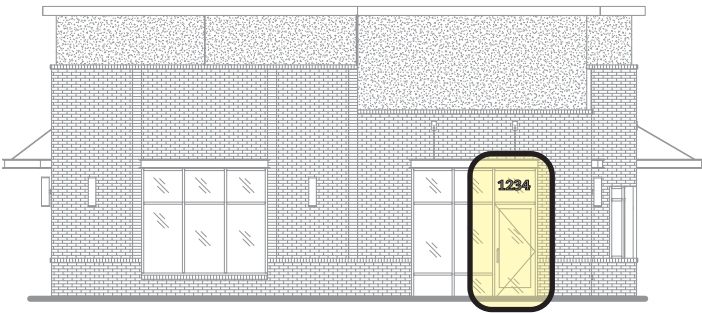


LETTERING IS WHITE VINYL FILM
CREDIT CARD LOGOS ARE PRINTED DECALS ON CLEAR FILM
ALL GRAPHICS ARE APPLIED TO INTERIOR SURFACE OF GLASS
STORE HOURS MAY BE DIFFERENT PER STORE.

ELEVATION
SCALE - 3" = 1'- 0"



ELEVATION
SCALE - 1/16" = 1'- 0"



ELEVATION
SCALE - 1/16" = 1'- 0"



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WINDOW GRAPHICS

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Chick-fil-A Traffic Impact Study

Reynoldsburg, OH

Prepared for
GBC Design

February 2018



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Introduction	1
Project Vicinity Map	2
Existing Conditions	3
Regional and Local Access	3
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INTRODUCTION

This traffic study was undertaken to assess the traffic impact of a proposed development in Fairfield County, Ohio, inside the city borders of Reynoldsburg, Ohio. The development will be along State Route 256 (Reynoldsburg Rd) to the south of Taylor Road Ext, with access being provided via Taylor Park. The vicinity map (Figure 1) displays the location of the proposed development and study area.



State Route 256 looking toward the Taylor Road

The proposed development is a Chick-Fil-A restaurant which will be located on the existing Logan's Restaurant. The Chick-Fil-A development is currently zoned Community Services District (CS).

This traffic impact study includes one intersection along State Route 256 and one access point along the side road passing along the proposed Chick-Fil-A. The State Route 256 corridor currently consists of numerous commercial businesses, including restaurants, banks, and residential.



Intersections of State Route 256/Taylor Rd (left) and Taylor Rd/Taylor Park (right)



Figure 1. Vicinity Map

Attachment: CFA 04248 Reynoldsburg FSU Traffic Impact Study (App# 2018-0003, 2364 TAYLOR PARK DR, SANTELLI)

EXISTING CONDITIONS

Regional and Local Access

State Route 256 will provide regional access and Taylor Road Ext and Taylor Park will provide access to State Route 256. A brief description of the surrounding roadways follows:

State Route 256 – In the vicinity of the project site, State Route 256 is a 6-lane urban highway, includes turn lanes, that runs in a north - south direction. The roadway speed limit is posted at 40 mph and consists of 12-foot lanes with curb and gutter and sidewalks.

Taylor Road – Taylor Road provides access to State Route 256 and generally runs in an east-west direction. The road consists of 12 foot lanes with curb and gutters and sidewalks and a posted speed limit of 35 mph. In the vicinity of the project site, this road consists of two thru lanes in each direction.

Taylor Park Drive – Taylor Park Drive provides access to Taylor Road and generally runs in a north-south direction. Lane widths are 11 foot with curb and gutters and sidewalks and a posted speed limit of 25 mph. In the vicinity of the project site, this road consists of one thru lanes in each direction and a center turn lane.

LEVEL OF SERVICE AND DELAY

Level of Service (LOS) was used as the measure of effectiveness for each lane and turning movement. According to the Highway Capacity Manual, the level of service is defined in terms of delay (See Tables 1 and 2). Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and accidents at an intersection. Level of Service is based on a grade scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting.

Table 1 – Unsignalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	<=10
B	>10 and <=15
C	>15 and <=25
D	>25 and <=35
E	>35 and <=50
F	>50

Table 2 – Signalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Base Traffic Volumes (existing condition)

Manual traffic counts were taken from 6:30 AM to 8:30 AM, 11:00 AM to 1:00 PM, 4:00 PM to 6:00 PM on January 24, 2018 and January 25, 2018 at the intersections of State Route 256 and Taylor Road, and the intersection of Taylor Road and Taylor Park. Traffic volumes for each of these locations can be found in the Appendix.

Background Traffic Volumes

The estimated completion date for the proposed development is by the end of 2018. The historical traffic volumes have shown a slight growth in the area over a five year period between 2012 and 2017. This is based on ODOT traffic counts near the Interstate 70 Interchange and along State Route 256 near the County Line. The existing and projected background traffic volumes can be found in the Appendix.

METHODOLOGY

Level of Service, delay, and queue length were measures of effectiveness analyzed using the HCS 2010 software.

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses the existing traffic volumes (2018) and projects the volumes to design year (2023). The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed 2023 traffic volumes. The 2018 proposed traffic was input to HCS 2010 yielding full build out level of service and delay information. The 2018 background, level-of-service, and vehicle delay can be found in the Appendix along with 2018 existing (Fig 1), 2018 initial (Fig 6), 2023 No Build (Fig 7), and 2023 proposed (Fig 8) traffic volumes.

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

Trip estimates for proposed development are based upon information found in the *Trip Generation, 9th Edition*, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers. These rates have been verified by Chick-Fil-A and are consistent with their specific restaurant.

SITE TRIP GENERATION

The proposed site will consist of a Chick-fil-a so the ITE Trip Generation for a Fast-Food Restaurant with Drive-Through Window (Code 934) was used to determine the volumes of new vehicles. The trip rates generate 268 vehicles (AM Peak), 303 vehicles (Mid-Day Peak), and 236 vehicles (PM Peak).

A portion of the traffic entering and exiting the proposed site could be traffic that is already passing by the site on the adjacent roadway system and would merely be coming into the site and leaving the site via the same road. To provide a conservative approach pass-by estimates were not taken into account even though they are likely to be applicable. The following tables show the total trips generated by the site and the trips associated with the proposed development.

Chick-fil-A Proposed Development Trip Generation Tables								
ITE			Average					
Code	Land Use	Sq. Ft./Units	Rate	AM Peak	In	%	Out	%
934	Fast-Food Restaurant with Drive-Through Window	4,992	53.61	268	137	51	131	49
ITE			Average					
Code	Land Use	Sq. Ft./Units	Rate	Mid-Day Peak	In	%	Out	%
934	Fast-Food Restaurant with Drive-Through Window	4,992	60.66	303	155	51	148	49
ITE			Average					
Code	Land Use	Sq. Ft./Units	Rate	PM Peak	In	%	Out	%
934	Fast-Food Restaurant with Drive-Through Window	4,992	47.30	236	123	52	113	48
ITE			Average					
Code	Land Use	Sq. Ft./Units	Rate	Weekday	In	%	Out	%
934	Fast-Food Restaurant with Drive-Through Window	4,992	496.12	2,477	1239	50	1238	50

Table 3 - Trip Generation Table

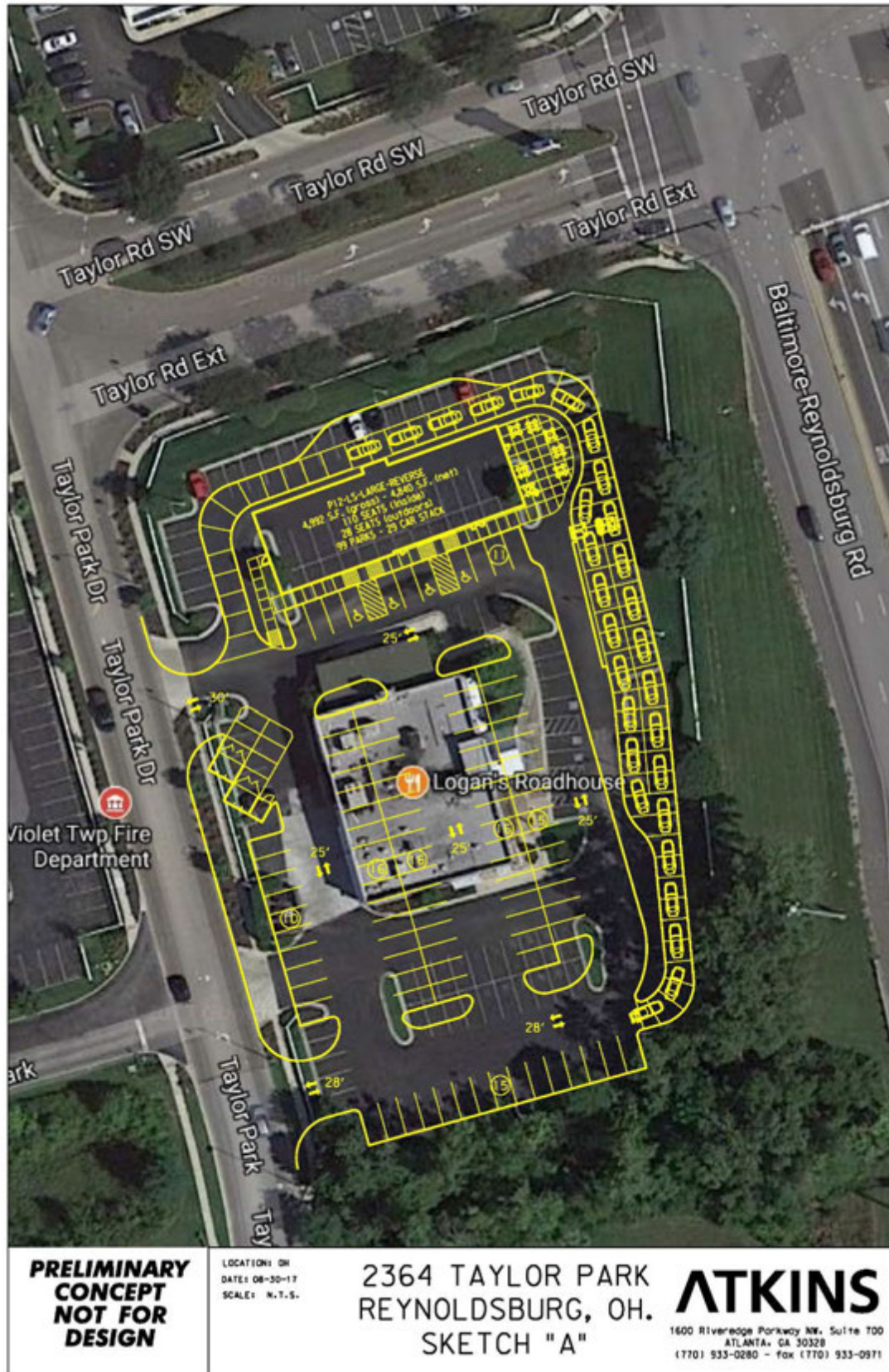


Figure 2. Site Map

TRIP DISTRIBUTION

	<u>Distribution</u>
From the north via State Route 256	23% (AM) 10% (Noon) 25% (PM)
From the south via State Route 256	50% (AM) 55% (Noon) 50% (PM)
From the East via Taylor Road	25% (AM) 30% (Noon) 20% (PM)
From the West via Taylor Park	2% (AM) 5% (Noon) 5% (PM)

LEVEL OF SERVICE AND DELAY ANALYSIS

All intersection traffic volumes, vehicle delay, and level of service information can be found in the Appendix. The 2023 base traffic volume information will be the focus upon comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2023 No-Build volumes would exist on the roadway system in the absence of the proposed development and the 2023 Build Volumes are the volumes with the proposed development included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented. This would be the case assuming the proposed development was not built.

The proposed scenario would increase the traffic at existing access points along State Route 256. These changes were assumed in the proposed condition traffic analysis.

INTERSECTION ANALYSIS**2023 No Build Analysis**

The HCS analysis reveals that all of the approaches operate at LOS “E” or better in weekday peak period under existing conditions except for the exiting traffic from the Taylor Road access point on the west side of SR 256. This approach has delays for the thru vehicles that are exiting the site. The maximum delay is experienced during the Midday peak by those vehicles exiting the site due to the left turns on the opposing approach.

2023 Proposed Analysis

The HCS analysis reveals that the majority of approaches continue to operate at similar levels of service when comparing the Build and No Build conditions. The overall delay of the intersection increases slightly due to the extra trips that have been added to the system.

Chick-fil-A Traffic Impact Study

Reynoldsburg, OH

2023 NO BUILD (LOS/Delay in sec)													
AM Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	48/D	45/D	47/D	40/D	48/D		14/B	17/B	-	14/B	18/B	18/B	25/C
TAYLOR & TAYLOR PARK	-	-	-	8/A	7/A	-	7/A	-	-	8/A	8/A	-	8/A
2023 BUILD (LOS/Delay in sec)													
AM Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	50/D	46/D	50/D	41/D	50/D		14/B	18/B	-	14/B	18/B	18/B	27/C
TAYLOR & TAYLOR PARK	-	-	-	11/B	8/A	-	9/A	-	-	9/A	8/A	-	9/A
2023 NO BUILD (LOS/Delay in sec)													
Mid-Day Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	57/E	282/F	37/D	60/E	37/D		50/D	47/D	-	34/C	51/D	51/D	103/F
TAYLOR & TAYLOR PARK	-	-	-	11/B	8/A	-	9/A	-	-	10/A	9/A	-	10/A
2023 BUILD (LOS/Delay in sec)													
Mid-Day Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	58/E	319/F	40/D	60/E	38/D		87/F	46/D	-	34/C	52/D	52/D	112/F
TAYLOR & TAYLOR PARK	-	-	-	12/B	9/A	-	12/B	-	-	10/B	9/A	-	11/B
2023 NO-BUILD (LOS/Delay in sec)													
PM Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	52/D	48/D	80/F	71/E	60/E		19/B	22/C	-	17/B	26/C	26/C	38/D
TAYLOR & TAYLOR PARK	-	-	-	12/B	8/A	-	10/A	-	-	10/A	9/A	-	10/B
2023 BUILD (LOS/Delay in sec)													
PM Peak	Eastbound			Westbound			Northbound			Southbound			Total Intersection
Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
SR 256 & TAYLOR	54/D	50/D	59/E	84/F	67/E		21/C	22/C	-	17/B	26/C	27/C	39/D
TAYLOR & TAYLOR PARK	-	-	-	17/C	9/A	-	14/B	-	-	11/B	10/A	-	14/B

Table 4. Level of Service Summary

ADDITIONAL STUDY ITEMS

Turn Lane Analysis

All turn lanes along State Route 256 Ave are adequate and do not spillback and block the thru lanes. The left turn lanes along both routes are adequate for the left turn volumes. The left turn into the CFA Access Point provides a continuous turn lane and is adequate for the volume of vehicles anticipated to enter the site from that approach.

Sight Distance Analysis

Both approaches provide for adequate sight distance that far exceeds the required AASHTO/ODOT standards for the sight distance along a 35 mph route. Vehicles entering the roadway can see adequate distance to enter the roadway safely with or with a signal.

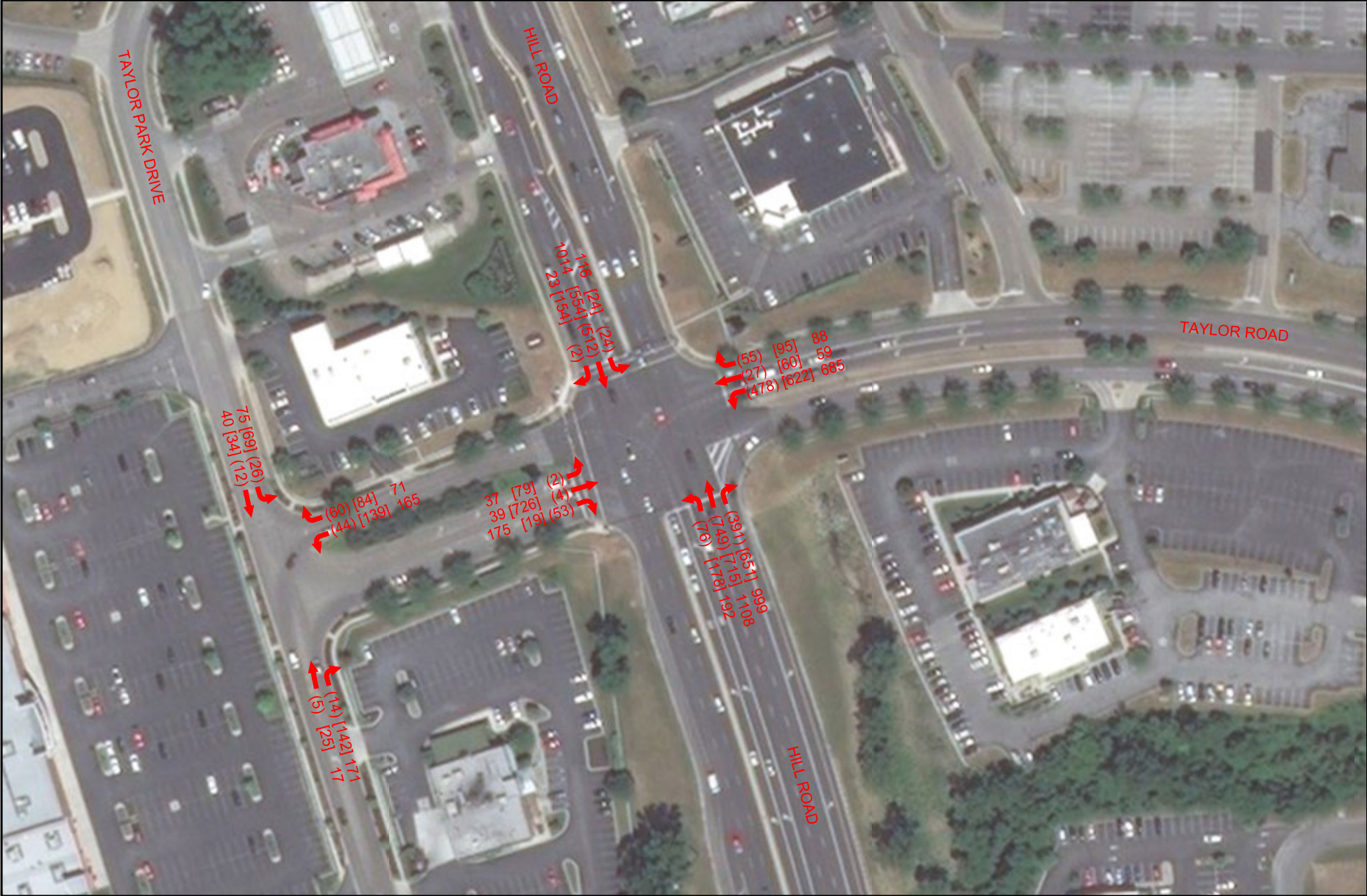
Drive Thru Queue

The available queuing distance within the development is over 400 feet. To analyze the queue length a site visit was performed to other Chick-Fil-A stores during the PM Peak to observe the dwell time of each vehicle at the ordering station. The average dwell time was 30 seconds and we assumed that 75% of the entering traffic was using the drive thru. For the analysis we used a PHF of 0.7 to account for the platoon of vehicles and found the results were 6 cars (95th percent queue). The proposed layout uses a double drive thru and can store over 29 vehicles.

CONCLUSIONS AND RECOMMENDATIONS

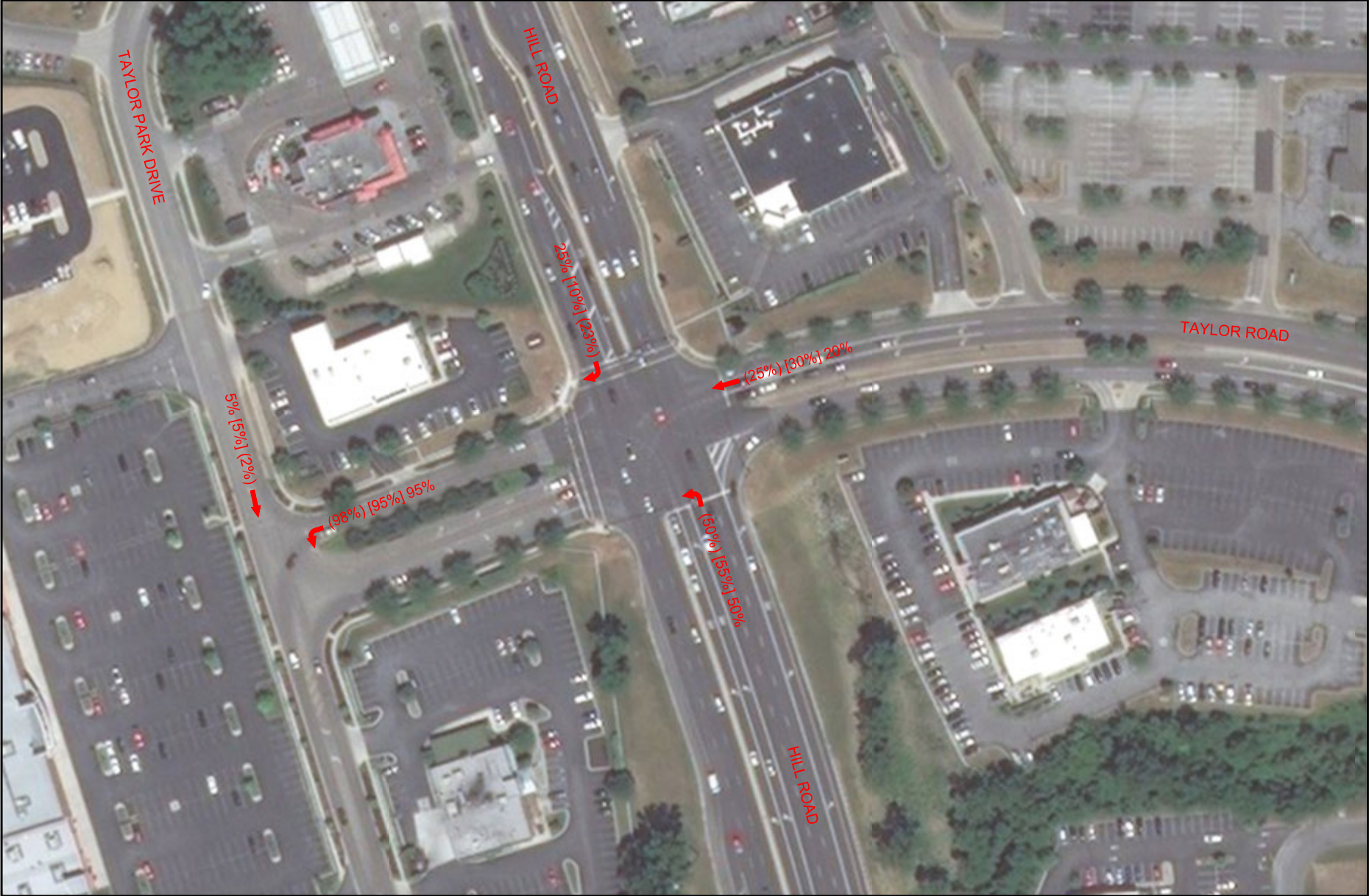
All movements operate at a Level of Service similar to the no build levels so no improvements are needed for traffic to continue to operate near the current condition. The existing signal timing plans can remain unchanged based on the analysis of the system provided in the previous tables. The charts also identify the existing and proposed traffic analysis for the 2 intersections identified by the project team.

APPENDIX



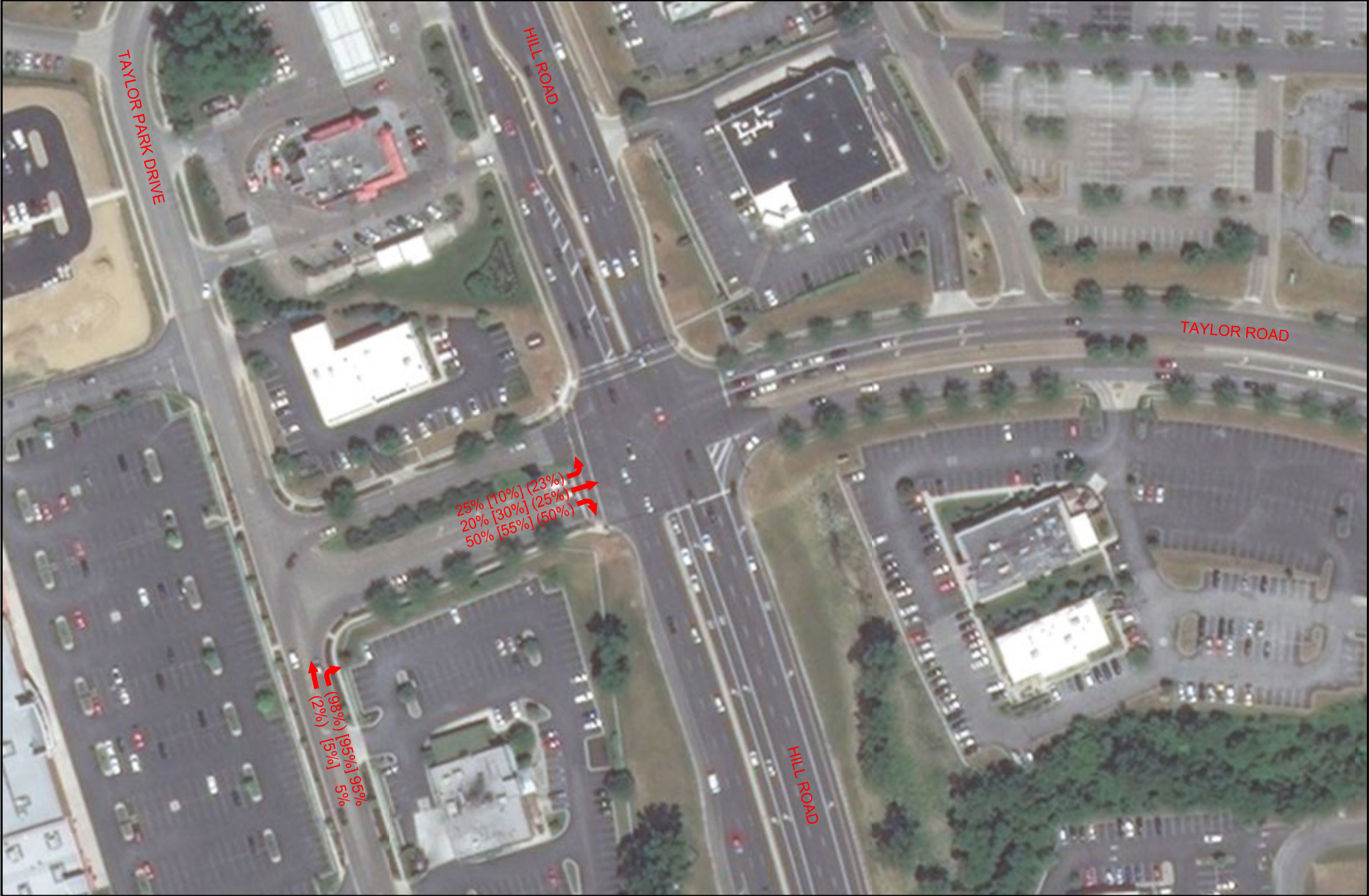
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 1
2018 EXISTING COUNTS
(AM) [NOON] PM



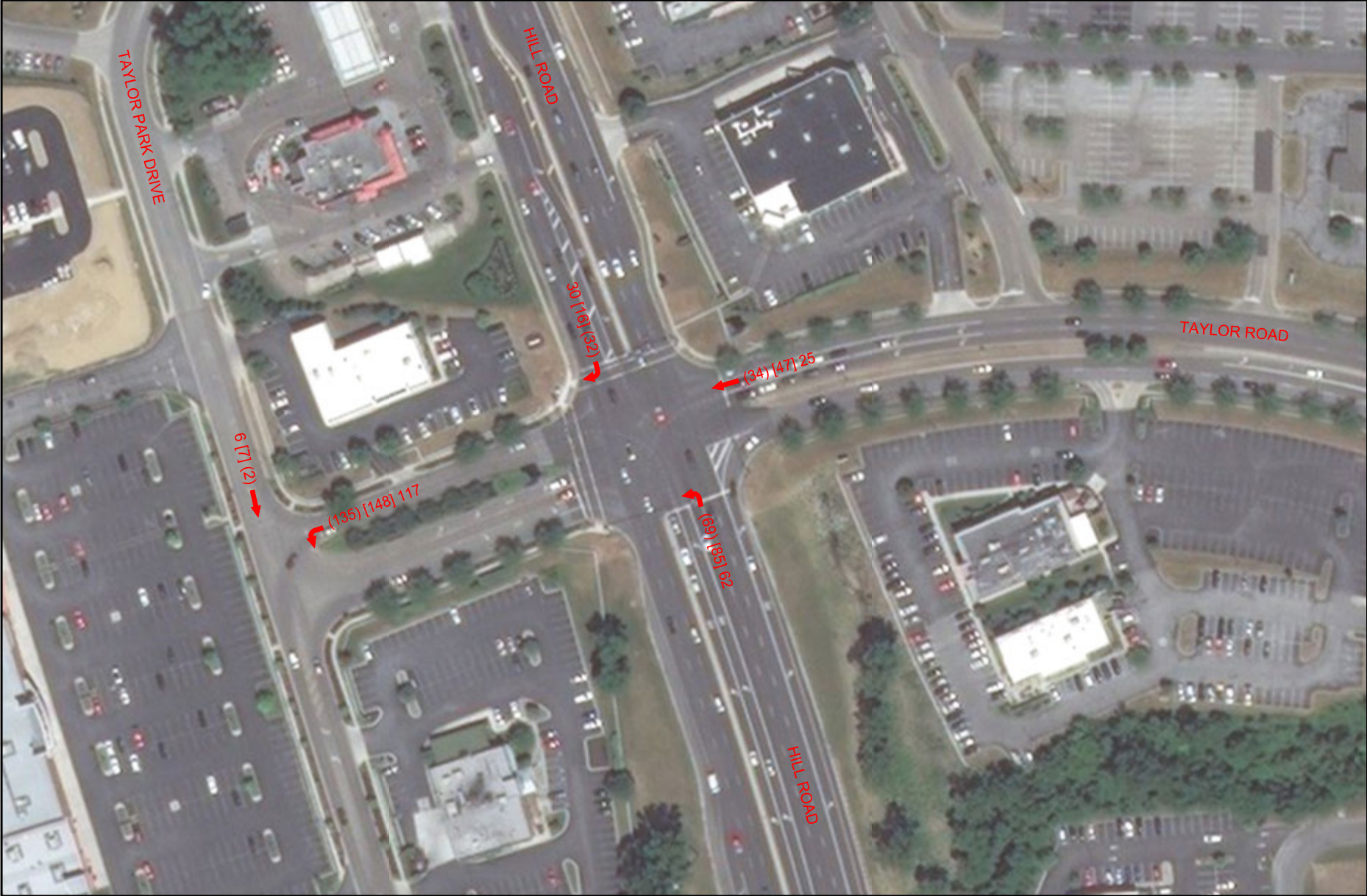
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 2
ENTERING TRIP DISTRIBUTION
(AM) [NOON] PM



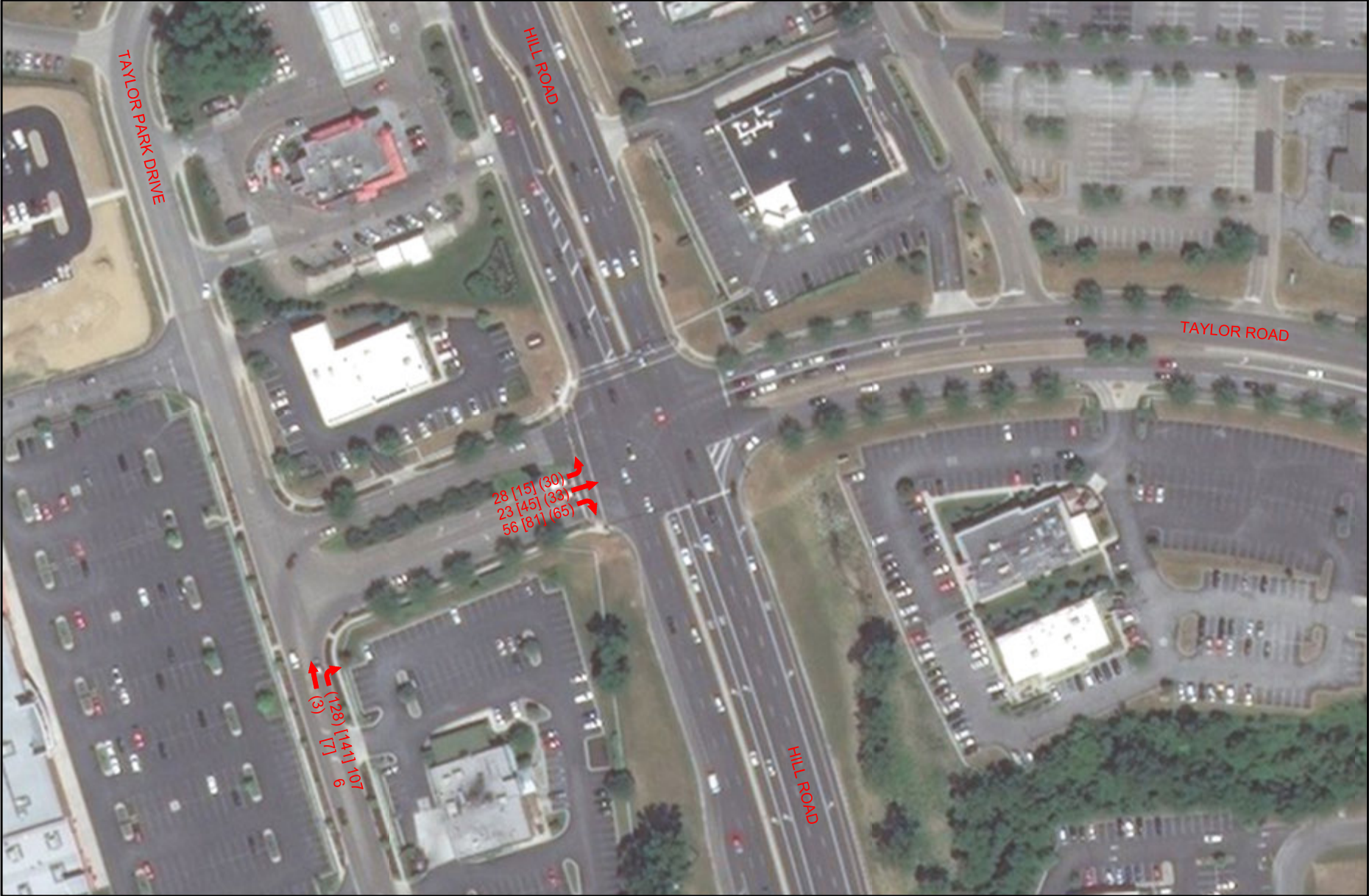
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 3
EXITING TRIP DISTRIBUTION
(AM) [NOON] PM



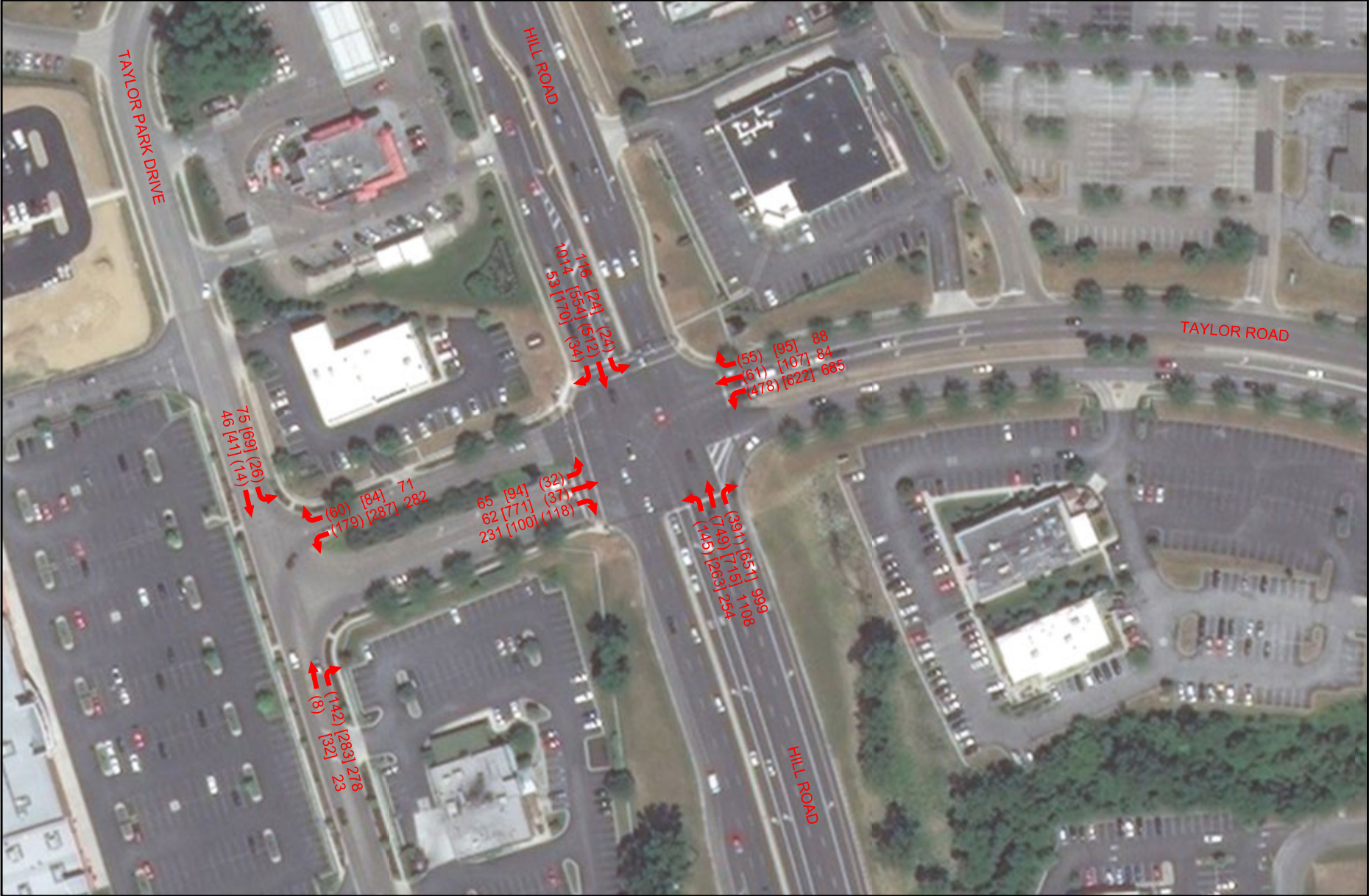
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 4
ENTERING TRIP GENERATED
(AM) [NOON] PM



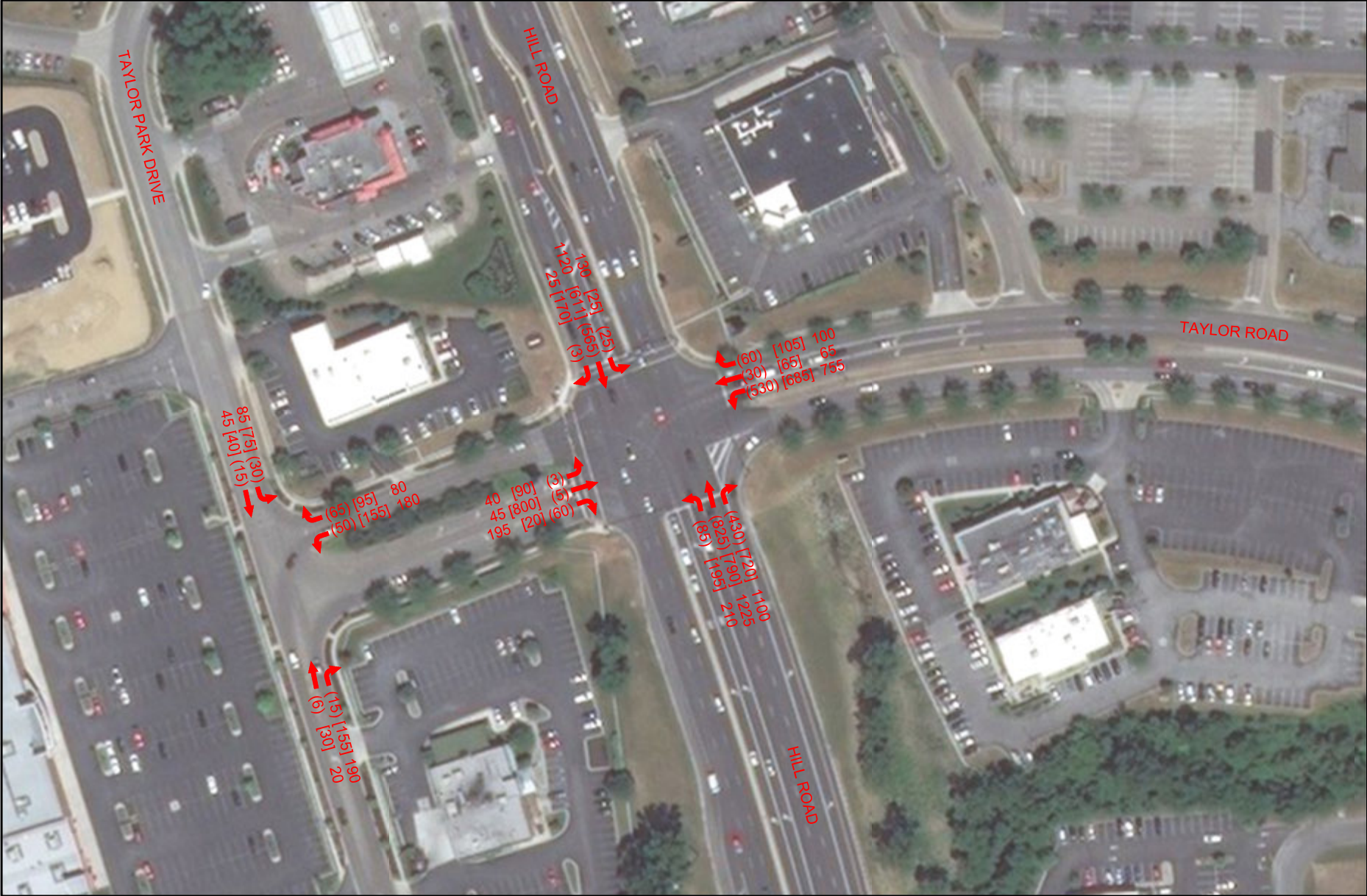
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 5
EXITING TRIP GENERATED
(AM) [NOON] PM



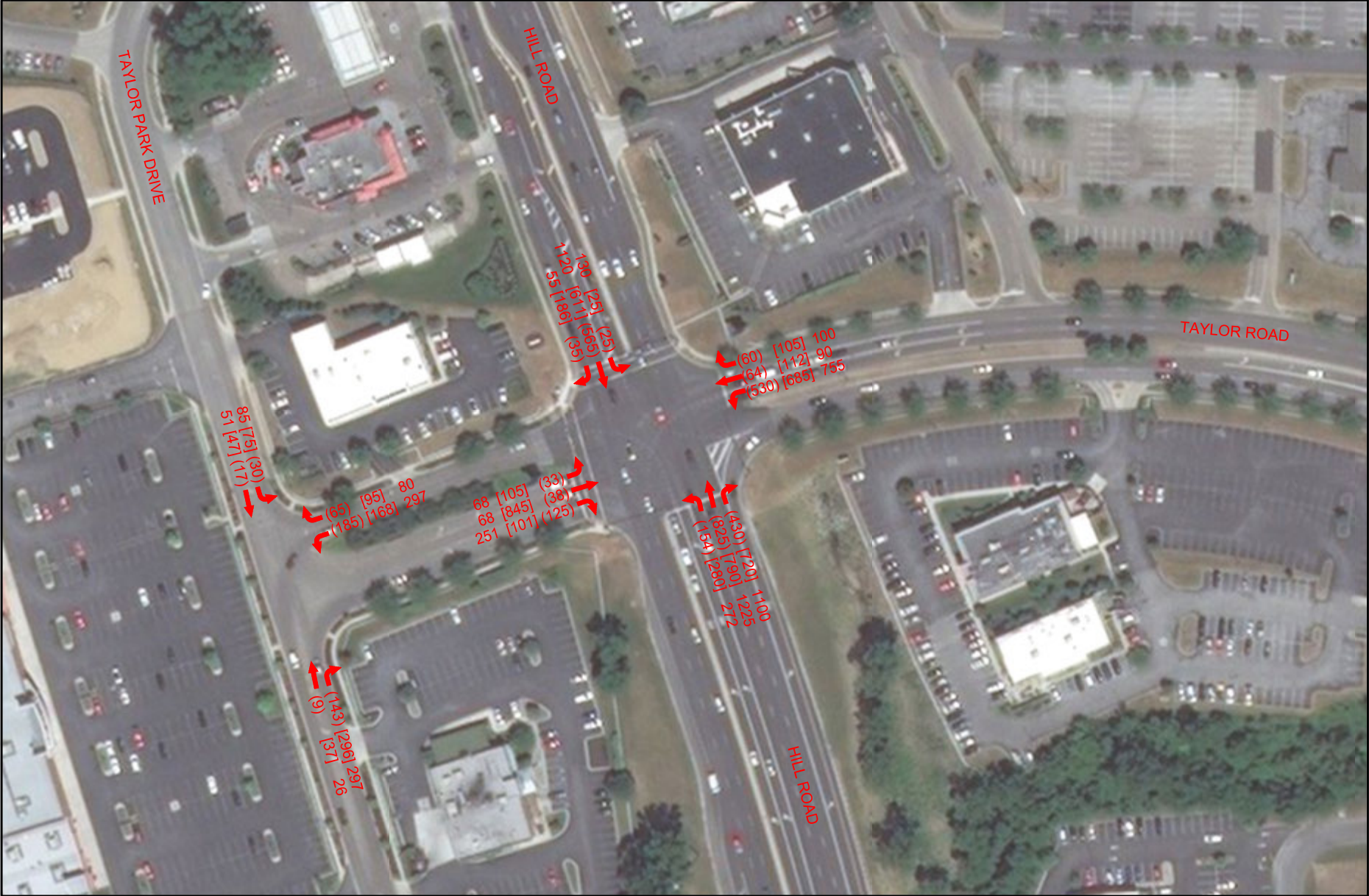
PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 6
INITIAL VOLUMES
(AM) [NOON] PM



PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 7
2023 NO BUILD VOLUMES
(AM) [NOON] PM



PROPOSED CHICK-FIL-A
REYNOLDSBURG, OHIO

FIGURE 8
2023 BUILD VOLUMES
(AM) [NOON] PM

Palmer Engineering Company

400 Shopper Drive
Winchester, KY 40392

D.4.d

Intersection: Taylor Rd & Taylor Park
Counter: EF

File Name : taylor and taylor co
Site Code : 00000000
Start Date : 1/23/2018
Page No : 1

Groups Printed- Class 1 - Class 2

	TAYLOR PARK From North					TAYLOR RD From East					TAYLOR PARK From South					From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. To	
06:30 AM	0	4	5	0	9	17	0	2	0	19	1	0	0	0	1	0	0	0	0	0	0	1
06:45 AM	0	5	14	0	19	16	0	13	0	29	4	1	0	0	5	0	0	0	0	0	0	1
Total	0	9	19	0	28	33	0	15	0	48	5	1	0	0	6	0	0	0	0	0	0	2
07:00 AM	0	2	9	0	11	13	0	7	0	20	3	0	0	0	3	0	0	0	0	0	0	1
07:15 AM	0	2	9	0	11	13	0	19	0	32	3	2	0	0	5	0	0	0	0	0	0	1
07:30 AM	0	4	5	0	9	17	0	8	0	25	8	1	0	0	9	0	0	0	0	0	0	1
07:45 AM	0	4	3	0	7	17	0	10	0	27	0	2	0	0	2	0	0	0	0	0	0	1
Total	0	12	26	0	38	60	0	44	0	104	14	5	0	0	19	0	0	0	0	0	0	4
08:00 AM	0	5	4	0	9	13	0	5	0	18	7	0	0	0	7	0	0	0	0	0	0	1
08:15 AM	0	2	5	0	7	25	0	17	0	42	6	3	0	0	9	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	7	9	0	16	38	0	22	0	60	13	3	0	0	16	0	0	0	0	0	0	2
*** BREAK ***																						
11:00 AM	0	9	11	0	20	16	0	29	0	45	43	3	0	0	46	0	0	0	0	0	0	1
11:15 AM	0	9	14	0	23	27	0	46	0	73	26	5	0	0	31	0	0	0	0	0	0	1
11:30 AM	0	6	12	0	18	18	0	33	0	51	39	3	0	0	42	0	0	0	0	0	0	1
11:45 AM	0	7	19	0	26	25	0	43	0	68	39	4	0	0	43	0	0	0	0	0	0	1
Total	0	31	56	0	87	86	0	151	0	237	147	15	0	0	162	0	0	0	0	0	0	4
12:00 PM	0	3	23	0	26	20	0	23	0	43	32	8	0	0	40	0	0	0	0	0	0	1
12:15 PM	0	13	14	0	27	23	0	36	0	59	44	9	0	0	53	0	0	0	0	0	0	1
12:30 PM	0	7	17	0	24	25	0	44	0	69	32	4	0	0	36	0	0	0	0	0	0	1
12:45 PM	0	11	15	0	26	16	0	36	0	52	34	4	0	0	38	0	0	0	0	0	0	1
Total	0	34	69	0	103	84	0	139	0	223	142	25	0	0	167	0	0	0	0	0	0	4
*** BREAK ***																						
04:00 PM	0	11	14	0	25	14	0	40	0	54	40	4	0	0	44	0	0	0	0	0	0	1
04:15 PM	0	10	16	0	26	11	0	41	0	52	31	9	0	0	40	0	0	0	0	0	0	1
04:30 PM	0	6	25	0	31	15	0	44	0	59	44	7	0	0	51	0	0	0	0	0	0	1
04:45 PM	0	12	11	0	23	11	0	34	0	45	42	6	0	0	48	0	0	0	0	0	0	1
Total	0	39	66	0	105	51	0	159	0	210	157	26	0	0	183	0	0	0	0	0	0	4
05:00 PM	0	13	26	0	39	16	0	42	0	58	44	6	0	0	50	0	0	0	0	0	0	1
05:15 PM	0	10	15	0	25	17	0	43	0	60	49	3	0	0	52	0	0	0	0	0	0	1

Attachment: CFA 04248 Reynoldsburg FSU Traffic Impact Study (App# 2018-0003, 2364 TAYLOR PARK

Palmer Engineering Company

400 Shopper Drive
Winchester, KY 40392

D.4.d

Intersection: Taylor Rd & Taylor Park
Counter: EF

File Name : taylor and taylor co
Site Code : 00000000
Start Date : 1/23/2018
Page No : 2

Groups Printed- Class 1 - Class 2

	TAYLOR PARK From North					TAYLOR RD From East					TAYLOR PARK From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tol
05:30 PM	0	9	18	0	27	17	0	38	0	55	38	5	0	0	43	0	0	0	0	0	13
05:45 PM	0	8	16	0	24	21	0	42	0	63	40	3	0	0	43	0	0	0	0	0	13
Total	0	40	75	0	115	71	0	165	0	236	171	17	0	0	188	0	0	0	0	0	50
*** BREAK ***																					
Grand Total	0	172	320	0	492	423	0	695	0	1118	649	92	0	0	741	0	0	0	0	0	236
Apprch %	0	35	65	0		37.8	0	62.2	0		87.6	12.4	0	0		0	0	0	0		
Total %	0	7.3	13.6	0	20.9	18	0	29.6	0	47.6	27.6	3.9	0	0	31.5	0	0	0	0	0	
Class 1	0	168	316	0	484	416	0	686	0	1102	634	91	0	0	725	0	0	0	0	0	236
% Class 1	0	97.7	98.8	0	98.4	98.3	0	98.7	0	98.6	97.7	98.9	0	0	97.8	0	0	0	0	0	98
Class 2	0	4	4	0	8	7	0	9	0	16	15	1	0	0	16	0	0	0	0	0	4
% Class 2	0	2.3	1.2	0	1.6	1.7	0	1.3	0	1.4	2.3	1.1	0	0	2.2	0	0	0	0	0	1

	TAYLOR PARK From North					TAYLOR RD From East					TAYLOR PARK From South					From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	2	9	0	11	13	0	7	0	20	3	0	0	0	3	0	0	0	0	0	3	
07:15 AM	0	2	9	0	11	13	0	19	0	32	3	2	0	0	5	0	0	0	0	0	5	
07:30 AM	0	4	5	0	9	17	0	8	0	25	8	1	0	0	9	0	0	0	0	0	9	
07:45 AM	0	4	3	0	7	17	0	10	0	27	0	2	0	0	2	0	0	0	0	0	2	
Total Volume	0	12	26	0	38	60	0	44	0	104	14	5	0	0	19	0	0	0	0	0	19	
% App. Total	0	31.6	68.4	0		57.7	0	42.3	0		73.7	26.3	0	0		0	0	0	0			
PHF	.000	.750	.722	.000	.864	.882	.000	.579	.000	.813	.438	.625	.000	.000	.528	.000	.000	.000	.000	.000	.864	

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	3	23	0	26	20	0	23	0	43	32	8	0	0	40	0	0	0	0	0	110
12:15 PM	0	13	14	0	27	23	0	36	0	59	44	9	0	0	53	0	0	0	0	0	117
12:30 PM	0	7	17	0	24	25	0	44	0	69	32	4	0	0	36	0	0	0	0	0	111
12:45 PM	0	11	15	0	26	16	0	36	0	52	34	4	0	0	38	0	0	0	0	0	112
Total Volume	0	34	69	0	103	84	0	139	0	223	142	25	0	0	167	0	0	0	0	0	440
% App. Total	0	33	67	0		37.7	0	62.3	0		85	15	0	0		0	0	0	0		
PHF	.000	.654	.750	.000	.954	.840	.000	.790	.000	.808	.807	.694	.000	.000	.788	.000	.000	.000	.000	.000	.808

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	13	26	0	39	16	0	42	0	58	44	6	0	0	50	0	0	0	0	0	11
05:15 PM	0	10	15	0	25	17	0	43	0	60	49	3	0	0	52	0	0	0	0	0	11
05:30 PM	0	9	18	0	27	17	0	38	0	55	38	5	0	0	43	0	0	0	0	0	11
05:45 PM	0	8	16	0	24	21	0	42	0	63	40	3	0	0	43	0	0	0	0	0	11
Total Volume	0	40	75	0	115	71	0	165	0	236	171	17	0	0	188	0	0	0	0	0	55
% App. Total	0	34.8	65.2	0		30.1	0	69.9	0		91	9	0	0		0	0	0	0		
PHF	.000	.769	.721	.000	.737	.845	.000	.959	.000	.937	.872	.708	.000	.000	.904	.000	.000	.000	.000	.000	.904

Attachment: CFA 04248 Reynoldsburg FSU Traffic Impact Study (App# 2018-0003, 2364 TAYLOR PARK

Palmer Engineering

400 Shopper Drive
Winchester Ky 40392

D.4.d

Intersection: Hills Rd and Taylor Rd
Counted By: JT & RS

File Name : taylor and hill co
Site Code : 00000000
Start Date : 1/24/2018
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	256 From North					TAYLOR From East					256 From South					TAYLOR From West					Int. To
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	95	10	0	105	7	8	102	0	117	74	118	15	0	207	7	0	0	0	7	4:
06:45 AM	0	125	6	0	131	11	7	101	0	119	90	161	23	0	274	16	3	1	0	20	5:
Total	0	220	16	0	236	18	15	203	0	236	164	279	38	0	481	23	3	1	0	27	9:
07:00 AM	0	120	5	0	125	13	5	150	0	168	81	194	18	0	293	18	0	0	0	18	6:
07:15 AM	0	133	6	0	139	19	8	121	0	148	94	175	23	0	292	18	1	0	0	19	5:
07:30 AM	2	116	3	0	121	14	6	114	0	134	106	185	15	0	306	11	3	1	0	15	5:
07:45 AM	0	143	10	0	153	9	8	93	0	110	110	195	20	0	325	6	0	1	0	7	5:
Total	2	512	24	0	538	55	27	478	0	560	391	749	76	0	1216	53	4	2	0	59	23:
08:00 AM	1	143	7	0	151	15	9	135	0	159	102	132	12	0	246	10	1	1	0	12	5:
08:15 AM	3	136	10	0	149	24	16	140	0	180	95	151	25	0	271	10	2	0	0	12	6:
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																					
Total	4	279	17	0	300	40	25	275	0	340	197	283	37	0	517	20	3	1	0	24	11:
*** BREAK ***																					
11:00 AM	41	93	5	0	139	19	11	101	0	131	111	157	35	0	303	1	161	20	0	182	7:
11:15 AM	26	123	5	0	154	15	16	129	0	160	152	142	55	0	349	7	158	30	0	195	8:
11:30 AM	35	116	6	0	157	21	16	131	0	168	168	137	44	0	349	6	157	14	0	177	8:
11:45 AM	41	132	5	0	178	21	15	105	0	141	153	162	45	0	360	8	174	25	0	207	8:
Total	143	464	21	0	628	76	58	466	0	600	584	598	179	0	1361	22	650	89	0	761	33:
12:00 PM	39	152	8	0	199	27	10	174	0	211	152	170	37	0	359	2	152	16	0	170	9:
12:15 PM	44	142	4	0	190	19	14	140	0	173	186	165	48	0	399	6	211	26	0	243	10:
12:30 PM	36	137	6	0	179	28	20	141	0	189	161	215	58	0	434	4	191	17	0	212	10:
12:45 PM	35	123	6	0	164	21	16	167	0	204	152	165	35	0	352	7	172	20	0	199	9:
Total	154	554	24	0	732	95	60	622	0	777	651	715	178	0	1544	19	726	79	0	824	38:
*** BREAK ***																					
04:00 PM	4	269	27	0	300	22	13	143	0	178	206	235	35	0	476	44	8	2	0	54	10:
04:15 PM	8	264	22	0	294	17	11	145	0	173	231	215	36	0	482	30	12	5	0	47	9:
04:30 PM	5	262	23	0	290	27	12	150	0	189	216	213	53	0	482	50	15	7	0	72	10:
04:45 PM	6	230	26	0	262	28	9	155	0	192	222	221	37	0	480	41	12	7	0	60	9:
Total	23	1025	98	0	1146	94	45	593	0	732	875	884	161	0	1920	165	47	21	0	233	40:
05:00 PM	3	248	28	0	279	29	14	193	0	236	226	263	47	0	536	44	12	7	0	63	11:

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File Name : taylor and hill co
Site Code : 00000000
Start Date : 1/24/2018
Page No : 2

Groups Printed- Unshifted - Bank 1

	256 From North					TAYLOR From East					256 From South					TAYLOR From West					Int. Tot
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot
05:15 PM	9	275	32	0	316	20	11	163	0	194	225	283	47	0	555	43	8	14	0	65	111
05:30 PM	6	273	27	0	306	21	13	156	0	190	286	305	52	0	643	39	9	11	0	59	111
05:45 PM	5	218	29	0	252	18	21	173	0	212	262	257	46	0	565	49	10	5	0	64	109
Total	23	1014	116	0	1153	88	59	685	0	832	999	1108	192	0	2299	175	39	37	0	251	451
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0
*** BREAK ***																					
Grand Total	349	4068	316	0	4733	466	289	3322	0	4077	3863	4619	861	0	9343	477	1472	230	0	2179	2033
Apprch %	7.4	85.9	6.7	0		11.4	7.1	81.5	0		41.3	49.4	9.2	0		21.9	67.6	10.6	0		
Total %	1.7	20	1.6	0	23.3	2.3	1.4	16.3	0	20.1	19	22.7	4.2	0	46	2.3	7.2	1.1	0	10.7	
Unshifted	344	4033	310	0	4687	450	286	3271	0	4007	3790	4570	851	0	9211	474	1456	229	0	2159	2001
% Unshifted	98.6	99.1	98.1	0	99	96.6	99	98.5	0	98.3	98.1	98.9	98.8	0	98.6	99.4	98.9	99.6	0	99.1	98
Bank 1	5	35	6	0	46	16	3	51	0	70	73	49	10	0	132	3	16	1	0	20	21
% Bank 1	1.4	0.9	1.9	0	1	3.4	1	1.5	0	1.7	1.9	1.1	1.2	0	1.4	0.6	1.1	0.4	0	0.9	1

	256 From North					TAYLOR From East					256 From South					TAYLOR From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	120	5	0	125	13	5	150	0	168	81	194	18	0	293	18	0	0	0	18	61	
07:15 AM	0	133	6	0	139	19	8	121	0	148	94	175	23	0	292	18	1	0	0	19	59	
07:30 AM	2	116	3	0	121	14	6	114	0	134	106	185	15	0	306	11	3	1	0	15	51	
07:45 AM	0	143	10	0	153	9	8	93	0	110	110	195	20	0	325	6	0	1	0	7	51	
Total Volume	2	512	24	0	538	55	27	478	0	560	391	749	76	0	1216	53	4	2	0	59	233	
% App. Total	0.4	95.2	4.5	0		9.8	4.8	85.4	0		32.2	61.6	6.2	0		89.8	6.8	3.4	0			
PHF	.250	.895	.600	.000	.879	.724	.844	.797	.000	.833	.889	.960	.826	.000	.935	.736	.333	.500	.000	.776	.91	

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	256 From North					TAYLOR From East					256 From South					TAYLOR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	39	152	8	0	199	27	10	174	0	211	152	170	37	0	359	2	152	16	0	170	9
12:15 PM	44	142	4	0	190	19	14	140	0	173	186	165	48	0	399	6	211	26	0	243	10
12:30 PM	36	137	6	0	179	28	20	141	0	189	161	215	58	0	434	4	191	17	0	212	10
12:45 PM	35	123	6	0	164	21	16	167	0	204	152	165	35	0	352	7	172	20	0	199	9
Total Volume	154	554	24	0	732	95	60	622	0	777	651	715	178	0	1544	19	726	79	0	824	38
% App. Total	21	75.7	3.3	0		12.2	7.7	80.1	0		42.2	46.3	11.5	0		2.3	88.1	9.6	0		
PHF	.875	.911	.750	.000	.920	.848	.750	.894	.000	.921	.875	.831	.767	.000	.889	.679	.860	.760	.000	.848	.9

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	3	248	28	0	279	29	14	193	0	236	226	263	47	0	536	44	12	7	0	63	11
05:15 PM	9	275	32	0	316	20	11	163	0	194	225	283	47	0	555	43	8	14	0	65	11
05:30 PM	6	273	27	0	306	21	13	156	0	190	286	305	52	0	643	39	9	11	0	59	11
05:45 PM	5	218	29	0	252	18	21	173	0	212	262	257	46	0	565	49	10	5	0	64	10
Total Volume	23	1014	116	0	1153	88	59	685	0	832	999	1108	192	0	2299	175	39	37	0	251	45
% App. Total	2	87.9	10.1	0		10.6	7.1	82.3	0		43.5	48.2	8.4	0		69.7	15.5	14.7	0		
PHF	.639	.922	.906	.000	.912	.759	.702	.887	.000	.881	.873	.908	.923	.000	.894	.893	.813	.661	.000	.965	.9

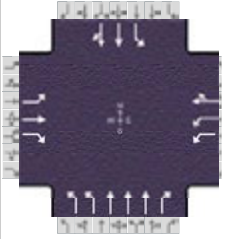
Attachment: CFA 04248 Reynoldsburg FSU Traffic Impact Study (App# 2018-0003, 2364 TAYLOR PARK

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h	0.25
Analyst	SDS	Analysis Date	1/31/2018	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.92
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	SR 256 AND TAYLOR R...	File Name	2023AM-NB-SR256_TAYLOR.xus		
Project Description					



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	3	5	60	530	30	60	85	825	430	25	565	3

Signal Information

Cycle, s	127.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.0	66.0	16.0	20.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	21.0	25.0	21.0	25.0	10.0	71.0	10.0	71.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	2.2	6.5	18.0	8.5	3.5	14.8	2.9	13.8
Green Extension Time (g_e), s	0.0	0.2	0.0	0.2	0.0	3.6	0.0	3.6
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	3	5	65	576	98		92	897	0	27	309	308
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1696		1757	1725	1610	1810	1900	1896
Queue Service Time (g_s), s	0.2	0.3	4.5	16.0	6.5		1.5	12.8	0.0	0.9	11.8	11.8
Cycle Queue Clearance Time (g_c), s	0.2	0.3	4.5	16.0	6.5		1.5	12.8	0.0	0.9	11.8	11.8
Green Ratio (g/C)	0.13	0.16	0.16	0.28	0.16		0.56	0.52	0.52	0.56	0.52	0.52
Capacity (c), veh/h	228	299	254	955	267		924	2690	837	382	987	986
Volume-to-Capacity Ratio (X)	0.014	0.018	0.257	0.603	0.366		0.100	0.333	0.000	0.071	0.313	0.313
Back of Queue (Q), ft/ln (50 th percentile)	2.3	3.6	45.2	191.2	69.1		14.5	123.1	0	8.5	125.8	125.8
Back of Queue (Q), veh/ln (50 th percentile)	0.1	0.1	1.8	7.6	2.8		0.6	4.9	0.0	0.3	5.0	5.0
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.03	0.00	0.00	0.03	0.00	0.00
Uniform Delay (d_1), s/veh	48.6	45.2	47.0	39.3	47.8		13.5	17.7	0.0	13.4	17.5	17.5
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.8	0.3		0.0	0.0	0.0	0.0	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.6	45.2	47.2	40.0	48.1		13.5	17.7	0.0	13.5	17.6	17.6
Level of Service (LOS)	D	D	D	D	D		B	B		B	B	B
Approach Delay, s/veh / LOS	47.1		D	41.2		D	17.3		B	17.4		B
Intersection Delay, s/veh / LOS	25.0						C					

Multimodal Results

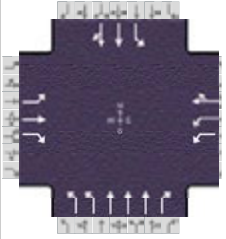
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.8		D	3.2		C	2.4		B	2.8		C
Bicycle LOS Score / LOS	0.6		A	1.6		B	1.0		A	1.0		A

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h	0.25
Analyst	SDS	Analysis Date	1/31/2018	Area Type	Other
Jurisdiction		Time Period	MID	PHF	0.92
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	SR 256 AND TAYLOR R...	File Name	2023MID-NB-SR256_TAYLOR.xus		
Project Description					



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	90	800	20	685	65	105	195	790	720	25	611	170

Signal Information

Cycle, s	156.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.0	4.0	46.0	26.0	2.0	48.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	31.0	53.0	38.0	60.0	10.0	51.0	14.0	55.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.0	3.1	3.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	9.4	50.0	29.9	14.2	7.0	23.9	3.5	34.1
Green Extension Time (g_e), s	0.1	0.0	0.7	2.4	0.0	4.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	1.00	0.97	0.00	1.00	0.02	0.01	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	98	870	22	745	185		212	859	0	27	441	408
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1710		1757	1725	1610	1810	1900	1757
Queue Service Time (g_s), s	7.4	48.0	1.5	27.9	12.2		5.0	21.9	0.0	1.5	32.0	32.1
Cycle Queue Clearance Time (g_c), s	7.4	48.0	1.5	27.9	12.2		5.0	21.9	0.0	1.5	32.0	32.1
Green Ratio (g/C)	0.17	0.31	0.31	0.53	0.35		0.33	0.29	0.29	0.36	0.32	0.32
Capacity (c), veh/h	302	585	495	836	603		339	1526	475	252	609	563
Volume-to-Capacity Ratio (X)	0.324	1.487	0.044	0.891	0.307		0.625	0.563	0.000	0.108	0.724	0.725
Back of Queue (Q), ft/ln (95 th percentile)	153.2	2232.3	26.5	544	221.3		77.1	359.9	0	30.5	552.4	519.1
Back of Queue (Q), veh/ln (95 th percentile)	6.1	89.3	1.1	21.8	8.9		3.1	14.4	0.0	1.2	22.1	20.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.15	0.00	0.00	0.11	0.00	0.00
Uniform Delay (d_1), s/veh	57.3	54.0	37.9	48.7	36.7		47.6	46.5	0.0	34.3	46.9	46.9
Incremental Delay (d_2), s/veh	0.2	228.4	0.0	11.4	0.1		2.7	0.3	0.0	0.1	3.7	4.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.5	282.4	37.9	60.1	36.8		50.3	46.8	0.0	34.4	50.6	50.9
Level of Service (LOS)	E	F	D	E	D		D	D		C	D	D
Approach Delay, s/veh / LOS	254.8		F	55.5		E	47.5		D	50.3		D
Intersection Delay, s/veh / LOS	103.1						F					

Multimodal Results

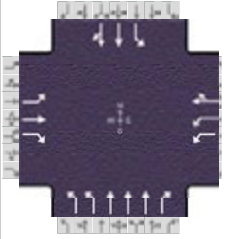
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	4.2		D	3.2		C	2.5		B	2.9		C
Bicycle LOS Score / LOS	2.1		B	2.0		B	1.1		A	1.2		A

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h	0.25
Analyst	SDS	Analysis Date	1/31/2018	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.92
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	SR 256 AND TAYLOR R...	File Name	2023PM-NB-SR256_TAYLOR.xus		
Project Description					



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	45	195	755	65	100	210	1225	1100	130	1120	25

Signal Information

Cycle, s	132.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.0	66.0	16.0	20.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	21.0	25.0	21.0	25.0	15.0	71.0	15.0	71.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	4.9	19.0	18.0	15.1	5.9	24.9	6.7	34.3
Green Extension Time (g_e), s	0.0	0.1	0.0	0.5	0.2	7.8	0.1	7.6
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	1.00	1.00	0.35	0.32	0.02	0.80	0.06

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	43	49	212	821	179		228	1332	0	141	625	620
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1713		1757	1725	1610	1810	1900	1885
Queue Service Time (g_s), s	2.9	3.0	17.0	16.0	13.1		3.9	22.9	0.0	4.7	32.3	32.3
Cycle Queue Clearance Time (g_c), s	2.9	3.0	17.0	16.0	13.1		3.9	22.9	0.0	4.7	32.3	32.3
Green Ratio (g/C)	0.12	0.15	0.15	0.27	0.15		0.58	0.50	0.50	0.58	0.50	0.50
Capacity (c), veh/h	219	288	244	849	260		593	2588	805	322	950	943
Volume-to-Capacity Ratio (X)	0.198	0.170	0.869	0.967	0.691		0.385	0.515	0.000	0.439	0.657	0.658
Back of Queue (Q), ft/ln (50 th percentile)	32.4	35	213.1	214.1	150.4		37.4	224.2	0	47.4	357.5	355
Back of Queue (Q), veh/ln (50 th percentile)	1.3	1.4	8.5	8.6	6.0		1.5	9.0	0.0	1.9	14.3	14.2
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.07	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	52.2	48.8	54.7	48.6	53.1		18.7	22.2	0.0	16.4	24.6	24.6
Incremental Delay (d_2), s/veh	0.2	0.1	25.8	22.8	6.4		0.2	0.1	0.0	0.4	1.3	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.4	48.9	80.5	71.4	59.5		18.8	22.3	0.0	16.8	25.9	25.9
Level of Service (LOS)	D	D	F	E	E		B	C		B	C	C
Approach Delay, s/veh / LOS	71.4		E	69.3		E	21.8		C	25.0		C
Intersection Delay, s/veh / LOS	37.6						D					

Multimodal Results

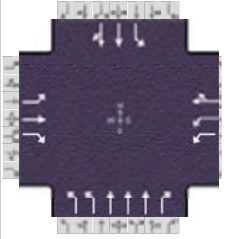
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	4.8	E	3.2	C	2.4	B	2.8	C
Bicycle LOS Score / LOS	1.0	A	2.1	B	1.3	A	1.6	B

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h
Analyst	SDS	Analysis Date	1/31/2018	Area Type
Jurisdiction	BUILD	Time Period	AM	PHF
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period
Intersection	SR 256 AND TAYLOR R...	File Name	2023AM-BUILD-SR256_TAYLOR.xus	
Project Description	BUILD			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	33	38	125	530	64	60	154	825	430	25	565	35

Signal Information

Cycle, s	127.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.0	66.0	16.0	20.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	21.0	25.0	21.0	25.0	10.0	71.0	10.0	71.0
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g _s), s	4.2	11.9	18.0	10.9	4.8	14.8	2.9	14.8
Green Extension Time (g _e), s	0.0	0.4	0.0	0.4	0.0	3.7	0.0	3.7
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.02	1.00	0.01	1.00	0.00	1.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	36	41	136	576	135		167	897	0	27	329	323
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1748		1757	1725	1610	1810	1900	1861
Queue Service Time (g _s), s	2.2	2.4	9.9	16.0	8.9		2.8	12.8	0.0	0.9	12.8	12.8
Cycle Queue Clearance Time (g _c), s	2.2	2.4	9.9	16.0	8.9		2.8	12.8	0.0	0.9	12.8	12.8
Green Ratio (g/C)	0.13	0.16	0.16	0.28	0.16		0.56	0.52	0.52	0.56	0.52	0.52
Capacity (c), veh/h	228	299	254	897	275		890	2690	837	382	987	967
Volume-to-Capacity Ratio (X)	0.157	0.138	0.536	0.642	0.490		0.188	0.333	0.000	0.071	0.333	0.334
Back of Queue (Q), ft/ln (50 th percentile)	25.3	28	99.9	192.4	97.3		26.8	123.1	0	8.5	135.8	133.1
Back of Queue (Q), veh/ln (50 th percentile)	1.0	1.1	4.0	7.7	3.9		1.1	4.9	0.0	0.3	5.4	5.3
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.05	0.00	0.00	0.03	0.00	0.00
Uniform Delay (d ₁), s/veh	49.5	46.1	49.2	39.5	48.8		13.9	17.7	0.0	13.4	17.7	17.7
Incremental Delay (d ₂), s/veh	0.1	0.1	1.2	1.2	0.5		0.0	0.0	0.0	0.0	0.1	0.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.6	46.2	50.4	40.7	49.3		14.0	17.7	0.0	13.5	17.8	17.8
Level of Service (LOS)	D	D	D	D	D		B	B		B	B	B
Approach Delay, s/veh / LOS	49.5		D	42.4		D	17.2		B	17.6		B
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results

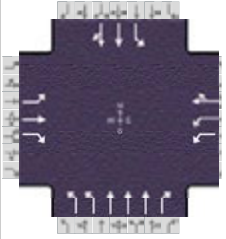
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.8	D	3.2	C	2.4	B	2.8	C
Bicycle LOS Score / LOS	0.8	A	1.7	B	1.1	A	1.0	A

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h	0.25
Analyst	SDS	Analysis Date	1/31/2018	Area Type	Other
Jurisdiction	BUILD	Time Period	MID	PHF	0.92
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	SR 256 AND TAYLOR R...	File Name	2023MID-BUILD-SR256_TAYLOR.xus		
Project Description	BUILD				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	105	845	101	685	112	105	280	790	720	25	611	186

Signal Information

Cycle, s	156.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.0	4.0	46.0	26.0	2.0	48.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	31.0	53.0	38.0	60.0	10.0	51.0	14.0	55.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.0	3.1	3.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	10.8	50.0	29.9	17.8	7.0	23.9	3.5	35.0
Green Extension Time (g_e), s	0.1	0.0	0.7	2.9	0.0	4.1	0.0	3.4
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	1.00	0.97	0.00	1.00	0.02	0.01	0.21

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	114	918	110	745	236		304	859	0	27	451	415
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1748		1757	1725	1610	1810	1900	1747
Queue Service Time (g_s), s	8.8	48.0	7.9	27.9	15.8		5.0	21.9	0.0	1.5	33.0	33.0
Cycle Queue Clearance Time (g_c), s	8.8	48.0	7.9	27.9	15.8		5.0	21.9	0.0	1.5	33.0	33.0
Green Ratio (g/C)	0.17	0.31	0.31	0.53	0.35		0.33	0.29	0.29	0.36	0.32	0.32
Capacity (c), veh/h	302	585	495	836	616		329	1526	475	252	609	560
Volume-to-Capacity Ratio (X)	0.378	1.571	0.222	0.891	0.383		0.924	0.563	0.000	0.108	0.741	0.742
Back of Queue (Q), ft/ln (95 th percentile)	180.6	2483.7	141.9	544	275.4		217.9	359.9	0	30.5	568.8	532.4
Back of Queue (Q), veh/ln (95 th percentile)	7.2	99.3	5.7	21.8	11.0		8.7	14.4	0.0	1.2	22.8	21.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.44	0.00	0.00	0.11	0.00	0.00
Uniform Delay (d_1), s/veh	57.8	54.0	40.1	48.7	37.8		57.0	46.5	0.0	34.3	47.2	47.2
Incremental Delay (d_2), s/veh	0.3	265.2	0.1	11.4	0.1		30.3	0.3	0.0	0.1	4.3	4.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	58.1	319.2	40.2	60.1	37.9		87.3	46.8	0.0	34.4	51.5	51.9
Level of Service (LOS)	E	F	D	E	D		F	D		C	D	D
Approach Delay, s/veh / LOS	266.3		F	54.8		D	57.4		E	51.2		D
Intersection Delay, s/veh / LOS	112.6						F					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	4.2		D	3.2		C	2.5		B	2.9		C
Bicycle LOS Score / LOS	2.4		B	2.1		B	1.1		A	1.2		A

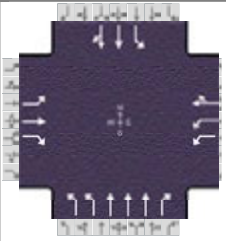
Attachment: CFA 04248 Reynoldsburg FSU Traffic Impact Study (App# 2018-0003, 2364 TAYLOR PARK DR, SANTELLI)

HCS7 Signalized Intersection Results Summary

D.4.d

General Information

Agency	PALMER			Duration, h
Analyst	SDS	Analysis Date	1/31/2018	Area Type
Jurisdiction	BUILD	Time Period	PM	PHF
Urban Street	STATE ROUTE 256	Analysis Year	2023	Analysis Period
Intersection	SR 256 AND TAYLOR R...	File Name	2023PM-BUILD-SR256_TAYLOR.xus	
Project Description	BUILD			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	68	68	251	755	90	100	272	1225	1100	130	1120	55

Signal Information

Cycle, s	132.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.0	66.0	16.0	20.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	21.0	25.0	21.0	25.0	15.0	71.0	15.0	71.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	6.9	14.7	18.0	17.1	7.1	24.9	6.7	35.9
Green Extension Time (g_e), s	0.1	0.5	0.0	0.3	0.2	8.0	0.1	7.7
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.26	1.00	1.00	1.00	0.03	0.80	0.07

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	74	74	164	821	207		296	1332	0	141	643	634
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1736		1757	1725	1610	1810	1900	1868
Queue Service Time (g_s), s	4.9	4.5	12.7	16.0	15.1		5.1	22.9	0.0	4.7	33.8	33.9
Cycle Queue Clearance Time (g_c), s	4.9	4.5	12.7	16.0	15.1		5.1	22.9	0.0	4.7	33.8	33.9
Green Ratio (g/C)	0.12	0.15	0.15	0.27	0.15		0.58	0.50	0.50	0.58	0.50	0.50
Capacity (c), veh/h	219	288	244	810	263		576	2588	805	322	950	934
Volume-to-Capacity Ratio (X)	0.337	0.257	0.673	1.013	0.785		0.513	0.515	0.000	0.439	0.677	0.678
Back of Queue (Q), ft/ln (50 th percentile)	56.1	53.7	136.7	240.6	187.1		49.8	224.2	0	47.4	374.7	370.2
Back of Queue (Q), veh/ln (50 th percentile)	2.2	2.1	5.5	9.6	7.5		2.0	9.0	0.0	1.9	15.0	14.8
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.10	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	53.1	49.4	52.9	49.0	53.9		20.3	22.2	0.0	16.4	24.9	25.0
Incremental Delay (d_2), s/veh	0.3	0.2	5.8	35.0	13.3		0.3	0.1	0.0	0.4	1.6	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.5	49.6	58.7	84.0	67.2		20.7	22.3	0.0	16.8	26.5	26.6
Level of Service (LOS)	D	D	E	F	E		C	C		B	C	C
Approach Delay, s/veh / LOS	55.3		E	80.6		F	22.0		C	25.6		C
Intersection Delay, s/veh / LOS	39.3						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	4.8		E	3.2		C	2.4		B	3.0		C
Bicycle LOS Score / LOS	1.0		A	2.2		B	1.4		A	1.7		B

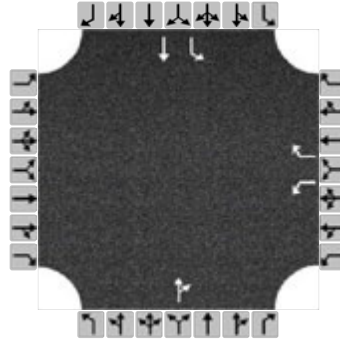
HCS7 All-Way Stop Control Report

D.4.d

General Information

Analyst	SDS	Intersection	Taylor Rd and Taylor Park
Agency/Co.	Palmer	Jurisdiction	NO Build
Date Performed	1/31/2018	East/West Street	Taylor Rd
Analysis Year	2023	North/South Street	Taylor Park
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	AM		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				50		65		6	15	30	15	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				54	71		23			33	16	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.048	0.063		0.020			0.029	0.014	
Final Departure Headway, hd (s)				5.21	4.01		4.26			5.35	4.84	
Final Degree of Utilization, x				0.079	0.079		0.027			0.048	0.022	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				2.91	1.71		2.26			3.05	2.54	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				54	71		23			33	16	
Capacity				691	897		845			673	743	
95% Queue Length, Q ₉₅ (veh)				0.3	0.3		0.1			0.2	0.1	
Control Delay (s/veh)				8.4	7.1		7.4			8.3	7.7	
Level of Service, LOS				A	A		A			A	A	
Approach Delay (s/veh)				7.6			7.4			8.1		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	7.7						A					

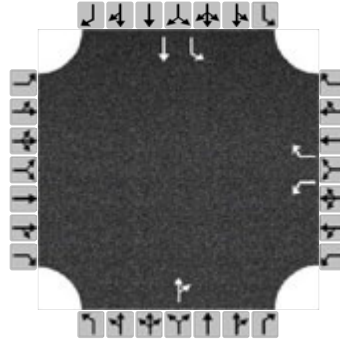
HCS7 All-Way Stop Control Report

D.4.d

General Information

Analyst	SDS	Intersection	Taylor Rd and Taylor Park
Agency/Co.	Palmer	Jurisdiction	NO Build
Date Performed	1/31/2018	East/West Street	Taylor Rd
Analysis Year	2023	North/South Street	Taylor Park
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	MID		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				155		95		30	155	75	40	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				168	103		201			82	43	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.150	0.092		0.179			0.072	0.039	
Final Departure Headway, hd (s)				5.86	4.66		4.74			5.99	5.48	
Final Degree of Utilization, x				0.274	0.134		0.265			0.136	0.066	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				3.56	2.36		2.74			3.69	3.18	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				168	103		201			82	43	
Capacity				614	772		760			601	656	
95% Queue Length, Q ₉₅ (veh)				1.1	0.5		1.1			0.5	0.2	
Control Delay (s/veh)				10.8	8.1		9.4			9.6	8.6	
Level of Service, LOS				B	A		A			A	A	
Approach Delay (s/veh)				9.7			9.4			9.3		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	9.5						A					

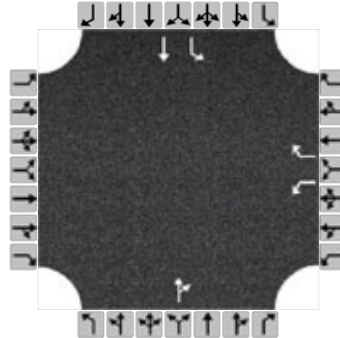
HCS7 All-Way Stop Control Report

D.4.d

General Information

Analyst	SDS	Intersection	Taylor Rd and Taylor Park
Agency/Co.	Palmer	Jurisdiction	NO Build
Date Performed	1/31/2018	East/West Street	Taylor Rd
Analysis Year	2023	North/South Street	Taylor Park
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	PM		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				180		80		20	190	85	45	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				196	87		228			92	49	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.174	0.077		0.203			0.082	0.043	
Final Departure Headway, hd (s)				5.98	4.78		4.79			6.09	5.59	
Final Degree of Utilization, x				0.325	0.115		0.304			0.156	0.076	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				3.68	2.48		2.79			3.79	3.29	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				196	87		228			92	49	
Capacity				602	753		752			591	644	
95% Queue Length, Q ₉₅ (veh)				1.4	0.4		1.3			0.6	0.2	
Control Delay (s/veh)				11.5	8.1		9.9			9.9	8.7	
Level of Service, LOS				B	A		A			A	A	
Approach Delay (s/veh)				10.5			9.9			9.5		
Approach LOS				B			A			A		
Intersection Delay, s/veh LOS	10.1						B					

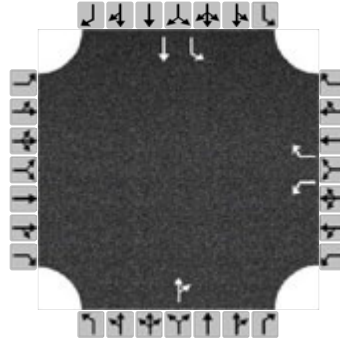
HCS7 All-Way Stop Control Report

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General Information

Analyst	SDS	Intersection	Taylor Rd and Taylor Park
Agency/Co.	Palmer	Jurisdiction	Build
Date Performed	1/31/2018	East/West Street	Taylor Rd
Analysis Year	2023	North/South Street	Taylor Park
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	AM		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				185		65		9	143	30	17	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				201	71		165			33	18	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.179	0.063		0.147			0.029	0.016	
Final Departure Headway, hd (s)				5.56	4.36		4.56			5.93	5.43	
Final Degree of Utilization, x				0.311	0.086		0.209			0.054	0.028	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				3.26	2.06		2.56			3.63	3.13	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				201	71		165			33	18	
Capacity				647	825		789			607	663	
95% Queue Length, Q ₉₅ (veh)				1.3	0.3		0.8			0.2	0.1	
Control Delay (s/veh)				10.8	7.5		8.8			9.0	8.3	
Level of Service, LOS				B	A		A			A	A	
Approach Delay (s/veh)				9.9			8.8			8.7		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	9.4						A					

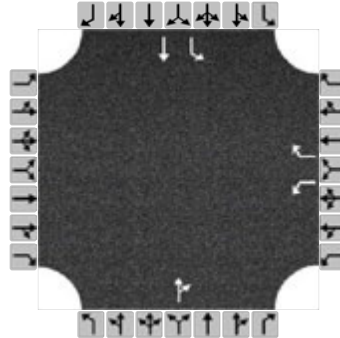
HCS7 All-Way Stop Control Report

D.4.d

General Information

Analyst	SDS	Intersection	Taylor Rd and Taylor Park
Agency/Co.	Palmer	Jurisdiction	Build
Date Performed	1/31/2018	East/West Street	Taylor Rd
Analysis Year	2023	North/South Street	Taylor Park
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	MID		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				168		95		37	296	75	47	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				183	103		362			82	51	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.162	0.092		0.322			0.072	0.045	
Final Departure Headway, hd (s)				6.29	5.08		4.82			6.28	5.78	
Final Degree of Utilization, x				0.319	0.146		0.485			0.142	0.082	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				3.99	2.78		2.82			3.98	3.48	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				183	103		362			82	51	
Capacity				573	708		747			573	623	
95% Queue Length, Q ₉₅ (veh)				1.4	0.5		2.7			0.5	0.3	
Control Delay (s/veh)				11.9	8.6		12.3			10.0	9.0	
Level of Service, LOS				B	A		B			B	A	
Approach Delay (s/veh)				10.7			12.3			9.6		
Approach LOS				B			B			A		
Intersection Delay, s/veh LOS	11.3						B					

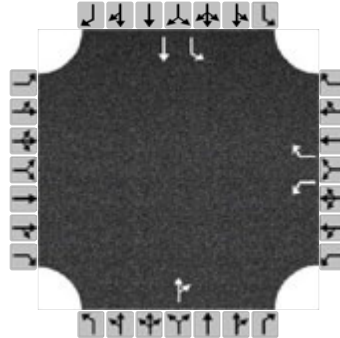
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Time Analyzed	PM		
Project Description	Taylor Rd and Taylor Park		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				297		80		26	297	85	51	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				L	R		TR			L	T	
Flow Rate, v (veh/h)				323	87		351			92	55	
Percent Heavy Vehicles				2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x				0.287	0.077		0.312			0.082	0.049	
Final Departure Headway, hd (s)				6.41	5.20		5.27			6.81	6.30	
Final Degree of Utilization, x				0.575	0.126		0.514			0.175	0.097	
Move-Up Time, m (s)				2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)				4.11	2.90		3.27			4.51	4.00	

Capacity, Delay and Level of Service

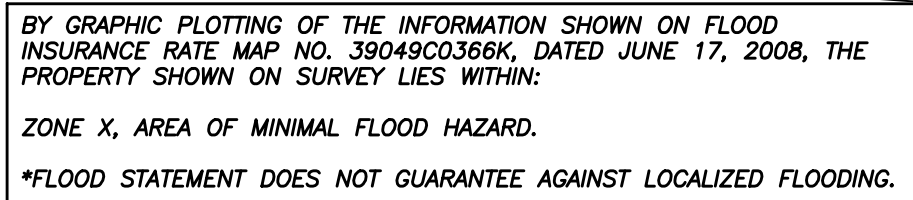
Flow Rate, v (veh/h)				323	87		351			92	55	
Capacity				562	692		683			529	571	
95% Queue Length, Q ₉₅ (veh)				3.6	0.4		3.0			0.6	0.3	
Control Delay (s/veh)				17.4	8.6		13.7			10.9	9.7	
Level of Service, LOS				C	A		B			B	A	
Approach Delay (s/veh)				15.5			13.7			10.5		
Approach LOS				C			B			B		
Intersection Delay, s/veh LOS	14.0						B					



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CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD LENGTH	CHORD BEARING
C1	20.17'	38.50'	30°00'35"	10.32'	19.94'	N 85°28'14" E
C2	37.42'	28.50'	75°13'47"	21.96'	34.79'	N 32°51'43" E

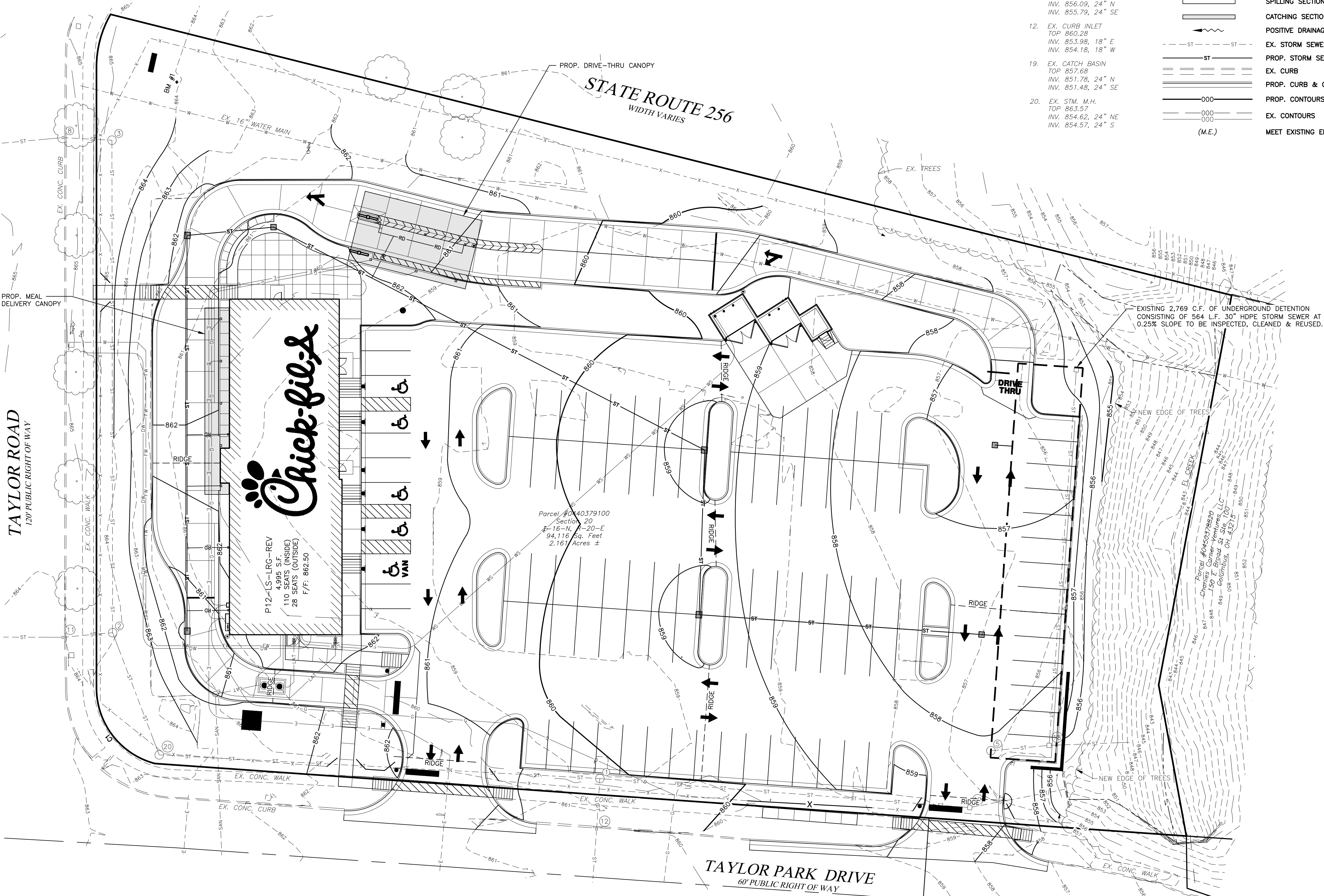


RESTORATION WORK IS INCLUDED IN:

CONTRACTOR RESPONSIBLE TO FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITY TIE-INS AS SHOWN ON SITE PLANS (SANITARY, STORM, WATER, GAS, ELECTRIC, PHONE, ETC.) PRIOR TO THE START OF CONSTRUCTION. CONTACT ALLAN WILEY AT GBC DESIGN, INC., 330-836-0228, WITH ANY CONCERNS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR TO VERIFY THE THICKNESS OF ANY OFF-SITE PAVEMENT (ASPHALT AND CONCRETE) AND SIDEWALK SO THE RESTORATION WORK IS INCLUDED IN THE BID.

GRADING & UTILITY NOTES

1. LOCATIONS OF ALL EXISTING AND PROPOSED SERVICES ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION. SANITARY SEWER AND ALL OTHER UTILITY SERVICE CONNECTION POINTS SHALL BE CONFIRMED INDEPENDENTLY BY THE CONTRACTOR IN FIELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL DISCREPANCIES SHALL BE REPORTED IMMEDIATELY IN WRITING TO THE ENGINEER. CONSTRUCTION SHALL COMMENCE BEGINNING AT THE LOWEST INVERT (POINT OF CONNECTION) AND PROGRESS UP GRADIENT. ALL PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. ALL UTILITIES AND SERVICES INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC CABLE, ETC. WITHIN THE LIMITS OF DISTURBANCE SHALL BE VERTICALLY AND HORIZONTALLY LOCATED. THE CONTRACTOR SHALL USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL THE UNDERGROUND UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING UTILITIES DURING CONSTRUCTION AT NO COST TO THE OWNER.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR THE RELATIVE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
4. DEFINE AND LOCATE VERTICALLY AND HORIZONTALLY ALL ACTIVE UTILITY AND/OR SERVICE SYSTEMS THAT ARE TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN ALL ACTIVE SYSTEMS THAT ARE NOT BEING REMOVED/RELOCATED DURING SITE ACTIVITY.
5. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE APPLICABLE UTILITY SERVICE PROVIDER REQUIREMENTS AND IS RESPONSIBLE FOR ALL COORDINATION REGARDING UTILITY DEMOLITION AS IDENTIFIED OR REQUIRED FOR PROJECT. THE CONTRACTOR SHALL PROVIDE THE OWNER WRITTEN NOTIFICATION THAT THE EXISTING UTILITIES AND SERVICES HAVE BEEN TERMINATED AND ABANDONED IN ACCORDANCE WITH JURISDICTION AND UTILITY COMPANY REQUIREMENTS.
6. CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF SITE PLAN DOCUMENTS AND ARCHITECTURAL DESIGN FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, GREASE TRAP REQUIREMENTS/DETAILS, DOOR ACCESS, AND EXTERIOR GRADING. THE UTILITY SERVICE SIZES ARE TO BE DETERMINED BY THE ARCHITECT. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES/SERVICES WITH THE INDIVIDUAL COMPANIES, TO AVOID CONFLICTS AND ENSURE PROPER DEPTHS ARE ACHIEVED. THE JURISDICTION UTILITY REQUIREMENTS SHALL ALSO BE MET, AS WELL AS COORDINATING THE UTILITY TIE-INS/CONNECTIONS PRIOR TO CONNECTING TO THE EXISTING UTILITY/SERVICE. WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE NOTIFIED PRIOR TO CONSTRUCTION TO RESOLVE SAME.
7. WATER SERVICE MATERIALS, BURIAL DEPTH, AND COVER REQUIREMENTS SHALL BE SPECIFIED BY THE LOCAL UTILITY COMPANY. CONTRACTOR'S PRICE FOR WATER SERVICE SHALL INCLUDE ALL FEES AND APPURTENANCES REQUIRED BY THE UTILITY TO PROVIDE A COMPLETE WORKING SERVICE.
8. ALL NEW UTILITIES/SERVICES, INCLUDING ELECTRIC, TELEPHONE, CABLE TV, ETC. ARE TO BE INSTALLED UNDERGROUND. ALL NEW UTILITIES/SERVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE UTILITY/SERVICE PROVIDER INSTALLATION SPECIFICATIONS AND STANDARDS.
9. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED AS OUTLINED IN THE GEOTECHNICAL REPORT. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL BE SUBMITTED IN COMPACTON REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT SHALL BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER OR OWNER'S REPRESENTATIVE, SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED AS DIRECTED BY THE GEOTECHNICAL REPORT.
10. ALL FILL, COMPACTON, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION SHALL BE AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND SHALL BE COORDINATED WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS.
11. THE CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
12. PAVEMENT SHALL BE SAW CUT IN STRAIGHT LINES TO THE FULL DEPTH OF THE EXISTING PAVEMENT. ALL DEBRIS FROM REMOVAL OPERATIONS SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION. STOCKPILING OF DEBRIS WILL NOT BE PERMITTED.
13. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS SHALL BE ADJUSTED, IF REQUIRED, TO MATCH PROPOSED GRADES IN ACCORDANCE WITH ALL APPLICABLE STANDARDS.
14. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. CONTRACTOR TO ENSURE 0.75% MINIMUM SLOPE ALONG ALL ISLANDS, GUTTERS, AND CURBS; 1.0% ON ALL CONCRETE SURFACES; AND 1.5% MINIMUM ON ASPHALT, TO PREVENT PONDING. ANY DISCREPANCIES THAT MAY AFFECT THE PUBLIC SAFETY OR PROJECT COST MUST BE IDENTIFIED TO THE ENGINEER IN WRITING IMMEDIATELY. PROCEEDING WITH CONSTRUCTION WITHOUT NOTIFICATION IS DONE SO AT THE CONTRACTOR'S OWN RISK.
15. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE EXISTING LOCAL ASPHALT GRADE UNLESS OTHERWISE NOTED. FIELD ADJUST TO CREATE A MINIMUM OF 0.75% GUTTER GRADE ALONG CURB FACE. ENGINEER TO APPROVE FINAL CURBING CUT SHEETS PRIOR TO INSTALLATION.
16. IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.
17. CONTRACTOR SHALL BE REQUIRED TO SECURE ALL NECESSARY PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. CONTRACTOR SHALL SUPPLY A COPY OF APPROVALS TO ENGINEER AND OWNER PRIOR TO INITIATING WORK.
18. EXISTING CONTOURS SHOWN ARE REPRESENTATIVE OF FIELD WORK DATED OCTOBER 26, 2016.



CONTRACTOR RESPONSIBLE TO FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITY TIE-INS AS SHOWN ON SITE PLANS (SANITARY, STORM, WATER, GAS, ELECTRIC, PHONE, ETC.) PRIOR TO THE START OF CONSTRUCTION. CONTACT ALLAN WILEY AT GBC DESIGN, INC., 330-836-0228, WITH ANY CONCERNS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR TO VERIFY THE THICKNESS OF ANY OFF-SITE PAVEMENT (ASPHALT AND CONCRETE) AND SIDEWALK SO THE RESTORATION WORK IS INCLUDED IN THE BID.

EX. STORM SEWER
STRUCTURE SCHEDULE

1. EX. STM. M.H.
TOP 860.37
INV. 852.37, 24" N
INV. 852.32, 18" W
INV. 851.77, 24" S
2. EX. STM. M.H.
TOP 864.60
INV. 859.85, 24" NW
INV. 855.10, 24" SW
INV. 855.75, 24" E
3. EX. STM. M.H.
TOP 865.28
INV. 858.08, 24" N
INV. 857.98, 24" W
8. EX. CURB INLET
TOP 864.38
INV. 858.68, 24" NW
INV. 858.08, 24" S
11. EX. CURB INLET
TOP 863.69
INV. 856.09, 24" N
INV. 855.79, 24" SE
12. EX. CURB INLET
TOP 860.28
INV. 853.98, 18" E
INV. 854.18, 18" W
19. EX. CATCH BASIN
TOP 857.68
INV. 851.78, 24" N
INV. 851.48, 24" SE
20. EX. STM. M.H.
TOP 865.57
INV. 854.62, 24" NE
INV. 854.57, 24" S

LEGEND

- PROP. FDC
- EX. FIRE HYDRANT
- PROP. VALVE
- EX. VALVE
- PROP. MANHOLE
- EX. MANHOLE
- PROP. INLET
- EX. INLET
- EX. GRADE
- PROP. TOP OF CURB ELEV.
- PROP. BOTTOM OF CURB ELEV.
- PROP. FINISHED ELEVATION
- PROP. TOP OF WALL ELEV.
- PROP. BOTTOM OF WALL ELEV.
- SPILLING SECTION
- CATCHING SECTION
- POSITIVE DRAINAGE
- EX. STORM SEWER
- PROP. STORM SEWER
- EX. CURB
- PROP. CURB & GUTTER
- PROP. CONTOURS
- EX. CONTOURS
- MEET EXISTING ELEVATION



Chick-fil-A

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CHICK-FIL-A
REYNOLDSBURG FSU
2364 TAYLOR PARK DRIVE
REYNOLDSBURG, OHIO 43068

FSU# 04248

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION

GBC PROJECT #	80311
PRINTED FOR	
DATE	2/8/18
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SHEET
PRELIMINARY
GRADING PLAN

SHEET NUMBER

C-300

LAYOUT NOTES

- 1

INSTALL 2" DOMESTIC WATER SERVICE CONNECTION PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO MAKE TAP.
- 1A

INSTALL 1" IRRIGATION WATER SERVICE CONNECTION PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO MAKE TAP.
- 1B

INSTALL 4" FIRE PROTECTION LINE CONNECTION PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO MAKE TAP.
- 2

INSTALL 2" DOMESTIC DOUBLE CHECK VALVE ASSEMBLY INSIDE BUILDING (REQUIRED) PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS.
- 2A

INSTALL 1" IRRIGATION DOUBLE CHECK VALVE ASSEMBLY (REQUIRED) PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. INSTALL AHEAD OF ANY SPRINKLER.
- 2B

INSTALL 4" FIRE PROTECTION DOUBLE CHECK VALVE ASSEMBLY INSIDE BUILDING (REQUIRED) PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS.
- 3

INSTALL 2" TYPE K COPPER DOMESTIC WATER SERVICE PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 3A

INSTALL 1" TYPE K COPPER IRRIGATION WATER SERVICE PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. SITE CONTRACTOR TO COORDINATE WITH BUILDING, PLUMBING AND IRRIGATION CONTRACTOR.
- 3B

INSTALL 4" AWWA C-900 WATER MAIN FOR FIRE PROTECTION PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. SITE CONTRACTOR TO COORDINATE WITH BUILDING, PLUMBING AND FIRE PROTECTION CONTRACTOR.
- 3C

INSTALL 6" AWWA C-900 WATER MAIN FOR SERVICE PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. SITE CONTRACTOR TO COORDINATE WITH BUILDING, PLUMBING AND FIRE PROTECTION CONTRACTOR.
- 4

INSTALL 1-1/2" METER AND METER PIT PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO INSTALL WATER METER AND CONTRACTOR TO INSTALL PIT.
- 4A

INSTALL 1" METER AND METER PIT PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO INSTALL WATER METER AND CONTRACTOR TO INSTALL PIT.
- 4B

INSTALL 4" METER AND METER PIT PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS. WATER COMPANY TO INSTALL WATER METER AND CONTRACTOR TO INSTALL PIT.
- 5

INSTALL 3/4" TYPE K COPPER COLD WATER SERVICE TO DUMPSTER POST HYDRANT. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 6

INSTALL DUMPSTER POST HYDRANT. REFER TO THE FIXTURE CONNECTION SCHEDULE (P-31) DEPICTED ON THE PROJECT PLUMBING PLANS.
- 7

WATER SERVICE CONNECTION POINT. CONTRACTOR TO LOCATE EXISTING WATER LINE PRIOR TO START OF CONSTRUCTION. CONNECTION TO BE MADE WITH A 8"x6" TAPPING SLEEVE & VALVE PER WATER COMPANY'S SPECIFICATIONS AND REQUIREMENTS.
- 8

EXISTING 8" WATER LINE PER RECORDS.
- 9

INSTALL FIRE DEPARTMENT CONNECTION (FDC) PER FIRE DEPARTMENT'S SPECIFICATIONS AND REQUIREMENTS. SITE CONTRACTOR TO COORDINATE WITH BUILDING, PLUMBING AND FIRE PROTECTION CONTRACTOR. (NOT USED)
- 10

WASTEWATER SERVICE LATERAL CONNECTION POINT. CONTRACTOR TO LOCATE EXISTING 6" LATERAL PRIOR TO START OF CONSTRUCTION. CONTRACTOR TO MAKE CONNECTION TO EXISTING 6" LATERAL AS REQUIRED PER UTILITY COMPANY'S SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR RESPONSIBLE TO OBTAIN THE EXISTING ELEVATION OF THE CONNECTION POINT AND VERIFY THAT IT IS DEEP ENOUGH TO SERVICE THE BUILDING FINISHED FLOOR AS DESIGNED. REPORT ANY ISSUES TO GBC DESIGN, INC. PRIOR TO THE START OF THE BUILDING FOUNDATION CONSTRUCTION.
- 11

INSTALL 6" SCHEDULE 40 PVC WASTEWATER SERVICE LINE AT 1.04% MINIMUM SLOPE. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 12

INSTALL 6" CLEAN OUT (SIMILAR TO DETAIL 37 ON SHEET C-430). CLEAN OUT SHALL BE FLUSH W/ PAVEMENT & INSTALLED UNDER A PROTECTIVE METAL BOX COVER SIMILAR TO A METER PIT COVER WITH A TRAFFIC BEARING LID.
- 12A

INSTALL 6" TWO-WAY CLEAN OUT (SEE DETAIL 37 ON SHEET C-430). CLEAN OUT SHALL BE FLUSH W/ PAVEMENT & INSTALLED UNDER A PROTECTIVE METAL BOX COVER SIMILAR TO A METER PIT COVER WITH A TRAFFIC BEARING LID.
- 13

INSTALL PRECAST 1,000 GALLON CAPACITY GREASE TRAP. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR. TOP OF MANHOLE TO BE 0.2' ABOVE FINISH GRADE AND MATCH SIDEWALK GRADES WHERE REQUIRED. VERIFY GREASE TRAP MEETS CITY/COUNTY SPECIFICATIONS PRIOR TO INSTALLATION. CONTRACTOR RESPONSIBLE TO VERIFY ELEVATION OF SANITARY LATERAL PIPES AT GREASE TRAP PRIOR TO THE START OF SEWER CONSTRUCTION. REFER TO ENLARGED UTILITY PLAN, SHEET PS-110.
- 14

INSTALL 4" KITCHEN WASTE LINE 1.04% MINIMUM SLOPE (FL = 4'-0" BELOW FINISHED FLOOR ELEVATION). SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 15

INSTALL 3" VENT LINE. CONNECT TO GREASE INTERCEPTOR (SEE SHEET PS-100 FOR LOCATION). SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 16

INSTALL 4" RESTROOM WASTE LINE 1.04% MINIMUM SLOPE (FL = 4'-0" BELOW FINISHED FLOOR ELEVATION). SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 17

INSTALL 6" SCHEDULE 40 PVC DUMPSTER WASTE LINE AT 1.0% MINIMUM SLOPE INCLUDING ALL FITTINGS. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR. (NOT USED)
- 18

INSTALL DUMPSTER PAD DRAIN. REFER TO THE FIXTURE CONNECTION SCHEDULE DEPICTED ON THE PROJECT PLUMBING PLANS. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR. (NOT USED)
- 19

INSTALL DOWNSPOUT FOR ROOF DRAINAGE (REFER TO ARCHITECTURAL PLANS). CONNECT TO STORM SEWER. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR (SEE DETAIL 38 ON SHEET C-430).
- 20

INSTALL 6" SCHEDULE 40 PVC ROOF DRAIN PIPE DRAIN INCLUDING ALL NECESSARY FITTINGS. CONNECT TO 6" ROOF DRAIN. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 21

INSTALL 8" SCHEDULE 40 PVC ROOF DRAIN PIPE DRAIN INCLUDING ALL NECESSARY FITTINGS. CONNECT TO STORM SEWER. SITE CONTRACTOR TO COORDINATE WITH BUILDING AND PLUMBING CONTRACTOR.
- 22

INSTALL GAS SERVICE. CONTRACTOR SHALL COORDINATE INSTALLATION TO INSURE THE APPROPRIATE BENDS ARE INCORPORATED TO MAINTAIN A MINIMUM OF 1.0' CLEARANCE BELOW ALL STORM SEWER, WATER, AND WASTEWATER LINES OR SERVICES WHEN CROSSING. CONTRACTOR TO COORDINATE WITH GAS COMPANY.
- 23

COORDINATE GAS METER INSTALLATION WITH GAS COMPANY. CONTRACTOR TO MARK LOCATION OF METER ON WALL PRIOR TO GAS COMPANY ARRIVING ON-SITE.
- 24

INSTALL 4" SCHEDULE 40 PVC IRRIGATION SLEEVE (REFER TO IRRIGATION PLANS). SITE CONTRACTOR TO COORDINATE WITH IRRIGATION CONTRACTOR. (NOT USED)
- 25

INSTALL UNDERGROUND PRIMARY ELECTRIC SERVICE. INSTALL 3-4" SCHEDULE 40 CONDUITS FROM POWER POLE TO TRANSFORMER PAD LOCATION ALONG WITH PULL STRINGS. ALL ITEMS PER ELECTRIC COMPANY SPECIFICATIONS AND REQUIREMENTS. CONDUIT DEPTH TO BE ---".

PROVIDE TRENCHING: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE CONDUITS: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL CONDUITS: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE CABLES: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL CABLES: --- CONTRACTOR --- ELECTRIC COMPANY
- 26

CONTRACTOR TO PROVIDE TRANSFORMER PAD PER ELECTRIC COMPANY STANDARDS. CONTRACTOR TO INSTALL TRANSFORMER PAD PER ELECTRIC COMPANY STANDARDS.

- 27

INSTALL UNDERGROUND SECONDARY ELECTRIC SERVICE TO BUILDING (REFER TO MEP PLANS). INSTALL TRENCHING, 4-4" SCHEDULE 40 PVC CONDUITS, CT CABINET AND METER BASE. ALL ITEMS PER ELECTRIC COMPANY SPECIFICATIONS AND REQUIREMENTS.

PROVIDE TRENCHING: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE CONDUITS: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL CONDUITS: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE CABLES: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL CABLES: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE CT CABINET: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL CT CABINET: --- CONTRACTOR --- ELECTRIC COMPANY
PROVIDE METER BASE: --- CONTRACTOR --- ELECTRIC COMPANY
INSTALL METER BASE: --- CONTRACTOR --- ELECTRIC COMPANY
METER BASE INSTALLED ON: ---
CT CABINET INSTALLED ON: ---
- 28

INSTALL UNDERGROUND PRIMARY TELEPHONE SERVICE. CONTRACTOR TO INSTALL 2-3" SCHEDULE 40 PVC CONDUIT W/SWEEPING 90'S AND W/PULL STRING FOR TELEPHONE COMPANY. A 4'x4'x3/4" PIECE OF PLYWOOD MUST BE IN PLACE PRIOR TO INSTALLATION OF THE SERVICE. ALSO A #6 GROUND MUST BE AVAILABLE. CONTRACTOR TO ALSO INSTALL AN ADDITIONAL SPARE 4" SCHEDULE 40 PVC CONDUIT PARALLEL TO THE TELEPHONE COMPANY'S CONDUIT FOR FUTURE USE BY CHICK-FIL-A.
- 29

PROPOSED UTILITY CROSSING--CONTRACTOR TO MAINTAIN REQUIRED CLEARANCES.
- 30

EXISTING UTILITY CROSSING. CONTRACTOR TO VERIFY EXACT ELEVATIONS OF THE EXISTING UTILITY PRIOR TO THE START OF CONSTRUCTION. REPORT ANY CONFLICTS WITH PROPOSED UTILITIES TO GBC DESIGN, INC. PRIOR TO THE START OF CONSTRUCTION OF THE PROPOSED UTILITY. CONTRACTOR TO MAINTAIN REQUIRED CLEARANCES.
- 31

CONTRACTOR TO VIDEOTAPE EXISTING SANITARY LATERAL PRIOR TO CONSTRUCTION AND REPORT ALL FINDINGS TO CHICK-FIL-A CM, PSP, AND GBC DESIGN, INC.

SANITARY SEWER
STRUCTURE SCHEDULE

A. EX. SAN. M.H.
TOP 862.33
INV. 847.33, 6" SE
INV. 846.73, 8" W

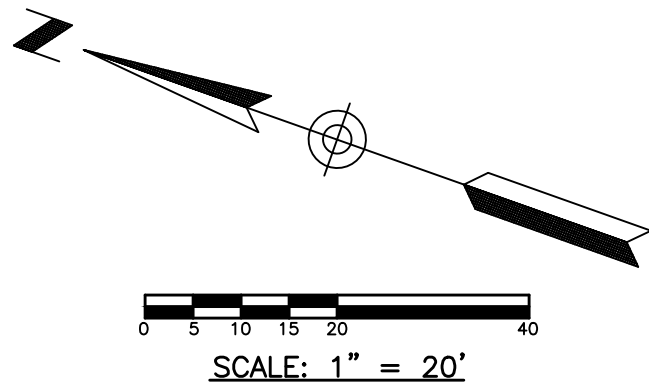
B. EX. SAN. CLEANOUT
TOP 850.25
INV. 855.31, 8" E

LEGEND

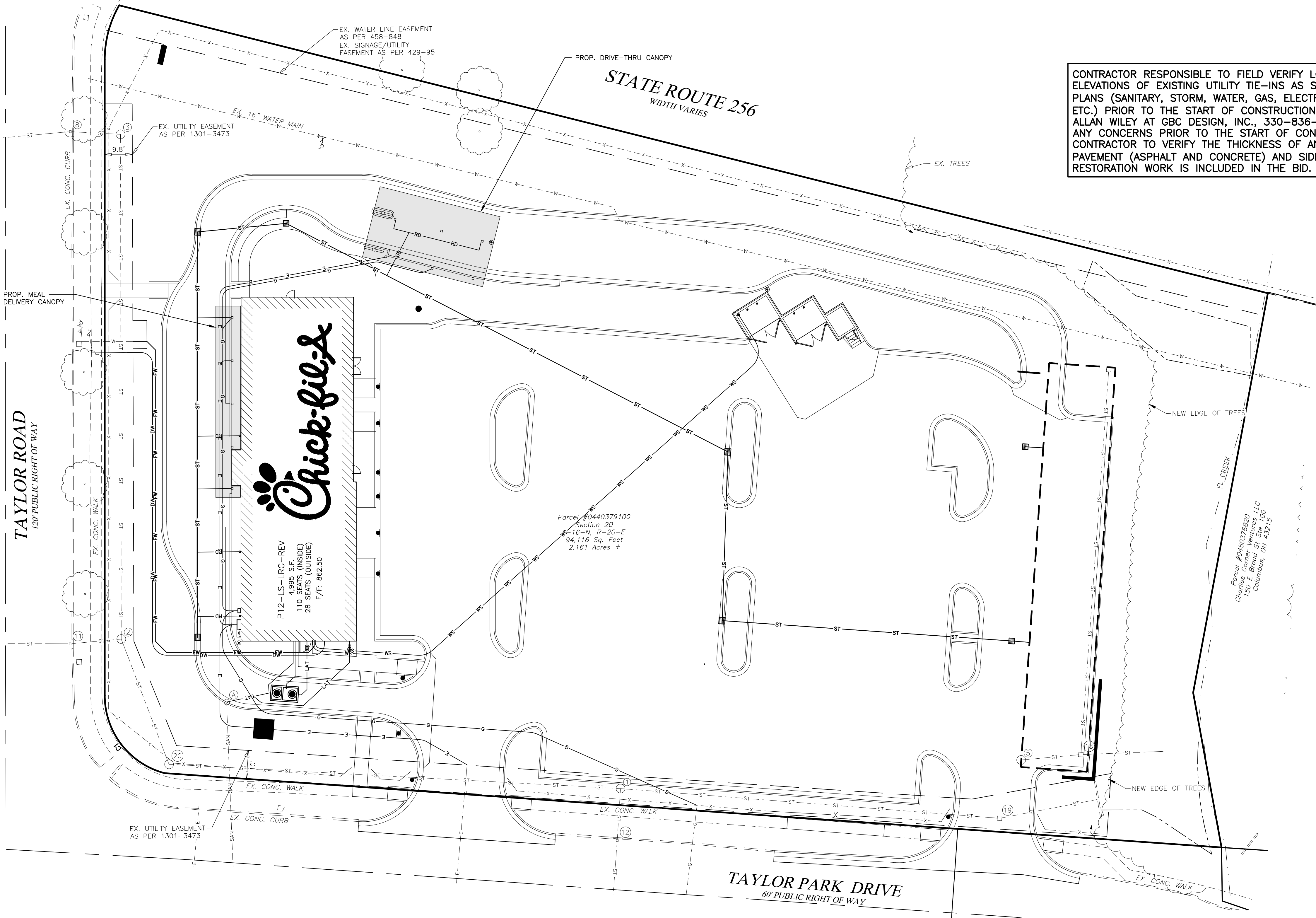
- EX. FIRE HYDRANT
- EX. VALVE
- PROP. MANHOLE
- EX. MANHOLE
- PROP. INLET
- EX. BOX INLET
- EX. CURB
- PROP. CURB & GUTTER
- EX. CABLE T.V. LINE
- PROP. CABLE T.V. LINE
- PROP. ELECTRIC LINE
- EX. ELECTRIC LINE
- EX. FIBER OPTIC LINE
- PROP. GAS LINE
- EX. GAS LINE
- PROP. TELEPHONE LINE
- EX. TELEPHONE LINE

LEGEND

- EX. LIGHT POLE
- PROP. LIGHT POLE
- EX. UTILITY POLE
- PROP. UTILITY POLE
- PROP. SANITARY SEWER
- PROP. SANITARY LATERAL
- PROP. SANITARY LATERAL VENT
- EX. SANITARY SEWER (PRIVATE)
- PROP. STORM SEWER
- EX. STORM SEWER
- PROP. FIRE WATER LINE
- PROP. DOMESTIC WATER LINE
- PROP. WATER SERVICE
- PROP. WATER MAIN



CONTRACTOR RESPONSIBLE TO FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITY TIE-INS AS SHOWN ON SITE PLANS (SANITARY, STORM, WATER, GAS, ELECTRIC, PHONE, ETC.) PRIOR TO THE START OF CONSTRUCTION. CONTACT ALLAN WILEY AT GBC DESIGN, INC., 330-836-0228, WITH ANY CONCERNS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR TO VERIFY THE THICKNESS OF ANY OFF-SITE PAVEMENT (ASPHALT AND CONCRETE) AND SIDEWALK SO THE RESTORATION WORK IS INCLUDED IN THE BID.



Chick-fil-A

Chick-fil-A
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Atlanta, Georgia 30349-2998

GBC DESIGN, INC.

565 White Pond Dr.
Akron, OH 44320-1123
Phone 330-836-0228 Fax 330-836-5782

CHICK-FIL-A
REYNOLDSBURG FSU
2364 TAYLOR PARK DRIVE
REYNOLDSBURG, OHIO 43068

FSU# 04248

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION

GBC PROJECT #	80311
PRINTED FOR	
DATE	2/8/18
DRAWN BY	BAW

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SHEET
PRELIMINARY
UTILITY PLAN

SHEET NUMBER
PS-100