



AGENDA

PLANNING & ZONING BOARD THURSDAY, JANUARY 5, 2023 6:00 PM

**PLACE: COUNCIL CHAMBERS
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068**

A. CALL TO ORDER

1. ROLL CALL
2. Appoint Chair, Vice Chair and Secretary
3. Vote on Rules of Planning and Zoning Board
4. APPROVAL OF MINUTES
 1. Planning & Zoning Board – Regular Meeting – November 17, 2022
 2. Planning & Zoning Board – Regular Meeting – December 1, 2022
5. APPROVAL OF AGENDA
6. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. NEW BUSINESS

1. 7315 E Main St; Application 2022-5480; Applicant Nathan Myers; Certificate of Appropriateness
2. 6523 E Main St; Application 2022-5416; Applicant Chris Huber; Zoning District Change
3. 1284 Brice Rd; Application 2022-5482; Applicant the Alliance; Major Site Plan

D. OTHER BUSINESS

1. 2023 Meeting Calendar
2. Appoint East Main Housing Council Members
3. Ordinance 26-97 CRA Housing Council Appointment

E. ADJOURNMENT

Rules of the Reynoldsburg Planning and Zoning Board

The Reynoldsburg Planning and Zoning Board, 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 Planning and Zoning Board is set forth in Article VII, Section 7.01 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 7.01 of the City Charter.

ARTICLE III OFFICERS AND THEIR DUTIES

Section 3.1 Officers – The officers of the Planning and Zoning Board 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. The Chair shall call special meetings of the Board when required. The Chairman may appoint committees or sub-committees comprised of Board Members and others whenever the Chair 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. The Secretary 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 6:00 P.M., on the first (1st) and 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 Planning and Zoning Board who has knowledge of the fact that he or she 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 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 5.5 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 5.6 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 5.7 Conflicts of Interest – Any member of the Board who feels that he or she 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 – Referral - Matters referred to the Board by the City Council shall be placed on the calendar for consideration and action at the first meeting of the Board after such reference.

Section 6.3 – Deadline for Application – The deadline for filing applications for placement on the agenda shall be fourteen (14) 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 may be filed with the Planning & Zoning Administrator or Secretary by noon on the Thursday of the meeting.

Section 6.4 – Agenda - The Secretary, under the guidance of the 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 will take effect immediately.

CHAIRMAN

VICE-CHAIRMAN

ADOPTED (Date)



MINUTES

BOARD OF ZONING AND BUILDING APPEALS THURSDAY, NOVEMBER 17, 2022 6:00 PM

**PLACE: COUNCIL CHAMBERS
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068**

A. CALL TO ORDER

PRESENT: Linder, Furst, Bulls, Barnhart (6:23 AM)
ABSENT: Davis

2. APPROVAL OF MINUTES

1. Board of Zoning and Building Appeals – Regular Meeting – October 20, 2022

Minutes stand approved

3. APPROVAL OF AGENDA

Agenda stands approved

4. SWEARING IN OF SPEAKERS

Speakers for the evening sworn in by Mr. Furst.

B. PUBLIC COMMENT

None

C. NEW BUSINESS

- Summit Road SW; Application 2022-5169; Applicant D.R. Horton (Rob Little);
Extension of Conditional Use Permit

Item was removed from agenda due to administrative approval.

RESULT:	WITHDRAWN
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- 6493 E Main St; Application 2022-5432; Applicant Coughlin Investments; Variance Requested

Mr. Meyer read the staff report into the record.

Ms. Comac indicated that they had read the staff report and agree with the conditions to the change the verbiage and with the condition to come back with plans for approval. The application was originally approved for conditional use for the drive through before COVID and still have an LOI with Chipotle. Since the prior approval the city has passed a new zoning code, which rendered this building legal but non-conforming. Ms. Comac talked about how the team has taken the existing structure and how they plan to update it to make it the urban walk able feel that the code suggests if we were to draw the building towards the

Minutes Acceptance: Minutes of Nov 17, 2022 6:00 PM (APPROVAL OF MINUTES)

street.

Mr. Furst asked for the applicant to address the specific variance factors.

Mr. Oney, architect for the project discussed that the building is in great shape and that it made sense to upgrade this building to the new uses. He described that when they got the approval in 2019 the board asked for them to make the appearance of the building look more like the Kroger and Wright Patt. With that they took away the arches and added brick and warm tones, mimicking the Kroger and that's the renderings that were submitted with the application. In order to make the site more urban and relating to the sidewalk pedestrian activity they put a 600 foot patio in the front of the building to pull it closer to the road. As far as the conditional use for the drive-thru, Mr. Oney pointed out the Wright Patt's four lanes and a kiosk. Mr. Oney said that post-COVID drive-thru are important for the success of the restaurants to do carry out and pickup.

Ms. Comac asked Mr. Oney if these additional steps from the 2019 approval were because the new code that is in place, specifically the design cues for the patio. Mr. Oney said that was correct in order to pull those elements to the street. Mr. Oney again confirmed that the building itself is all in good shape.

Ms. Comac indicated that on the west side of the property that there's really a zero setback making impractical to put any perimeter screen and still maintain the necessary drive agile. Mr. Oney stated the space is needed for the required circulation and parking. On the east side there's about three feet and they do have screening.

Mr. Smiley has been involved with this project from the first submission until now. The trees on the south side have been removed due to running electrical power lines underground and the access road that is planned to go in to service the Wright Patt. The road runs on both properties, not equally, but it took up all that space. Originally the plan had three parallel parking spaces that they took out to create the bypass lane to provide circulation. Mr. Smiley talked about the patio space pushing the building forward and how important parking has become as more people go through the drive-thru and sit in the parking lot and eat in the car versus going inside. Mr. Smiley did say that Chipotle is the intended user, but all the details haven't been worked out. Their intent is to design the building that if it isn't Chipotle, it is a similar use. They plan to use the existing monument sign. A lot of the design has gone into the rear access point over to the traffic light. All of this is conditioned upon them finalizing the agreement for that access point.

Ms. Comac asked Mr. Smiley if the bulk of the variances are necessitated by the fact that the building is already located here and the zoning code came in after. Mr. Smiley said he didn't compare the two, but they didn't have this many variances in the 2019 approval.

Mr. Smiley agreed that this is a prime commercial location and that the redevelopment is a huge investment that will help adjacent property owners. They do feel as this is a good adaptive reuse and it is their intent to keep mature street trees. Mr. Smiley said when they do their final landscaping plan that will be beefing up the shrubbery and keeping with the

overall design along the street.

Mr. Furst asked the applicant to talk about the alternate options they investigated in order to decrease the number of variances.

Ms. Comac said most of these variances are necessitated by the new code. The building being located where it is as a legal non-conforming structure creates a couple, but they are stuck with the current condition by virtue of government regulations. Ms. Comac pointed out that on the east side there's very little space where you have minimal head light screening, a code minimum parking space, code minimum drive aisle, reductions so they can provide the bypass lane, which is important to circulation and safety, and then it's the building. In order to use the site they need these variances on reduced sizes. The other challenge has been the rear access and coordinating with the properties to the south.

Mr. Smiley talked to how they tried to maintain the required parking, allowing the bypass lane on both sides of the building and relocated the dumpster to allow the rear access point. The constraints on the site and the fact that they are working with a preexisting structure created a lot of challenges and that's why they have requested these variances.

Ms. Comac told the board that the new zoning code precludes the use of the building without these variances. Any use of the building would require variances due to setback requirements. The applicant couldn't make use of the land without variances.

Mr. Furst: Given that your testimony has spoken to directly and indirectly a number of the factors listed in 109.13D for variance applications. I feel that your application does meet the factors as so listed and therefore I move that we accept this application with the variance conditions as listed in the staff report.

Ms. Barnhart: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [3 TO 0]
MOVER:	Alex Furst, Commissioner
SECONDER:	Amy Barnhart
AYES:	Linder, Furst, Barnhart
ABSENT:	Davis
AWAY:	Bulls

3. 6493 E Main St; Application 2022-5435; Applicant Coughlin Investments; Conditional Use

Mr. Meyer read the staff report and indicated this is the same property we just reviewed.

Ms. Comac asked Mr. Smiley to confirm that this use is in harmony with the other uses in the area and that it is better for the neighborhood to have less vacancies. He agreed. Ms. Comac asked if there were any issues with sewer, water or storm with this site. Mr. Smiley said no

issues.

Mr. Meyer wanted to point out that this has not been approved for items like engineering, storage, etc. That will come in the minor site plan process.

Ms. Comac asked if the site was serviced by central sewer and water. Mr. Meyer said that since it was an existing bar it is a reasonable assumption to make.

Ms. Comac asked if the city was seeing an uptick in the types of applications for the pickup and or drive thru. Mr. Meyer said we have seen a more recent uptick.

Mr. Smiley told the board that they previously worked with the power company and the adjacent property owners to run the transformer and lines underground and got rid of five poles.

Ms. Barnhart: I would like to make a motion that we approve the conditional use for this application.

Ms. Bulls: Second.

Mr. Meyer: I think attorneys Shook maybe like to have it say, conditional use for food service, quick serve, fast food with a drive thru. Would I be correct in that?

Mr. Shook: Yes, and in addition, cite the factors under section 1109.15d for conditional use.

Ms. Barnhart: What Mr. Shook said.

Mr. Furst: I'll allow it.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Amy Barnhart
SECONDER:	Olivia Bulls
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

4. 7704 E. Main St; Application #2022-5413; Applicant Cliff Spruill; Request for Signage Variance

Mr. Meyer read the staff report into the record.

Mr. Spruill looked at being able to adjust where the sign is, because they found that the front of the porch is actually the edge of right away. Any place that they could put the sign in front of the building, was going to be in the right away. They worked with the city engineer to move the sign to the west and close to the edge of the porch to get them out of the sight triangle.

Mr. Furst: It seems to me that there's other remedies available here in the code other than a variance. Additional sign pipes such as a wall sign or a projecting sign, those are allowable in this district. There were those considered?

Mr. Spruill looked at a projecting sign, but it wouldn't be on the front, it would have to be on the sign and not visible in both directions. He told the board there isn't room for a wall mounted sign unless it was actually on the ground on the front porch. Mr. Furst asked if this was particular to this building and this site. Mr. Spruill said that the way it is constructed with the gable ends and different elevations it would limit the size of the sign.

Mr. Furst asked if we didn't grant this variance, or no signage at all would we be deprive the applicant of the beneficial use of the property that it would become non-viable? Mr. Spruill said it would be very difficult to draw attention to people driving without a sign.

Mr. Furst asked what the nature of this business is and Mr. Spruill said it is small retail. Mr. Furst and Mr. Spruill went back and forth discussing retail businesses in the area and ones that do and do not have monuments signs.

Mr. Furst told the applicant that in our code 1103.13D subsection nine states that the variance is not a matter of convenience when other remedies are available within provisions of this code.

The board and applicant had discussions regarding the right-of-way and that it comes up to the porch, indicating they couldn't do any type sign that protruded from the building. A wall mount or projected sign was the only option and that wasn't preferred based on visibility for the consumer.

Mr. Furst asked them to speak a little regarding the hardship or practical difficulty of sticking to the code.

The applicant said that without a visible sign it is going to reduce the amount of traffic. This area has called for an urban walk able atmosphere and the applicant feels that this sign will draw people in as a sign is a big part of identifying a building.

Mr. Furst asked if this property was purchased with the knowledge of this restriction. The applicant said, no. When the property was purchased it was in Truro Township. As the applicant went through the annexation process that's when they became aware the entire front of the property was right-of-way.

Mr. Meyer wanted to say that we can't confirm the exact dimensions of the right-of-way based on what was submitted as this wasn't recorded with the auditor at time of submission.

Mr. Furst explained how he is hesitant to take action without fully understanding the exact nature of the right-of-way. Mr. Furst is very familiar with the area and this building and none of the area buildings have a monument of this size so he asked for more information regarding the business that would necessitate a sign of this type.

Mr. Kurland (partner in the business) described that the site is surrounded by monument signs and that being a small business without a lot of resources to advertise, this sign is very important. Mr. Kurland said this sign is important to not only pedestrian traffic, but cars as well. He believes this would be a detriment to the business and a hit financially if the signage wasn't approved due to this being the greatest amount of visibility.

Mr. Furst asked if they would be amenable to using a red brick on the monument sign versus the grey color depicted in the illustration. Mr. Kurland said that they have done a lot of landscaping and it would match nicer this way. They would change it to red, if that is the condition, but would prefer the grey.

Mr. Kurland also described the lot and how it has many trees and they are trying to preserve as much as they can and this sign would be most functional when these trees are in bloom.

Ms. Barnhart asked about the other business in the area that have monument signs. All the properties on the North are still residents that don't have monument signs.

Mr. Shook asked Mr. Kurland about the possibility of a projecting sign and Mr. Kurland said the sign wouldn't be visible when the trees are in bloom. Mr. Shook asked for clarification because a projecting sign can project into the right of way with a hold harmless agreement with the city. A monument sign can't, but a projecting sign can. Mr. Shook asked for a little more clarity on why a monument sign was chosen over the other.

Mr. Spruill said they looked at how a projecting sign could be secured to the building and to attach a sign is going to create a heavy wind load, which would require additional racking and damage to the inside. The applicant said they took the sign limitations and figured the best structure that would be suitable and they came up with the monument sign as a way to accomplish all goals.

Mr. Furst asked to confirm that the nature of the structure and the intended use is very specific to this site and building necessitating the variance. Applicant said, yes.

Mr. Furst: Having considered the factors outlined in section 1109.13D for variance, I move that we accept this application with the conditions as described in the amended staff report.

Ms. Bulls: Second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Alex Furst, Commissioner
SECONDER:	Olivia Bulls
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

5. 9033 Ridgeline Dr; Application # 2022-5429; Applicant Jonathan Colby; Variance

Mr. Meyer read the staff report into the record.

Mr. Furst asked if the applicant had written documentation to tie into the neighbor's fence. The applicant doesn't have written documentation and wasn't aware they needed it, but has no issue getting the documentation if necessary.

Mr. Furst said it is clear the detention pond is a hardship, he just wanted to make sure the detention pond was preexisting and not something that the applicant installed. The applicant confirmed it was preexisting.

The applicant was asked to confirm the fence is at the rear and the side, not front. The applicant confirmed. There will be a planned gate on the rear fence to access the retention area for maintenance.

Mr. Furst wanted to make sure that the fence wouldn't create any additional impediment on storm water. The applicant had a crew come and level the entire yard so the drainage is working correctly and will not impeded anything related to storm water.

Mr. Furst: Having considered these factors in 1109.13D, I move that we accept the application with the condition that there be a rear gate installed on the fence.

Ms. Barnhart: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Alex Furst, Commissioner
SECONDER:	Amy Barnhart
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

6. 1495 Jackson St; Application 2022-5391; Applicant Jordan Hall; Variance

Mr. Meyer read the staff report into the record.

Mr. Beathard: I'm Seeking the variance to push the property line back off the property near the garage. And that is purely for an access standpoint. I'm not sure if those pictures did a great job in depicting it, but that is a very narrow alley. And to use the garage as intended, being a two car garage, it's virtually impossible to get both those cars in there as it is. We

imagine with the fence we're cutting off some prime real estate to safely make access to our garage.

The plan looked as if the applicant was seeking a side yard variance as well, but the applicant stated the side yard fence will be built on the property line and no variance is requested there.

The garage doors will face Beech Alley with a man door on the north side of the garage and this fence will be placed to maintain access to both of the doors.

The applicant expressed their concern for the safety of the small children from the dogs since the middle school is next door. The applicant also agreed they would maintain the property beyond the fence line. The applicant does contend that the variance is necessary for the reasonable use of their land and that this does not grant special privilege.

Ms. Barnhart: I'd like to make a motion that we approve the rear property line set back consistent with 1109.13.

Pastor Linder: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Amy Barnhart
SECONDER:	Robert Linder, Vice Chairman
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

7. 1551 Truro Ave; Application #2022-5397; Variance

Mr. Meyer read the staff report into the record.

It was clarified they are asking for a height variance on the fence and not setback. Mr. Furst asked the applicant to describe the swell as it isn't visible on the overhead.

Mr. Pauley described that the swale differs one and a half to two feet along the property line to the north. He cited 1105.11 that provides a six foot height fence in the district on the side and rear yard. Due to the swale they are asking to somewhat level the fence to be consistent with the surrounding. A six foot fence exists on the south property that would remain and provide uniformity.

Mr. Furst offered other remedies such as, planting screening, filling in the swale, etc. that could be considered without the need of a variance.

Mr. Pauley believes the swale might be a function of drainage so he doesn't think filling it in would be the best option for their property or the adjacent properties. The fence was decided for uniformity since there's already a fence on the south end.

Mr. Furst asked if this was not granted if this would be depriving the client of the beneficial use of their property. Mr. Pauley explained that this property is recovery housing and they feel that this fence is important to surrounding property owners as well. Mr. Shook said that he is familiar with the facility and the opinions of the neighboring properties. Not only is the neighbor to the north supportive, they have asked for a taller fence. Mr. Shook explained that the facility requires additional exterior lighting for safety and the fence will help with buffering some of that light pollution. Mr. Furst said that in this case the fence is maintaining the value of the neighboring properties, whereas if it didn't exist it may diminish given the use.

Mr. Furst: Having considered the factors in section 1109.13, I'm adequately satisfied that we have met the factors for variance as listed there and therefore I move that we accept this application as submitted.

Ms. Barnhart: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

8. 6947 Wigwam Way; Application 2022-5421; Applicant Jacqueline Davis; Variance

Mr. Meyer read the staff report into the record.

The applicant agreed prior to the meeting that they agreed to remove the mesh material and will be all wood. The applicant isn't able to put it on the rear lot line due to the creek. The applicant agrees to put a gate on the rear fence to maintain the property.

Ms. Barnhart: I move that we accept the application as submitted, 1109.13D with the creek making it impossible to put up a fence. Also that the applicant use wood instead of mesh and that they include the rear gate to access the property line.

Mr. Furst: I second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Amy Barnhart
SECONDER:	Alex Furst, Commissioner
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

9. 1284 Brice Rd; Application 2022-5443; Applicant the Christian Missionary Alliance; Variance

Mr. Meyer read the staff report into the record.

Mr. Childs from The Alliance provided a brief overview on the project. The Alliance has moved 45 of their staff from Colorado to Reynoldsburg and hired an additional 40 here locally. They are currently in a building to the east of this site on a traditional basis. They

have hires American Structure Point as civil engineer and Korda is their MEP structural engineer. Additionally, they have bought three properties and in negotiations with a fourth. The new name for the site, Alliance Place, will have mixed use office, parking garage, hotel, a couple of restaurants and multifamily housing. They are currently asking for variances on the first phase. The first phase will be the parking garage, site work for the pads to be ready for building later and the first building, which will be mixed use, 130,000, four story building. This building will house a 600 seat event center. A four story office portion that will have nine retail spots on the first floor and a coffee shop which we will own and operate. They will also have a mailing and shipping business. 13 breakout meeting rooms on the first floor and second floor. Their offices on part of the second floor, the third floor and the fourth floor will be for whoever wants to lease professional office space.

Mr. Fay went through the slide show and described the variances that they are requesting, reduction of required loading spaces and required open space.

The code requires one loading space for 10,000 square feet, which on a building of this size would require 13 loading spaces. As they worked through the plan they determined that they only need one loading space to serve as a loading dock. The plan also provides two smaller 12x30 loading spaces in the southern parking area that they see as being used by retail users, so they fit a box truck type vehicle. These are the three spaces they are asking for the reduction in variance for, but sizing the southern parking lot to accommodate larger truck movements and the potential for fire truck movement. Additionally, they added a passenger loading drop off area that's intended to be sized to fit a coach type bus.

As far as the open space the comprehensive plan looks specifically at this site as a focus area and it calls out as intent for this district for the site is providing a mix of quality residential retail and integrated green space that creates a dynamic space and builds social and economic value. The zoning code for Brice Main District also identifies the intent as being to create compact, mixed use, walk able environments and intended to be more of an urban mixed use zone or transit oriented development. Mr. Fay pointed out on the slide show what 30% of the site looks like, which in their mind is a different character in what we're trying to achieve in this district.

In terms of usability Mr. Fay said that they have made a series program commitments and provided a memo supplementary to the application that they are accepting to. They don't intent for the outdoor space to be static. The space they have coming from the parking garage to the main entrance they plan to activate with games, activities, etc. The retail portion will benefit by planned patio seating.

Mr. Meyer: Rick commented that staff had request, and asked you for the open space variance. The staff has requested that a high quality urban planner design in a cohesive manner consistent with a qualitative element that will support and add value to this development and the community and to be intentional design and accessible to the public. There is a list on the second page of your packet laying out what they've committed to provide as part of that. Basically the intent of this, if the board would so choose to grant a variance, decrease in the amount of open space getting a commitment from the applicant that would be high quality program space. So while it's smaller, it would be programming open to the public. So that was the condition that we recommended. And the second page of the

report lays out what those commitments are, just for the clarification purposes.

Mr. Furst asked if they would be amenable to that. Mr. Childs said yes.

Mr. Furst agreed that with a development of this scale some of the minute restrictions may have not have fully foreseen especially because this is a phased development. Mr. Furst tried to picture all the required docks and how they could accomplish that and feels as if it would deprive them of the beneficial use of the space. Mr. Fay agreed.

Mr. Furst expressed how by having programmable space this will be an asset to the community and improve the value and use of the neighboring properties.

Ms. Barnhart had a question regarding the green space in front of the building. The tail end of the conversation was inaudible. Mr. Fay did say it wasn't going to be all "green", but rather hardscape, plantings, etc. Basically an active area.

Mr. Furst: It's very clear to me that this site is unique and it is certainly one that we want to see redeveloped and given that you put so much effort and intent clearly into meeting the general purpose and intent of our code here and to make it an asset and the community and kind of raise the entire value of the surrounding neighborhood. It's very clear that you're still trying to accomplish the intent of everything that we're trying to accomplish in the code, even if, ten loading spaces or 13 is maybe a bit excessive. Having consider those factors here in section 1109.13D, I do move that we accept this application with the conditions as outlined in the staff report.

Ms. Barnhart: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. Yes. Mr. Furst. Yes. Pastor Linder. Yes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Alex Furst, Commissioner
SECONDER:	Amy Barnhart
AYES:	Linder, Furst, Bulls, Barnhart
ABSENT:	Davis

10. 7366 E Bryden Rd; Application #2022-5362; Applicant Leah Taylor; Appeal

Mr. Furst swore the speakers in.

Mr. Meyer described the application and the denial decision letter. The applicant applied for a home occupation and the business described was classified as boarding/ kennel, which is not a permitted or conditional use in the Old Reynoldsburg District. The stated business hours of operation are 7am to 7pm Monday through Friday and 9am to noon on Saturday and Sunday. The house is 680 square feet and the intent would be to use the garage areas for part of the business as well as keeping dogs in a crate. The applicant asserted that the home occupation is incidental and subordinate to the use of the dwelling.

Mr. Meyer: Having review it, the city determined that the application did not meet the conditions of section 1105.13I, which says no person who is not a permanent resident should be employed in the home occupation. The home occupation should clearly be incidental and subordinate to the owning use. No more than 15% of the floor area or of all the buildings on the lot should be used and conduct of the occupation. There would be no change of appearance or sign. The home occupation shall not generate traffic and greater volumes than would be normally expected in a residential neighborhood and no equipment or process should be used that would create noise, vibration, glare, fumes, odors or electrical interference detectable to normal senses off the lot. So in reviewing it from that specifically would be visible evidence of the conduct of the home occupation, as evidenced by noise and odors generated by the home occupation, as well as by visual observation from neighbors.

Mr. Stewart stated that the applicant purchased the home June 2021 and began operating her business out of this address. She trains dogs during the day and keeps one dog overnight. August 2022 the applicant received a notice that she needed to get a home occupation permit. September 2nd, 2022 she submits the application for home occupancy. Mr. Stewart handed the board the letter of decision citing five factors as to why the application was denied.

Mr. Stewart pointed out that the board has the authority to grant an appeal if the true intent of the code has been incorrectly interpreted. He states that a boarding/ kennel is defined as a premises which five or more dogs over three months of age are, bred, boarded, or trained overnight. Mr. Stewart stated the application says one dog. Mr. Stewart stated there is not facts to support the observations of the neighbors that there is visible evidence of a home occupation.

Ms. Sigman, neighbor to the applicant stated that they have been asked to accommodate her business by not allowing their animals to run in their fenced yards while she trains vicious dogs on several occasions. Ms. Sigman says the applicant began to breed her dog and used a water hose and horn directed at neighbor dogs. Ms. Sigman stated dogs are being boarded overnight, more than one and they hear yelping, barking, and crying from inside the garage. She feels that this business creates an unsafe environment for residents, clients are blocking the sidewalks during school hours, forcing pedestrians into the road. Ms. Sigman states that the applicant has refused to comply with the city's cease and desist and the breeding that is going on is a big concern.

Mr. Stewart asked Ms. Sigman if she had been in the garage and she said yes, absolutely.

Mr. Shook asked Ms. Sigman to elaborate on the breeding activity she witnessed. Ms. Sigman was told that she planned to breed her dog, she intentionally breed her dog and kept one of the puppies. Ms. Sigman was able to go inside and see the puppies and she advertised online as a breeder. Ms. Sigman said it was nine puppies in early June 2022. Ms. Sigman couldn't recall how long she had the puppies and was selling them.

Ms. Sigman testified she believes the business has continued as she has continued to see dogs being dropped off and hears one in the garage now.

Ms. Sigman doesn't feel safe letting her dogs out at the same time training is going on based on her prior treatment to her dogs and fence is not 100% fixed or fenced and the dogs are not secure on her property while she trains them. Ms. Sigman stated she has been asked multiple

times to leave her dogs inside while she trains.

Mr. Steward stated that the applicant has agreed to make strides towards a better relationship with her neighbors. He stated one of her dogs did get pregnant, but that wasn't the intent and she is not a breeder, she is a dog trainer. The dogs that she did breed were sold within 8 to 12 weeks.

Ms. Bulls asked if there was any documentation that the puppies were sold less than 12 weeks. Mr. Steward said yes they have that documentation.

Mr. Shook asked for clarification on what the applicant was arguing. They confirmed the applicant is running a business out of the home. Mr. Shook told the board that she is not appealing the violation, she's appealing the denial of the permit.

Me. Steward believes the board should find that she is not operating a boarding/ kennel and should issue the permit.

Mr. Furst asked Mr. Steward to clarify the dates. The client began operating the premises June 20, 2021 and July 2021 she began using the premises as a dog training business.

Mr. Furst cited section 1105.13I that states that all occupations, even those not defined by the code, are required to submit an application. He notes that the application was received August 30th, 2022. Mr. Furst went on to cite section 1105 I, subsection six that states, prior to establishing a home occupation, the owner or occupant of the dwelling shall apply and receive approval for a zoning certificate from the Planning and Zoning Administrator. According to the timeline, this did not occur.

Mr. Furst read the following sections from the code

Home Occupations. The following regulations shall apply to the approval and operation of a home occupation as an accessory use in a dwelling:

- i. No person who is not a permanent resident of the dwelling shall be employed in the home occupation; This appears to have been met.*
- ii. The home occupation shall be clearly incidental and subordinate to the dwelling use. No more than fifteen percent (15%) of the floor area of all buildings on the lot shall be used in the conduct of the home occupation; Mr. Furst didn't ask for square footage of the garage and asked to set this item aside.*
- iii. There shall be no change in the outside appearance of the dwelling or lot, or other visible evidence of the conduct of the home occupation. No sign is permitted. Mr. Furst agreed there is not sign, but due to the testimony from the neighbors it appears that visible evidence of the home occupation due to the exercise of dogs in the applicant's yard.*
- iv. The home occupation shall not generate traffic in greater volumes than would normally be expected in a residential neighborhood.*
- v. No equipment or process shall be used which creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses off the lot. Mr. Furst says it is clear there is a creation of noise, perhaps fumes and odors.*
- vi. Prior to establishing a home occupation, the owner or occupant of the dwelling shall*

apply and receive approval for a zoning certificate from the Planning and Zoning Administrator.

Mr. Steward explained that the applicant applied for the home occupation as soon as she realized it was needed and aware she should have done it sooner. The applicant feels is if the visible evidence is minimal and nothing different than you would see in any residential neighborhood. They feel that the dog barks are minimal and the applicant does a good job of cleaning up the yard.

Ms. Bulls asked Mr. Steward to again clarify what he was asking for. Mr. Steward wants two items. One, for the board to overturn the zoning inspectors determination that this is classified as a boarding/kennel use. And because it is not a kennel, she doesn't need a permit. The second is for the board to see that the applicant satisfies the five factors as a home occupation.

Mr. Furst wanted to clarify that the board is here to review if the application meets the definition of a home occupation.

Ms. Barnhart asked how many dogs and cats the applicant personally had. The applicant has two dogs and two cats. Ms. Barnhart indicated that by adding one dog as a trained animal they would be at the five animal mark and that qualifies as a kennel. Mr. Steward says the difference is that only one dog is being used as the home occupation.

Mr. Steward explained that they are aware this is a business being ran out of the home. They are disputing that they interpreted the business as a boarding/kennel.

Ms. Taylor talked about her interaction with the neighbors and how she did ask them to keep their dog into while she trained a specific dog that was nervous. This happen when there was a three foot high chain link fence diving them. Since then Ms. Taylor has installed a privacy fence where the previous chain link fence was.

Mr. Furst explained that there is still clear, visible evidence of the conduct of the home occupation that is not allowed per subsection three.

Mr. Furst notated the additional traffic this produces by the drop off and how this can be disruptive to neighbors. Also, that one or two dogs for the business isn't as much the issue as all the continuous volume and exchange of dogs.

Mr. Steward told the board that Ms. Taylor would be more than open to any restrictions the board placed on her.

Mr. Shook asked about the fence she had put up. It was told that the privacy fence is on the sides and a chain link is at the rear. Mr. Furst asked if they were to impose a full privacy fence on the entire yard if she would be able to do that without a request for a variance and she said she would. After further discussion the left fence is on the property line and the right fence is three feet off the property line. Mr. Shook asked if s fence permit was approved by our zoning department and the applicant said it was. The applicant erected the front of the

fence in May and the side was in September 2022. Mr. Furst told the applicant at minimum it seems as if there needs to be a privacy fence at the rear.

Mr. Shook brought up that code enforcement and the attorney's office would need to determine if the applicant is amenable to follow conditions set by the board. Ms. Taylor was issued a cease and desist to stop operating the business and the business continued. There's a fence that is three feet off the property line, which is non-conforming, that the board didn't review. Mr. Steward told Mr. Shook that the applicant is willing to comply with any orders or conditions.

Mr. Furst asked about a clear motion regarding no noise violations.

Ms. Barnhart asked if the property owner's pets counted towards the 5 dog limit. Mr. Shook told the board that we would need to be favorable towards the property owner and in this case it would be five dogs for business purposes.

Mr. Steward told the board that if the board wants to stipulate no breeding, Ms. Taylor will not breed her dog.

The board asked Ms. Taylor about the space she uses for the purposes of her business in the garage and home. They also discussed crate sizes and square footage regarding the home.

Mr. Furst: I do move that we sustain the appeal in part to permit a home occupancy occupation of dog training with the following conditions; construction of a maximum height, allowable under code privacy fence on the side and rear yard of the property. To be constructed no later than June 30th, 2023. With a maximum of two dogs allowed to be trained at any one time. That there would be no commercial breeding activity. And that there would be no convictions for noise ordinance violations or nuisance property maintenance code violations.

Ms. Barnhart: I'll second.

Ms. Barnhart. Yes. Ms. Bulls. No. Mr. Furst. Yes. Pastor Linder. Yes.

1.51.36

RESULT:	APPROVED [3 TO 1]
MOVER:	Alex Furst, Commissioner
SECONDER:	Amy Barnhart
AYES:	Linder, Furst, Barnhart
NAYS:	Bulls
ABSENT:	Davis

D. OTHER BUSINESS

None

Minutes Acceptance: Minutes of Nov 17, 2022 6:00 PM (APPROVAL OF MINUTES)

E. ADJOURNMENT

Chairman

Planning and Zoning Administrator

Minutes Acceptance: Minutes of Nov 17, 2022 6:00 PM (APPROVAL OF MINUTES)



MINUTES

PLANNING COMMISSION THURSDAY, DECEMBER 1, 2022 6:00 PM

**PLACE: COUNCIL CHAMBERS
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068**

A. CALL TO ORDER

PRESENT: Furst, Alabi, Kleckley, Benner
ABSENT: Zollars

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – November 3, 2022

Minutes Stand Approved

3. APPROVAL OF AGENDA

Agenda Stands Approved

4. SWEARING IN OF SPEAKERS

Speakers for the evening sworn in by Mr. Furst.

B. PUBLIC COMMENT

None

C. UNFINISHED BUSINESS

1. 7524 E Main St; Application 2022-5425; Applicant Signarama; Certificate of Appropriateness

Mr. Meyer read the staff report in to the record.

Mr. Furst commented that the materials and standards are all consistent with the Old Reynoldsburg Commercial District and that this sign is keeping with the esthetics of the other businesses on the property.

Mr. Benner: I motion that we approve this Certificate of Appropriateness as submitted.

Mr. Furst: I second.

Ms. Alabi. Yes. Mr. Benner. Yes. Mr. Furst. Yes. Ms. Kleckley. Yes.

Minutes Acceptance: Minutes of Dec 1, 2022 6:00 PM (APPROVAL OF MINUTES)

RESULT:	APPROVED [UNANIMOUS]
AYES:	Furst, Alabi, Kleckley, Benner
ABSENT:	Zollars

D. NEW BUSINESS

None

E. ADJOURNMENT

 Chairman

 Planning and Zoning Administrator

Minutes Acceptance: Minutes of Dec 1, 2022 6:00 PM (APPROVAL OF MINUTES)



ARCHITECTS. ENGINEERS. PLANNERS.

December 21, 2022

Mr. Eric Meyer
Development Director
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: 7315 East Main Street: Certificate of Appropriateness Request

Mr. Meyer:

Enclosed is our review of materials for the above referenced application:

1. Project Summary

- a. The proposed project involves the installation of two polymetallic wall signs on a .the building sited 13+/- acre property located at 7315 East Main Street in the Olde Reynoldsburg Commercial District (ORD-C). The first wall sign, measuring 28 inches by 98 inches, will be placed on the north façade facing Main Street, while the second wall sign, measuring 20 inches by 60 inches, will be placed on the east façade facing Apple Alley. The background color of the signs will be Sherwin Williams Burgundy 6300, which matches the shutters and awning on the front façade of the property. The existing ground sign will be removed as part of the project.

2. Project Review

- a. Because the site and building are in the ORD-C, a Certificate of Appropriateness is required to be issued "prior to commencing new construction or any exterior remodeling, reconstruction or other exterior building modifications of non-residential structures located within the Olde Reynoldsburg District(s)." The signs must also comply with Section 1105.03, C, ii, Signs for the ORD-C.
- b. The application appears to meet the following criteria established in Section 1109.21, Certificate of Appropriateness - Olde Reynoldsburg Districts:
 - i. Enhances the attractiveness and desirability of the district.
 - ii. Encourages the orderly and harmonious development in a manner in keeping with the overall character of the district.
 - iii. Improves residential amenities in any adjoining residential neighborhood.
 - iv. Enhances and protects the public and private investment in the value of all land and improvements within the district.
 - v. Satisfies the applicable guidelines set forth under Chapter 1103; and
 - vi. Overall effects of the project or development on the appearance and environment of the district
- c. According to Section 1105.03, C, ii, Signs, "one (1) wall sign may be erected on the wall of a building which most nearly parallels a street, parking lot or service drive." The 19 square foot wall sign facing East Main Street is permitted to have a maximum area of 46 square feet, based on a 2 square feet per lineal foot of building façade." The 9 square foot wall sign facing Apple Alley is permitted to have a maximum area of 86 square feet, also based on a 2 square feet per lineal foot of building façade. Since this building is located on a corner lot, "1 additional wall sign may be permitted on both walls which

Attachment: OHM_Staff Report_7315 E Main St_COA (App# 2022-5480, 7315 E Main St, Myers)



parallel the intersecting streets.” The wall sign shall also “be attached parallel to the building wall, mounted on a raceway, or painted directly on a wall, provided no wall sign shall extend outward from the building wall more than 12 inches.” Both wall signs appear to be mounted flush to the building wall and within the 12 -inch maximum extension.

3. Recommendations

- a.** Approve the Certificate of Appropriateness with the following conditions:
 - i.** Prior to issuing a sign permit, verify that the proposed signs do not extend more than the required 12 inched from the wall and that the existing ground sign is removed.

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

Very truly yours,

Kim Littleton

Kim C. Littleton, AICP
Senior Planner/Project Manager

Reynoldsburg

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

C.1.b

App./Case#: 2022-5480

Date Submitted: 12/14/22

Fee Amount: 75-

☒ Paid: CK 1121

DEC 14 2022

I. PROPERTY INFORMATION

CERTIFICATE OF APPROPRIATENESS

Property Address: 7315 E MAIN ST, Reynoldsburg	Parcel ID#(s): 060-000072-00
---	---------------------------------

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Myersco Builders, LLC	
Contact Email: NATHAN@MYERSCO.NET	Contact Phone Number: 614-446-8225

III. BUSINESS/TENANT INFORMATION (IF APPLICABLE)

Business Name: WINDSONG SENIOR HOME CARE	Contact Name: NATHAN MYERS
Contact Email: NATHAN@WINDSONGSENIORCARE.COM	Contact Phone Number: 614-446-8225

IV. APPLICANT INFORMATION

Applicant Name: NATHAN MYERS	Applicant Address: SAME
Applicant Phone Number: 614-446-8225	Applicant Email: NATHAN@WINDSONGSENIORCARE.COM
☒ Property Owner	☒ Business Owner/Tenant
☒ Contractor	☐ Architect/Engineer

PROJECT INFORMATION

☐ New Main Building (\$400)	☐ Exterior Modifications/New Accessory Building (\$200)	☐ Comprehensive Sign Plan (\$150)	☒ New Sign (\$75)
Description of Project: REMOVING YARD SIGN IN FRONT CORNER AT E MAIN AND APPLE ALLEY. INSTALL WALL SIGNS ON FRONT AND SIDE OF FRONT OF THE BUILDING FOR VISIBILITY. NEW LIGHT POLE HAS BLOCKED VISIBILITY OF THE YARD SIGN.			

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

Applicant Signature: Nathan Myers Date: 12-14-22

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

OFFICE USE ONLY

Additional Notes:

Zoning Information

Zoning District:

☐ Historic District

☐ CC Overlay

Add'l Approvals Req'd

☐ BZBA

Meeting Date: _____

Meeting Results

☐ Approved as Submitted

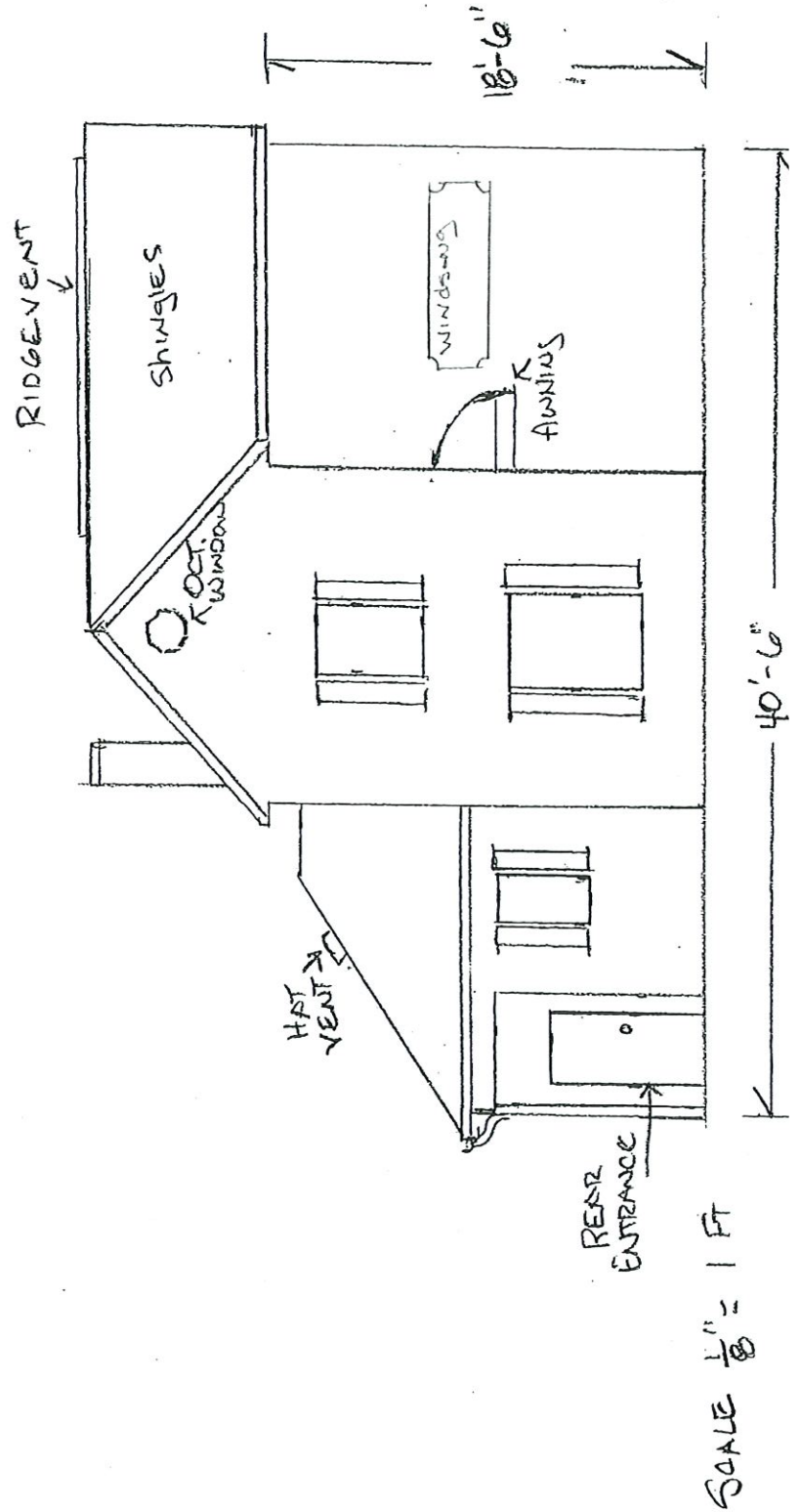
☐ Tabled

☐ Approved w/ Conditions

☐ Denied

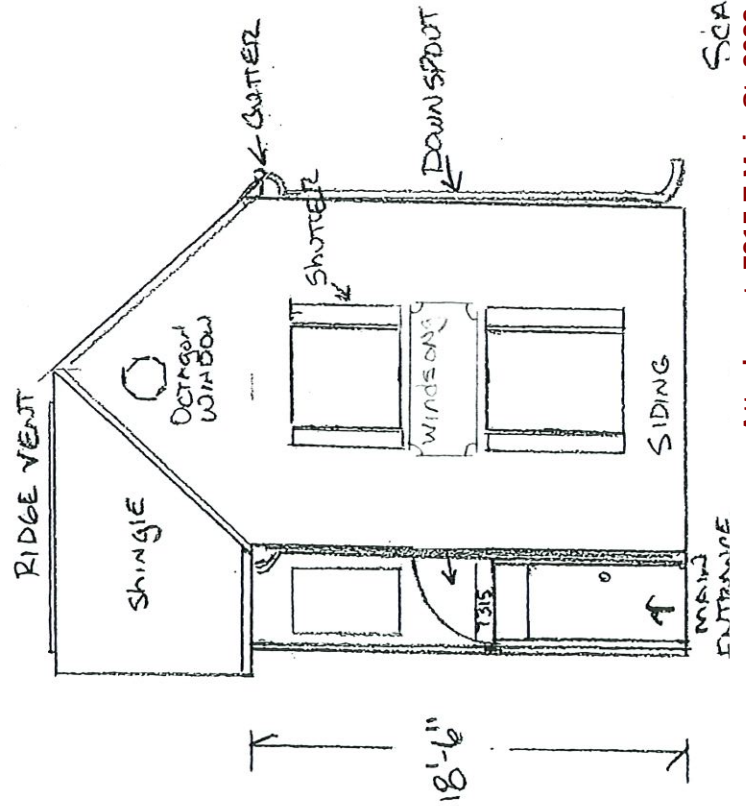
P&Z Admin.: _____ Date: _____

EAST ELEVATION

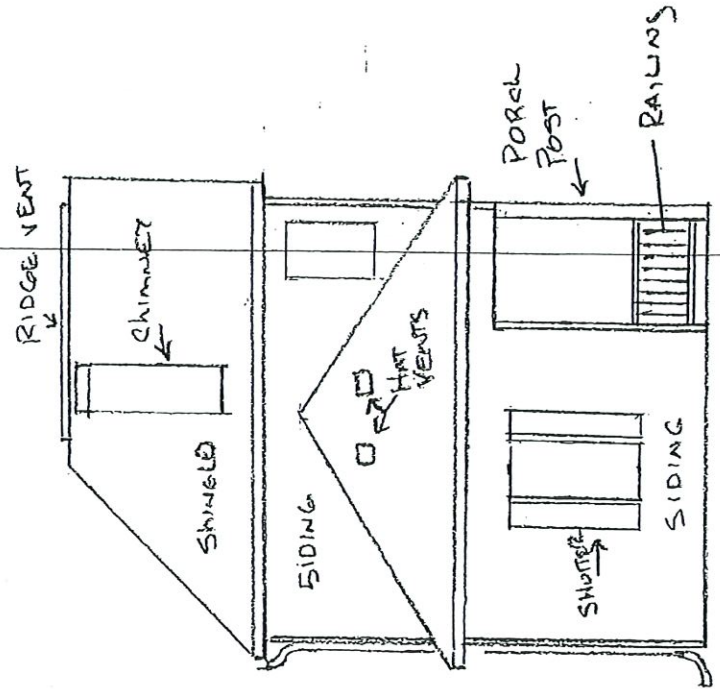


Attachment: 7315 E Main St, 2022-5480 (App# 2022-5480, 7315 E Main St, Myers)

NORTH ELEVATION



SOUTH ELEVATION



1/4" Polymetal with applied digital print

28"H x 96"W

text only: 22.75"H x 84.25"W

Windsong: 84.25"W x 17.75"H

Senior Home Care: 61"W x 4.5"H

Font: Acumin Variable Concept – BOLD

Burgundy SW 6390

Windsong[™]
SENIOR HOME CARE



sign
dynamics
Design Corporation Inc. Canada

Design Proof

Project Manager: Lindsey Habermehl

Windsong Senior Home Care

Drawn by: Damon Gilley

12-13-2022

Approved by:

By signing, I affirm that the artwork as shown, including colors, size, spelling, placement, etc. are correct, and approved for production and/or installation.

THIS RENDERING IS THE PROPERTY OF SIGN DYNAMICS. IT IS FOR THE EXCLUSIVE USE OF SIGN DYNAMICS AND THE PARTY WHICH REQUESTED THE RENDERING. IT IS AN UNPUBLISHED ORIGINAL DRAWING NOT TO BE DISTRIBUTED, REPRODUCED OR EXHIBITED WITHOUT THE CONSENT OF SIGN DYNAMICS. COPYRIGHT SIGN DYNAMICS. COLOR OUTPUT MAY NOT BE EXACT WHEN VIEWING OR PRINTING THIS DRAWING, AND IS NOT INTENDED TO PROVIDE AN EXACT MATCH BETWEEN INK, VINYL, PAINT, OR LED COLOR. ALL COLORS USED ARE PMS, OR CMYK EQUIVALENT. IF THE COLORS ARE INCORRECT, PLEASE PROVIDE THE CORRECT PMS MATCH AND A REVISION TO THIS DRAWING WILL BE MADE. ARTIST'S RENDERING OF BRICKWORK, MASONRY, AND LANDSCAPING IS NOT INCLUDED IN THE PROPOSAL. ALL MEASUREMENTS SHOWN ARE APPROXIMATIONS. DIMENSIONS OF FINAL PRODUCT MAY VARY.

1/4" Polymetal with applied digital print

20"H x 60"W
text only: 17.5"H x 47.75"W

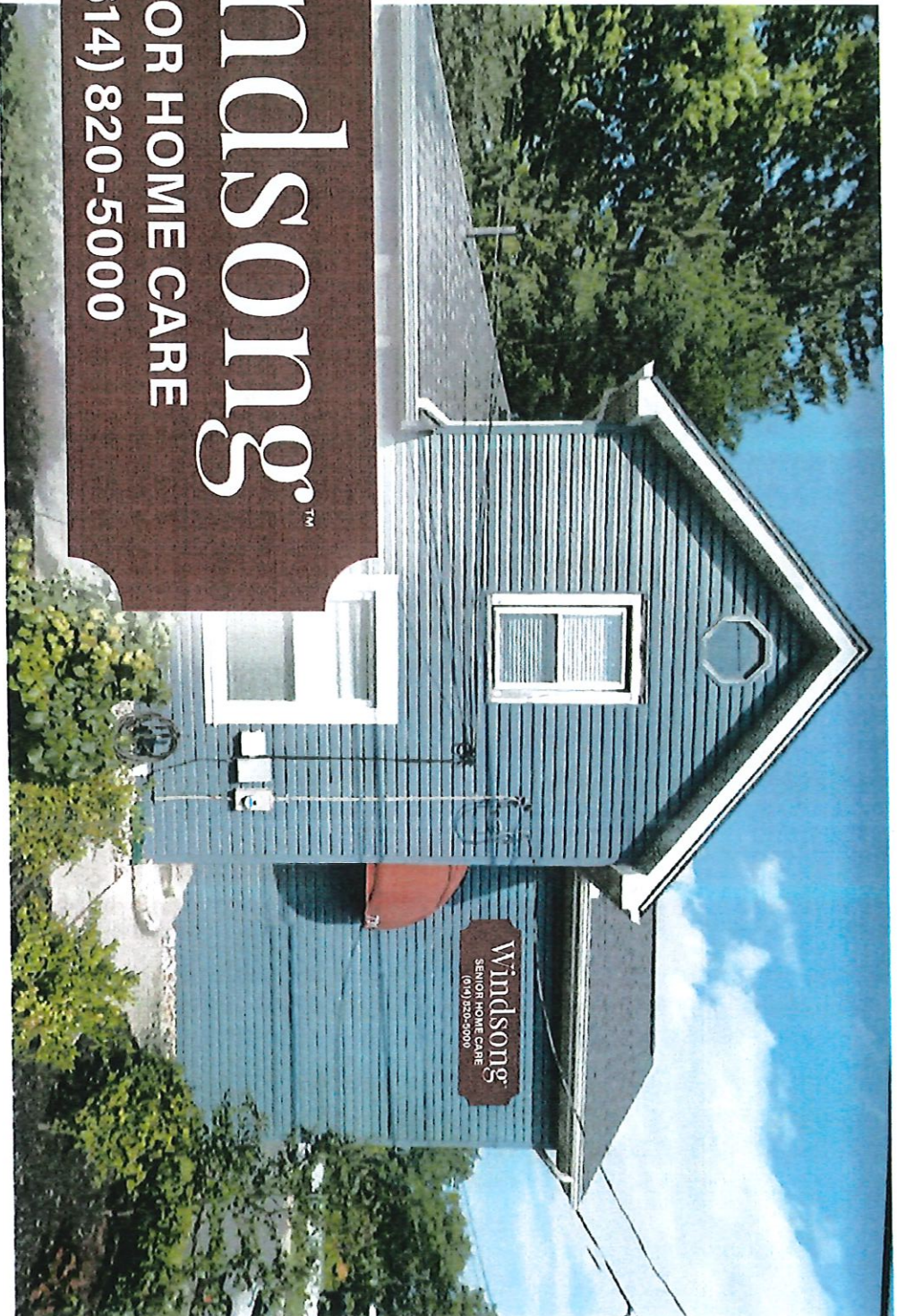
Windsong: 47.75"W x 10"H

Senior Home Care: 34"W x 2.5"H

Phone number: 17.5"W x 2.5"H

Font: Acumin Variable Concept –
BOLD

Burgundy-SW 6500



Sign
dynamics
Sign Corporation Inc. Canada

Design Proof

Project Manager: Lindsey Habermehl

Windsong Senior Home Care

Drawn by: Damon Gilley

12-13-2022

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ARCHITECTS. ENGINEERS. PLANNERS.

December 21, 2022

Mr. Eric Meyer
Development Director
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: 6521 East Main Street: Rezoning

Mr. Meyer:

Enclosed is our review of the application material for the above referenced plans.

1. *Project Summary*

- a. The property is located at 6521 East Main Street. It consists of a 3 parcels in the BMD – Brice and Main District. A 4th parcel, 060-001115 (060-009611 County Auditor website at time of review), is a combination with a portion of an adjacent south parcel that is zoned SR Suburban Residential. The combined project site area is 7.9 acres.
- b. The applicant is seeking a rezoning of parcel 060-009611, 3.22 acres, from SR to BMD to align with the zoning of the other parcels in the project site.
- c. The proposed use for the site is a mixed-use commercial development consisting of:
 - i. Restaurant: 7,500 sq.ft.
 - ii. Retail: 11,504 sq.ft.
 - iii. Office: 19,914 sq.ft.
 - iv. Office/ Flex: 19,600 sq.ft.
 - v. Total building area is 58,518 sq.ft. and a density of 7,407 sq.ft./ac.

These uses are considered permitted within the BMD District (Office/Flex is not specifically identified, and so is grouped with office), but are not permitted in the SR District.

- d. The site was recommended in the 2018 Comprehensive Plan's Future Land Use Map as Medium-Density Mixed-Use.
 - i. This district is intended to “include a well-integrated mix of housing, neighborhood-oriented retail, and public space, all connected by a network of comfortable, pedestrian-friendly streets.”
 - ii. The districts should incorporate a mixture of small commercial and office uses, residential units, and retail uses, including shopping and dining. Development should integrate public spaces, such as pocket parks, and the structures should help define the character of the street.
 - iii. Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development.



- iv. The district is envisioned to include a development density of 20,000-25,000 sq.ft./acre, with smaller retail and office users that support the local residents, and medium density residential (10-20 du/ac) above retail and office where appropriate.
- e. Adjacent properties to the east, north and west are zoned BMD and consist of commercial uses including fast food restaurant, retail shopping center, retail bank branch, and flex-office. The adjacent parcel to the east appears to include an existing mobile home park. Adjacent properties to the south are zoned SR and consist of single-family homes.

2. **Project Review**

The submitted development plan conforms to the following submittal requirements per Section 1109.23, D, i-xii, Zoning map (Rezoning) and Text Amendments:

- a. Correct legal description of the lot(s);
- b. The names and addresses of the owners of lot(s) contiguous or directly across the street from the subject lot(s);
- c. Existing topography at two-foot (2 ft.) contour intervals of the subject lot(s) and extending at least three hundred feet (300 ft.) outside of the proposed lot, including lot lines, easements, street rights-of-way, existing structures, trees and landscaping features thereon;
- d. The proposed vehicular and pedestrian traffic patterns;
- e. The location of all existing and all proposed structures;
- f. The proposed assignment of use and subdivision of land including private land and common land;
- g. Preliminary plans of all structure types;
- h. Deed restrictions and protective covenants;
- i. A schedule for construction;
- j. Traffic impact study;
- k. Utilities impact study;
- l. Drainage impact study.

The zoning district change from Suburban Residential (SR) to Brice and Main (BMD) conforms to the following review standards per Section 1109.23, G, i-iv, Zoning map (Rezoning) and Text Amendments:

- a. The compatibility of the proposed zoning district and the features of the proposed development plan with the characteristics of the site and of the surrounding areas;
- b. The potential impacts of the proposed uses of the district in terms of traffic, storm water, utility demand, noise, and other impacts;
- c. The impacts of the proposed district and development plan on the health, safety, welfare, and morals of the community; and
- d. The compatibility of the proposed district and development plan with a comprehensive plan, or any area plans, to surrounding zoning districts, and to existing and planned land uses.

3. **Recommendation**

- a. Approve the rezoning request for 3.22 +/- acres zoned Suburban Residential (SR) to Brice and Main (BMD) with the following conditions being met prior to obtaining a zoning certificate:
 - i. Submit application for Major Site Plan Design Review, Section 1109.19 by the Planning and Zoning Board.

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

Very truly yours,

Rick Fay, PLA, ASLA



Engineers, Surveyors, Planners, Scientists

MEMO

Date: December 21, 2022

To: Mr. Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: 6523-6525 East Main Street

Copies: Joseph Begeny, Mayor; William Dorman, Public Service Director

On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the private development plan for the project located at 6523-6525 East Main Street. The following summarizes our findings and recommendations with respect to this development.

ROADWAY ACCESS AND SITE PARKING

1. At the 4-way intersection located at the northwest corner of the site, the western leg goes offsite to a roadway which is currently not configured as shown. Will the west leg be barricaded until the offsite improvement is completed by others? Is this development coordinating with the adjacent owners for this improvement?
2. On the PGU plan, please specify a minimum of two of the four legs of the 4-way intersection as being a stopped condition.
3. There is an existing access easement located along the western property line which appears to provide access to a home to the south. Please confirm that this resident will no longer need this easement as it does not appear accommodations have been made to provide them access to the proposed site.
4. The eastern access point to East Main Street is shown as a 22-foot wide drive. There appears to be an existing curb cut and private curbs and parking spaces within the footprint of the access drive. Please coordinate with the adjacent owners to consolidate the accesses of those businesses with the proposed access drive.
5. The central walkway from East Main Street into the site is noted. However, please revise the walkway width to be a minimum of 8-feet. The path should be constructed per Reynoldsburg's Standard Drawing R-20.
6. The drive aisles are shown as 22-feet and 24-feet wide respectively and are acceptable. Parking spaces are 9-feet by 18-feet and are also acceptable.
7. We understand the refuse will be picked up by a private company, but we recommend the dumpster area between buildings F & H be rotated to provide easier access for refuse trucks. As shown, the trucks would need to make 90 degree turns.
8. Sidewalk widths are not shown on the site plan. The City's minimum width for sidewalk is 5 feet, but the 4 foot width would be acceptable, if adequate width is provided for ADA access taking into account vehicle overhangs adjacent to park. Any entrance walks from the public right-of-way must be minimum 5 feet wide.
9. Please show setbacks on the site plan.
10. A lot combination will be required to prevent potential issues with setbacks.

UTILITIES

11. Water Demand – The Facility Demand Worksheet shows a need of 12,000-gpd at 35 psi. This site is located in the West Pressure District which has a hydraulic grade line of 1035+/- . The plan shows an average ground elevation of approximately 880 on site and the site contains three story apartment buildings. Although most proposed buildings are single story, the developer should evaluate if any booster pumps may be needed to provide adequate fire/sprinkler flow.
12. Sewer Demand – The Facility Demand Worksheet shows an average daily flow of 10,270 gpd. With PGU, please provide calculations showing the various uses and associated densities.
13. The meter pit and hot box for the water service needs to be located closer to the tap/East Main Street. The meter pit is currently shown about 300 feet south of East Main Street.
14. Hydrants must be within 300 feet of all structures. Please verify with the fire department if the configuration shown is acceptable.
15. A sanitary sewer extension plan will be required with the PGU along with supporting calculations (see comment 12). The plan must be reviewed and approved by City of Columbus in addition to City of Reynoldsburg.
16. The sewer must be placed in a minimum 20' wide easement.
17. Site light locations, photometric analysis and cut sheet information for the poles and lights are to be submitted for review.

STORMWATER

18. The site plan shows an easement running north to south that apparently contains a storm sewer which conveys stormwater from East Main Street and outlets to an existing stream onsite. Please show this storm sewer and any pertinent details on future submissions. We assume this will continue to be maintained through the site, please confirm.
 - a. The southern limits of the easement and northern limits of the stream are shown being impacted/filled by Building B and the southern-most parking lot. How will the existing storm sewer being re-routed?
 - b. The stream impact will need to be permitted through the US Army Corps of Engineers and/or Ohio EPA.
19. The underground detention system location is noted. Please provide a stormwater management report meeting the requirements of the City's current Stormwater Design Manual with supporting calculations and plan details with the PGU.
20. Please show any mapped FEMA floodplain on future plans. It appears this segment of stream is designated Zone A. During the PGU review process, Engineering Staff will require a study to show there will not be flood hazards associated with the placement of the parking or development adjacent to the stream. The applicant should reach out to the City Engineer to discuss the requirements of the study.
21. Confirm with the Public Service Director if a stream corridor protection zone/buffer will be required for the area adjacent to the stream.

DETAILS / SPECIFICATIONS

22. Where applicable, refer to Reynoldsburg Standard Construction Drawings on PGU plans.
23. On the PGU, please label all existing utilities with plan numbers and line sizes.

TRAFFIC ACCESS STUDY

24. Based on trip generation a traffic access study is required for the site. EMH&T reviewed the provided traffic access study and has the following comments:
 - a. Table 1: Include the size/square footage of the proposed office space and restaurant in Table 1.
 - b. Table 1: There is a spelling error of the word "Office" in Table 1.

- c. Distribution: Per the count data gathered at the intersection of E Main St and New Kroger Drive, the global distribution should be calculated by totaling the entering and exiting trips at the intersection, in both the AM and PM peak hours. This results in a distribution of 55% to/from the west on E Main Street, and 45% to/from the east of E Main Street. Please update the distribution and trips accordingly.
- d. Distribution: Provide an explanation of why vehicles from the Main Commerce Center are being redirected to/from the New Kroger Drive. The site map shows this new connection between properties, but the access study report should also summarize this connection in the text to serve as a record of what steps are being taken.
- e. Traffic Volumes: Provide traffic data volume plate(s) for the scenario with the northbound lefts have been redirected from the Commerce Center.
- f. Traffic Volumes: Consider also redirecting westbound lefts from the Commerce Center to the New Kroger drive.

Reynoldsburg

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

App./Case#: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

I. PROPERTY INFORMATION

PLANNING COMMISSION APPLICATION

Property Address/Name of Plat: 6521 E Main Street			FOR MAP AMENDMENT ONLY
Description of Location: Undeveloped land south of Wright-Patt Credit Union across from Kroger			
Parcel ID#(s): 060-009611			Proposed Zoning Dist.: BMD
Size of Area to be Rezoned: 3.22			Existing Structures: No existing structures on this parcel
Number of Lots: 1	Present Zoning: SR	Present Use: Open Lot	
Complete Where Applicable: Engineer/Surveyor: Advanced Civil Design			
Builder/Developer: Eco Investments LLC			

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Main Street Developers LLC	Property Owner Address: PO Box 635, Columbus OH 43216
--	---

III. APPLICANT INFORMATION

Applicant Name: Chris Huber	Applicant Email: chuber@advancedcivildesign.com
Applicant Address: 781 Science Blvd Ste 100, Gahanna, OH 43230	Applicant Phone Number: 614-944-5083
☐ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☒ Architect/Engineer	

IV. PROJECT TYPE

☒ District Change (Rezoning)
\$750 Residential
\$1000 Non-Residential

☐ Amendment of Development Plan
\$500

☐ Major Site Plan
\$3500 (Application Fee: \$500
Review Fee: \$3000 [min.])

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

Applicant Signature:  Date: **11/17/2022**
*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

OFFICE USE ONLY

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

Thank you for consideration of the site plan and partial re-zoning for a large expansion of the Main Commerce Center (MCC) with Heart Food Pantry at the core of this new development. Our company, ECO Investments, has been the owner of the Main Commerce Center since early 2011. This complex has over 64,000 Square Foot of flex space well suited for startup companies and well established groups as well. In our first ten years of ownership, we have seen companies grow from the likes of Adventures Unleashed (a professional dog training group), Glass Doctor (a company that focuses on auto glass replacement while largely expanding into commercial construction while at Main Commerce), to Parrot University, (a company in the retail trade of pet bird components). All of these tenants and residents of the City of Reynoldsburg have grown rapidly while in the Main Commerce Center in the heart of Reynoldsburg.

In 2016, HEART signed a lease in Suite 124 of the MCC for 1,650 square feet. In its humble beginnings at the MCC, HEART served 300-400 families a month. It was not long before they would be serving almost 1,500 families a week as they expanded into 5,000 square feet into Suites 101, 103 and 105. Today, they have a pressing need and mission to grow and expand their services while developing greater efficiencies in their operations. To this end, we have jointly created a plan to build a new state of the art 11,800 square foot building in this new phase of the MCC development. Upon creating this site plan, we noticed roughly one acre out of the eight acres in this development was not zoned the same as the remaining, hence the re-zone to the Brice and Main District.

For MCC 2, we plan to have the aforementioned facility constructed for HEART (represented on the attached site plan as building F). Our joint hope is that we can begin construction in April of 2023, if not sooner. HEART, in addition to our commitment, has many partners with the express goal of getting this new state of the art facility open. With this facility, HEART's mission will expand from a traditional food pantry to offer an array of services, assistance, and education of the community and their clients. These will include such items as job training, learning to cook healthy, financial counseling including plan development around apartment and home living and ownership. HEART's model will be one to watch, and we are excited to be at the forefront.

For the rest of MCC 2, we plan to develop four to five 5,000-10,000 SF flex buildings aimed at similar tenants to what we currently have in MCC 1. We have current tenants that want to expand along with tenants looking for larger size spaces that we cannot accommodate. Rather than the City and our development losing these valuable residents, we plan to build these larger footprints and as important, provide an opportunity for ownership. These buildings are represented as Buildings A through E on the attached plan.

Finally, we have two more buildings closest to Main Street. One represents a medical office building. In our ownership of various retail properties around Main Street, including the new Genji Go building at 6471 E Main, we have had many requests for smaller medical footprints for dentists, family doctors and other small practitioners. We feel this medical facility will accommodate those needs and is represented as Building H. Lastly, we have Building G which will be a smaller scale Brewery and Restaurant.

Main Street Developers Ltd
GBS Main LLC
Construction Schedule for Mixed Use Development

April-23	Groundbreaking, Sitework
Jun-23	Foundation for Heart, Medical Building
Jul-23	Foundation for Medical and Larger Flex
Aug-23	Foundation for Remaining Flex
Sep-23	Shell complete for Heart, Medical
Oct-23	Shell complete for Medical and Flex All
Nov-23	Complete Heart
Dec-23	Complete Remainder

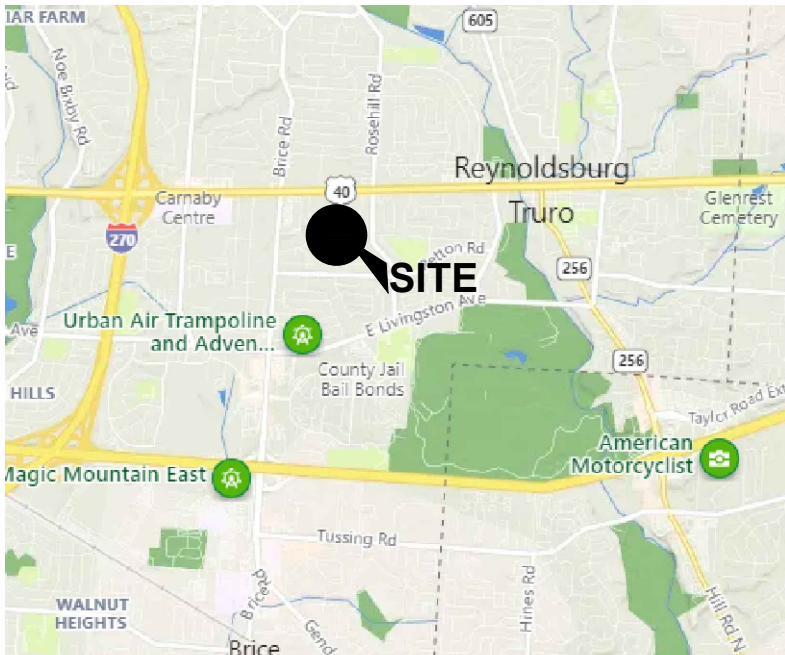
SITE PLAN
FOR
EAST MAIN DEVELOPMENT
2022

LEGEND

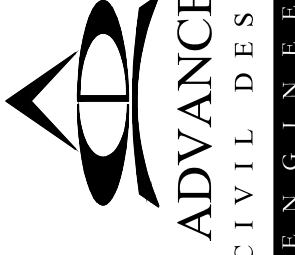
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	PROPOSED SANITARY SEWER
	PROPOSED SANITARY SERVICE
	EXISTING SANITARY SEWER
	PROPOSED FIRE WATER SERVICE
	PROPOSED DOMESTIC WATER SERVICE
	EXISTING WATER MAIN
	EXISTING GAS MAIN
	EXISTING OVER HEAD ELECTRIC
	SURFACE PARKING COUNT

INDEX OF DRAWINGS

Sheet Title	Sheet Number
Site and Utility Plan	1
Existing Conditions	2



VICINITY MAP
SCALE: NTS



781 Science Boulevard, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

PLAN PREPARED BY:

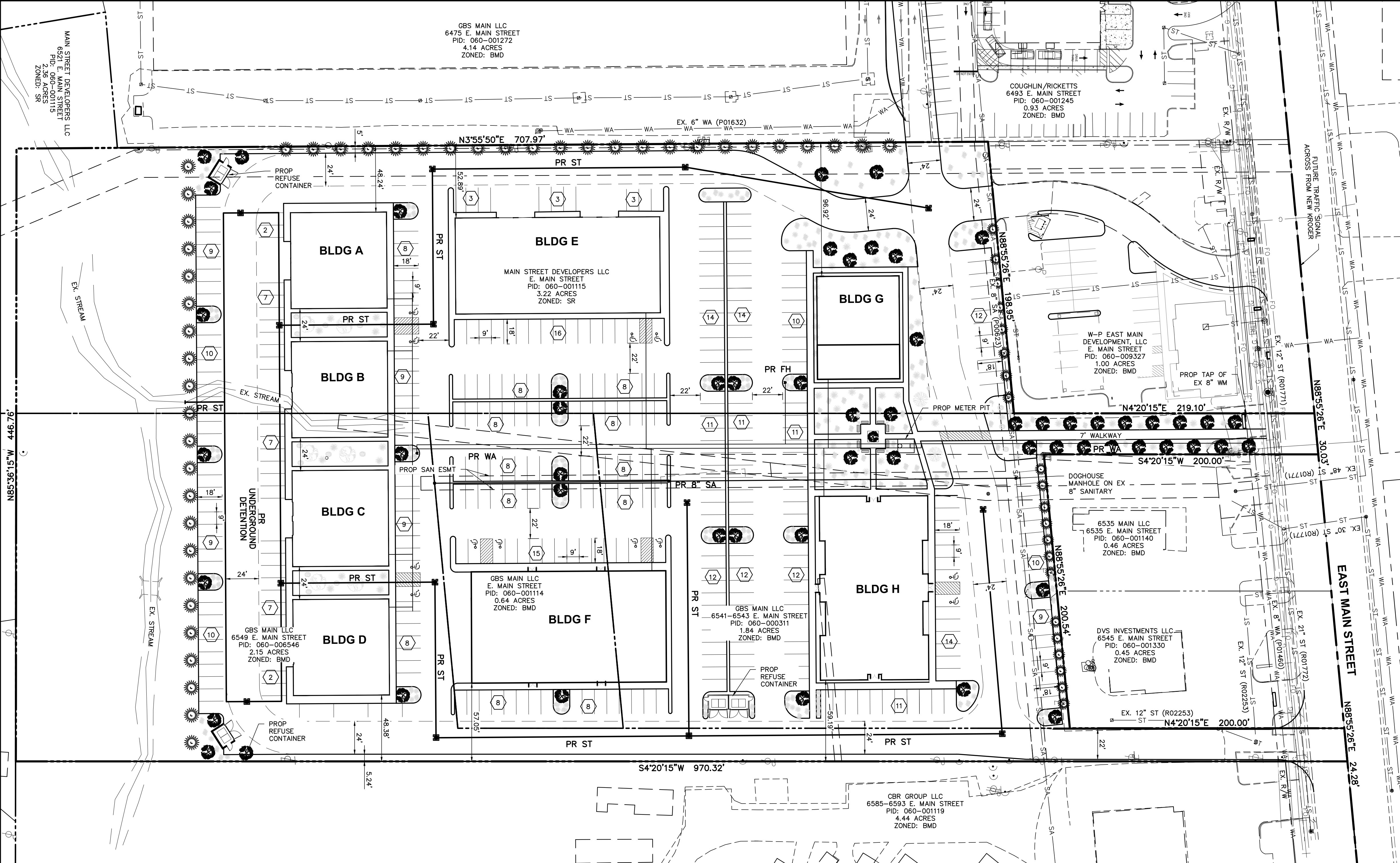
CITY OF REYNOLDSBURG / FRANKLIN COUNTY, OHIO

EAST MAIN DEVELOPMENT

SITE PLAN
FOR
ECO INVESTMENTS LLC

SITE AND UTILITY PLAN

Attachment: Civil Zoning Site Plan 11-17-22 (App# 2022-5416, 6523 E Main St, Huber)



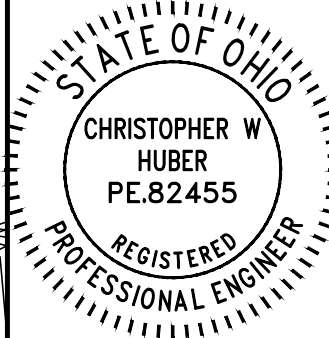
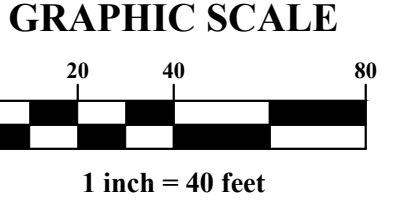
SITE STATISTICS:

PARCELS	060-001114, 060-001115, 060-000311, 060-006546
SITE ACREAGE	7.9 ACRES
CURRENT SITE ZONING	BMD & SR
PROPOSED SITE ZONING	BMD
BUILDING LOT COVERAGE	55,518 SF (16.1%)
OPEN SPACE	87,000 SF (25.5%)
IMPERVIOUS AREA	256,372 SF (74.5%)
BUILDINGS A-D OFFICE/FLEX SPACE GROSS AREA	19,600 SF (4,900 SF X4)
BUILDINGS E OFFICE GROSS AREA	9,800 SF
BUILDINGS F RETAIL GROSS AREA	11,504 SF
BUILDINGS G ASSEMBLY (RESTAURANT) GROSS AREA	7,500 SF
BUILDINGS H OFFICE GROSS AREA	10,114 SF
TOTAL PARKING REQUIRED	
OFFICE	161 SPACES (1 PER 250 SF)
RETAIL	58 SPACES (1 PER 200 SF)
RESTAURANT	38 SPACES (1 PER 200 SF)
TOTAL	257 SPACES (7 ADA)
10% REDUCTION (1105.01 F v)	
TOTAL	246 SPACES (7 ADA) REQUIRED
TOTAL PARKING PROVIDED	
SURFACE SPACES	383 SPACES (12 ADA)

OWNER/DEVELOPER
ECO INVESTMENTS LLC
7833 MORSE ROAD
NEW ALBANY, OH 43054
JASON GUNSOOREK
JGUNSOREK@ECO-GV.COM

ENGINEER
ADVANCED CIVIL DESIGN LLC
781 SCIENCE BLVD, SUITE 100
GAHANNA, OH, 43230
614-428-4450

ARCHITECT
RED CONSULTING
33 N GRANT ST, SUITE 150
COLUMBUS, OHIO 43215

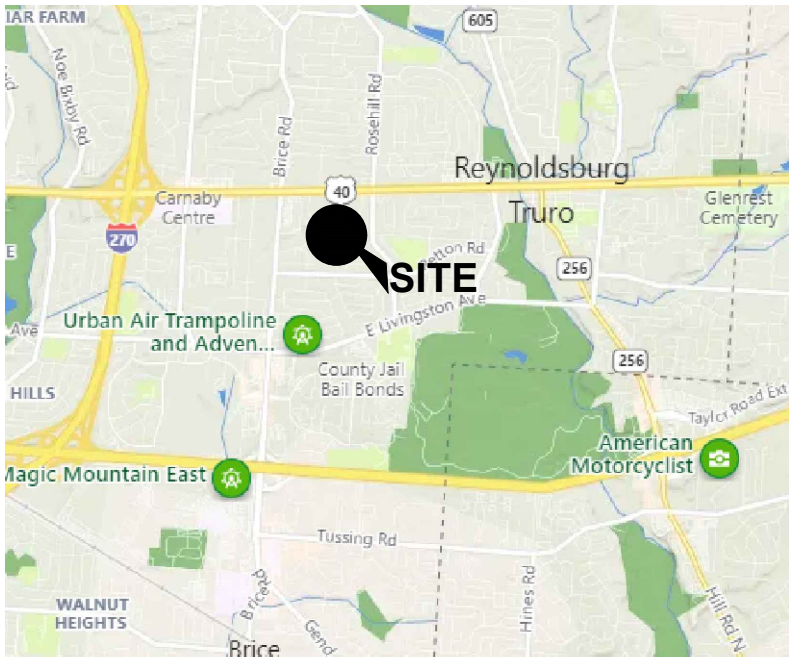


PLANS PREPARED BY:
781 Science Boulevard, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

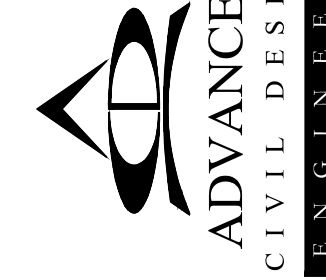
82455
NUMBER

Issue Dates:

Date:	10/13/2022
Scale:	1" = 40'
Drawn By:	CWH
Checked By:	TMW
Project Number:	20-0014-863
Drawing Number:	1 / 2



VICINITY MAP
SCALE: NTS



781 Science Boulevard, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

PLAN PREPARED BY:

CITY OF REYNOLDSBURG / FRANKLIN COUNTY, OHIO

EAST MAIN DEVELOPMENT

SITE PLAN
FOR
ECO INVESTMENTS LLC
EXISTING CONDITIONS

Issue Dates:

Date: 10/13/2022
Scale: 1" = 40'

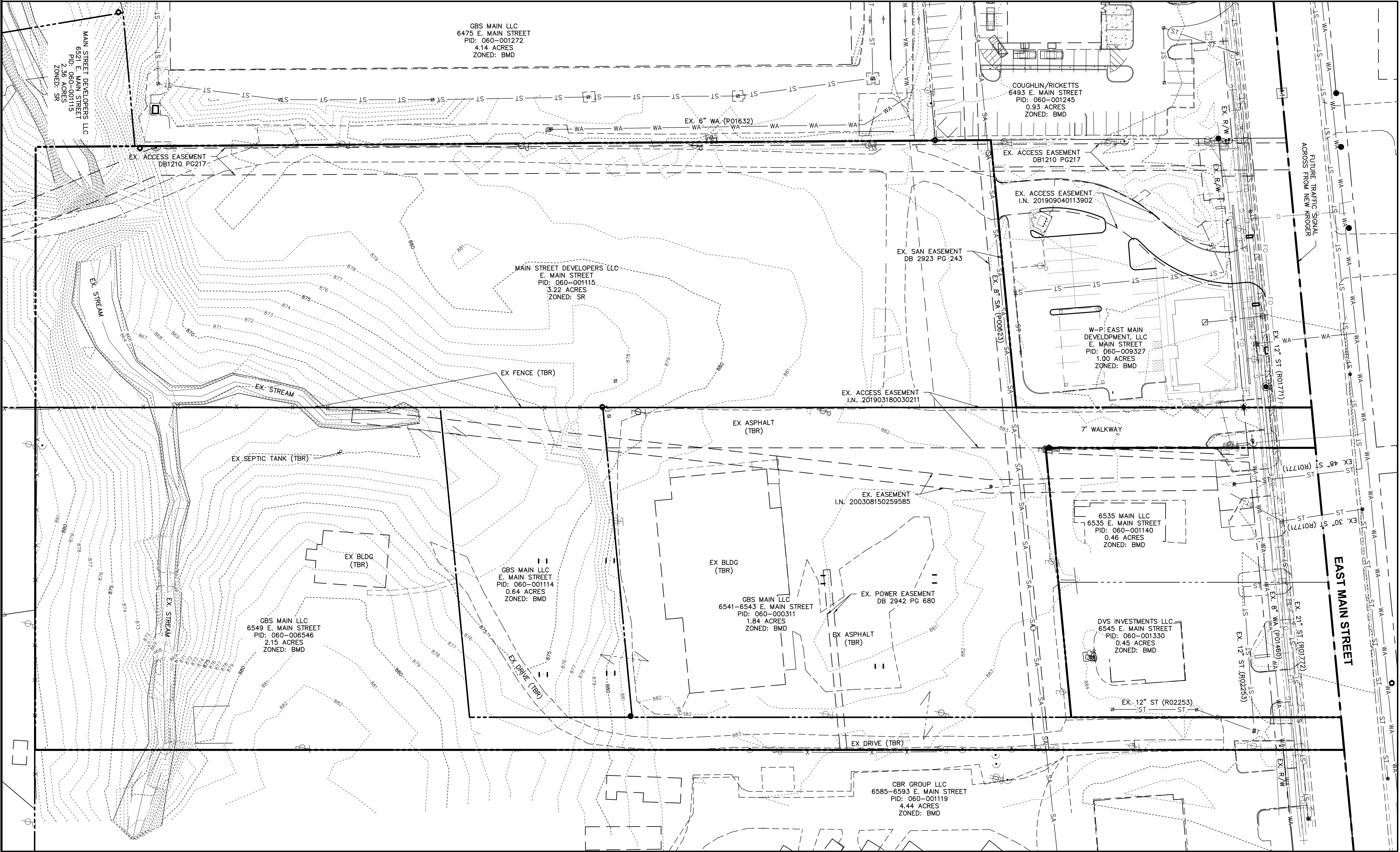
Drawn By: CWH
Checked By: TMW

Project Number:
20-0014-863

Drawing Number:
2 / 2

LEGEND

- 801----- EXISTING CONTOUR
- ST ST EXISTING STORM SEWER
- SA SA EXISTING SANITARY SEWER
- WA WA EXISTING WATER MAIN
- G G EXISTING GAS MAIN
- OHE EXISTING OVER HEAD ELECTRIC
- (TBR) TO BE REMOVED



GRAPHIC SCALE
0 20 40 80
1 inch = 40 feet

EAST MAIN DEVELOPMENT

6523 - 6525 E. MAIN STREET , REYNOLDSBURG, OHIO 43068

SITE DATA

OWNER: MAIN STREET DEVELOPERS, LLC
ADDRESS: 6523 - 6525 E. MAIN STREET
P.I.D.: 060-009611
PARCEL SIZE: 7.86 AC.
CURRENT ZONING: CC CURRENT DISTRICT: BMD

PROPOSED BUILDINGS

BUILDING A

USE GROUP B, OFFICE/ FLEX SPACE (1 STORY)
GROSS AREA: 4,900 S.F. (4900 / 250 = 19.6)
PARKING: 20 REQUIRED, PROVIDED 25

BUILDING B

USE GROUP B, OFFICE/ FLEX SPACE (1 STORY)
GROSS AREA: 4,900 S.F. (4900 / 250 = 19.6)
PARKING: 20 REQUIRED, PROVIDED 25

BUILDING C

USE GROUP B, OFFICE/ FLEX SPACE (1 STORY)
GROSS AREA: 4,900 S.F. (4900 / 250 = 19.6)
PARKING: 20 REQUIRED, PROVIDED 25

BUILDING D

USE GROUP B, OFFICE/ FLEX SPACE (1 STORY)
GROSS AREA: 4,900 S.F. (4900 / 250 = 19.6)
PARKING: 20 REQUIRED, PROVIDED 25

BUILDING E

USE GROUP B, OFFICE/ FLEX SPACE (1 STORY)
GROSS AREA: 9,800 S.F. (9800 / 250 = 39.2)
PARKING: 40 REQUIRED
10% REDUCTION: (1105.01 F vi) 4 SPACES

NET REQUIRED PARKING: 36 SPACES, PROVIDED 44

BUILDING F

USE GROUP M - MERCANTILE (1 STORY)
GROSS AREA: 11,504 S.F. (11504 / 200 = 57.5)
PARKING: 58 REQUIRED, PROVIDED 88

BUILDING G

USE GROUP A-2, ASSEMBLY (BAR & RESTAURANT) (2 STORY)
GROSS AREA: 7,500 S.F. (4500 GROUND FLOOR + 3,000 S.F. SECOND FLOOR)
PARKING: 38 REQUIRED (7,500 / 200 = 37.5)
10% REDUCTION: (1105.01 F vi) 3 SPACES

NET REQUIRED PARKING: 35 SPACES, PROVIDED 93

BUILDING H

USE GROUP B - OFFICE (1 STORY)
GROSS AREA: 10,114 S.F.
PARKING: 41 REQUIRED (10114 / 250 = 40.5)
10% REDUCTION: (1105.01 F vi) 4 SPACES

NET REQUIRED PARKING: 37 SPACES, PROVIDED 58

TOTAL COMBINED PARKING REQUIRED: 257 SPACES
10% REDUCTION: (1105.01 F vi) 11 SPACES

NET MINIMUM PARKING REQUIRED: 246 SPACES

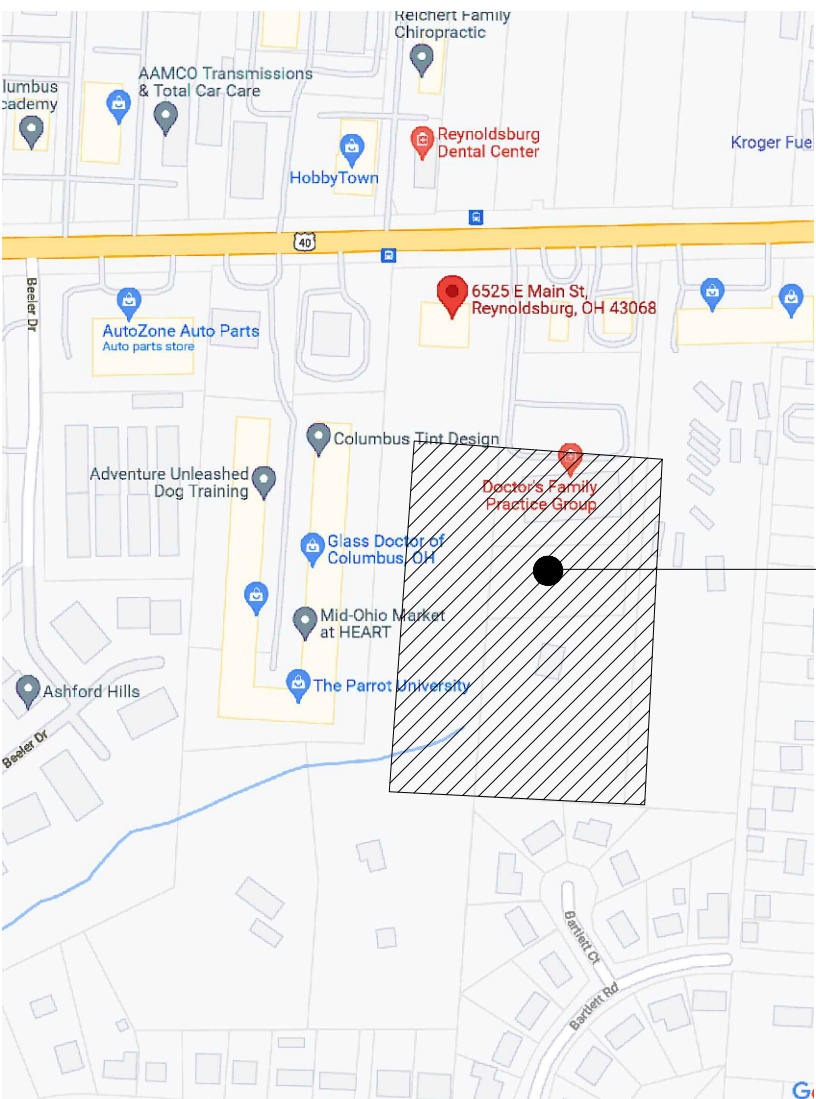
TOTAL COMBINED PARKING PROVIDED: 383 SPACES (INCLUDING 12 HC)

TREE SELECTION LIST		
PARKING LOTS	MATURE HT.	MATURE SPREAD
TRIDENT MAPLE	25-35'	20-30'
AMERICAN HORNBEAM	30'	25'
THORNLESS HAWTHORN	30'	25'
AUTUMN BLAZE MAPLE	40'	30'
COURTYARD & BUILDINGS	MATURE HT.	MATURE SPREAD
CRAPE MYRTLE	20-25'	20-25'
CRAB APPLE	15-20'	15-20'
JAPANESE MAPLE	15-20'	15-20'
EASTERN REDBUD	15-20'	15-20'
BOUNDARY	MATURE HT.	
COLUMNAR COLORADO SPRUCE	25'	

GRASSES, PLANTS & SHRUBS SELECTION LIST		
GRASSES		
KARL FOERSTER REED GRASS		
MAIDEN GRASS		
LIRIOPE		
DWARF FOUNTAIN GRASS		
PLANTS & SHRUBS		
CATMINT		
CONEFLOWER		
BOXWOODS		
BOX HONEYSUCKLE		
HICKS YEW		

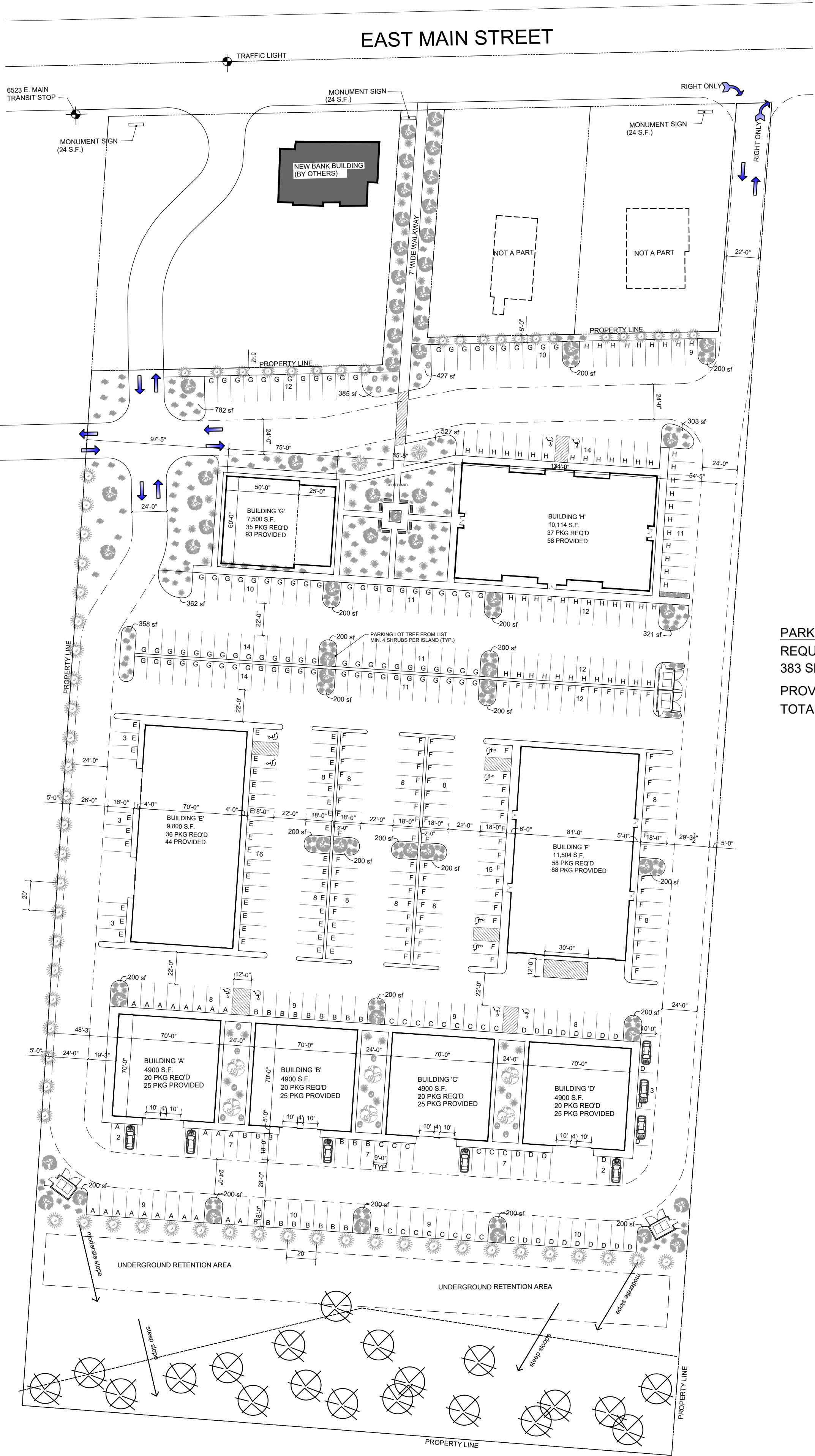
NOTE: ALL LANDSCAPING AND EXTERIOR LIGHTING SHALL BE PER REYNOLDSBURG ZONING CODE 2020 EDITION.

PARKING AREA LANDSCAPING
REQUIRED: 200 S.F. LANDSCAPE PER 10 PARKING SPACES
383 SPACES / 10 = 38.3 X 200 S.F. = 7,660 S.F. LANDSCAPE REQUIRED
PROVIDED: (21) @ 200 S.F. = 4,200 S.F. + (8) @ VARIOUS = 3,470 S.F.
TOTAL PROVIDED = 7,670 S.F.



LOCATION MAP
6523-6525 E. MAIN ST.
REYNOLDSBURG, OH

SITE:
7.86 AC



1 SITE PLAN
Scale: 1" = 50'

REAL ESTATE DEVELOPMENT CONSULTING
ARCHITECTURE + ENVIRONMENTAL + CIVIL ENGINEERING
DEVELOPMENT SERVICES

614.562.4985 - kim.mikanik@e-d-consulting.com

TENANT:

Main Street Developers, LLC

7833 Morse Road
New Albany, Ohio 43054

East Main Development

6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD

NO: DATE:

ISSUED: 01.12.22

REVISED: OCT 13, 2022

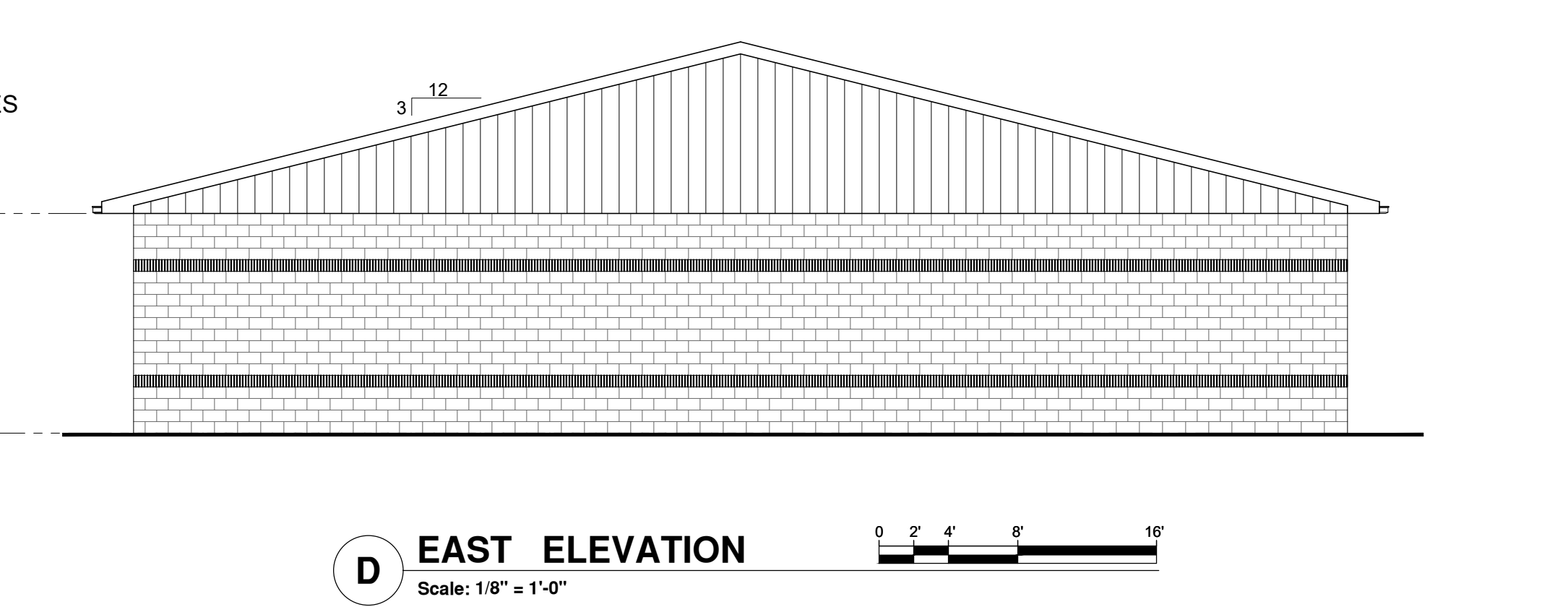
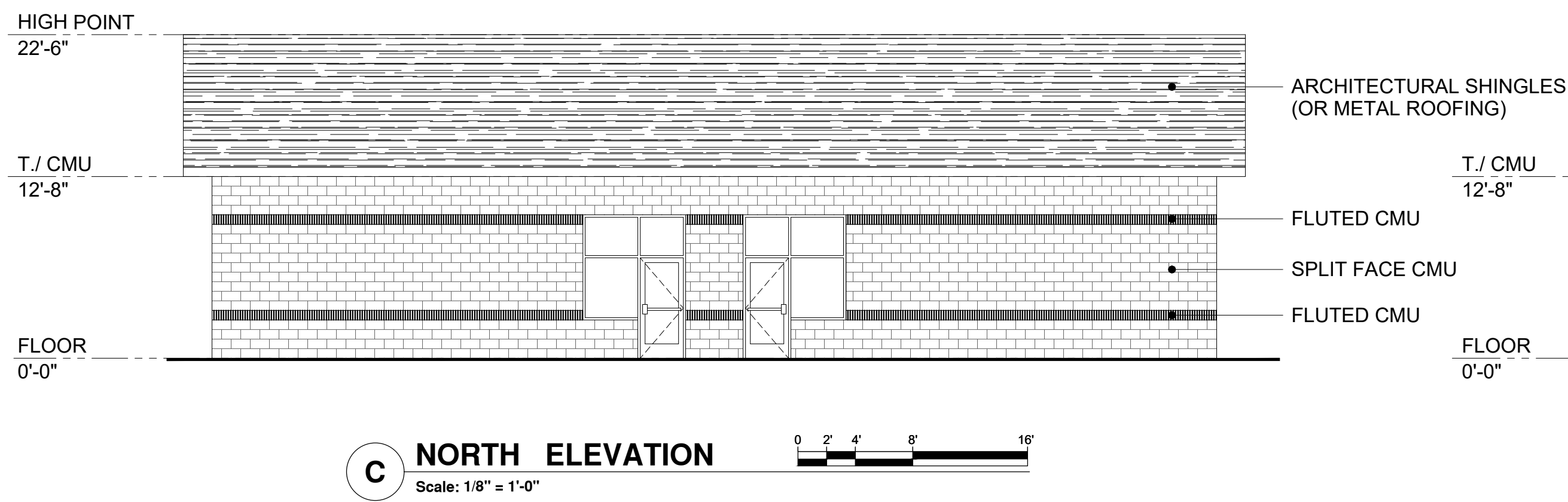
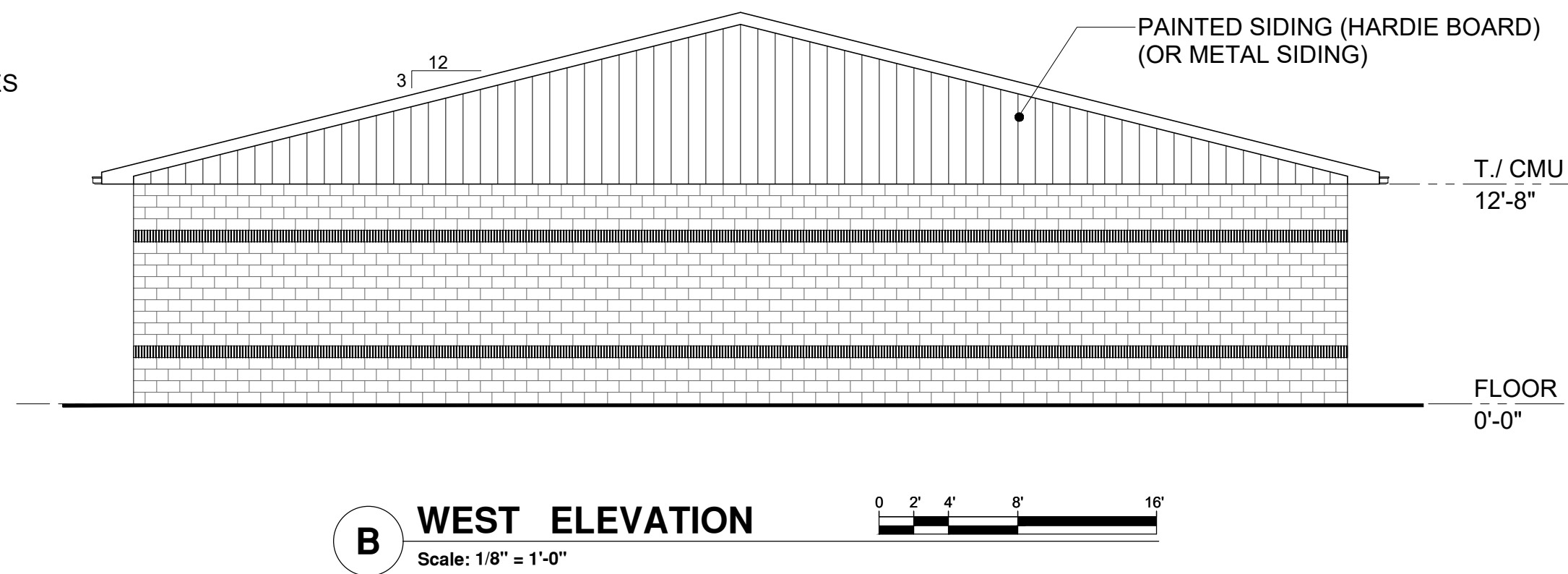
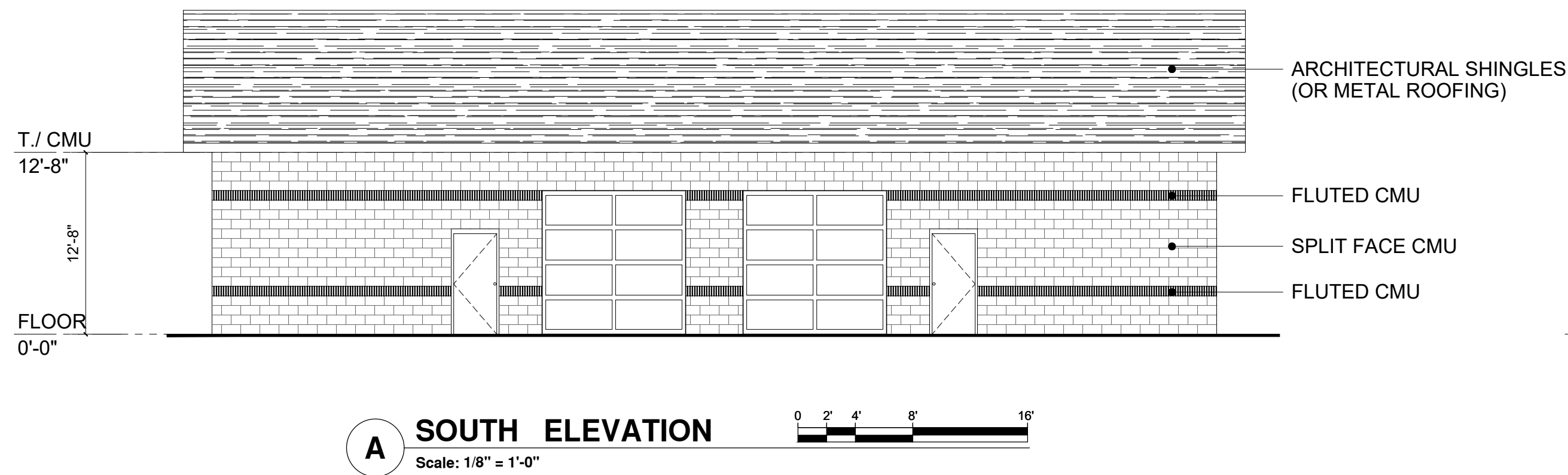
JOB NUMBER

SHEET TITLE:

PROPOSED
SITE PLAN

SHEET NUMBER:

A1.1



Concept Rendering



Concept Rendering

RED CONSULTING
REAL ESTATE DEVELOPMENT CONSULTING
ARCHITECTURE + ENVIRONMENTAL + CIVIL ENGINEERING
DEVELOPMENT SERVICES
614.562.4985 - kim.mikanik@r-e-d-consulting.com

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7833 Morse Road
New Albany, Ohio 43054

East Main Development
6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD	
NO:	DATE:

ISSUED: 01.12.22
REVISED: OCT 12, 2022

JOB NUMBER

SHEET TITLE:

ELEVATIONS
BUILDING A,B,C,D

SHEET NUMBER:

A2.1

TENANT:

Main Street Developers, LLC

7833 Morse Road
New Albany, Ohio 43054

East Main Development

6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD

NO:	DATE:

ISSUED: 10.13.22

JOB NUMBER

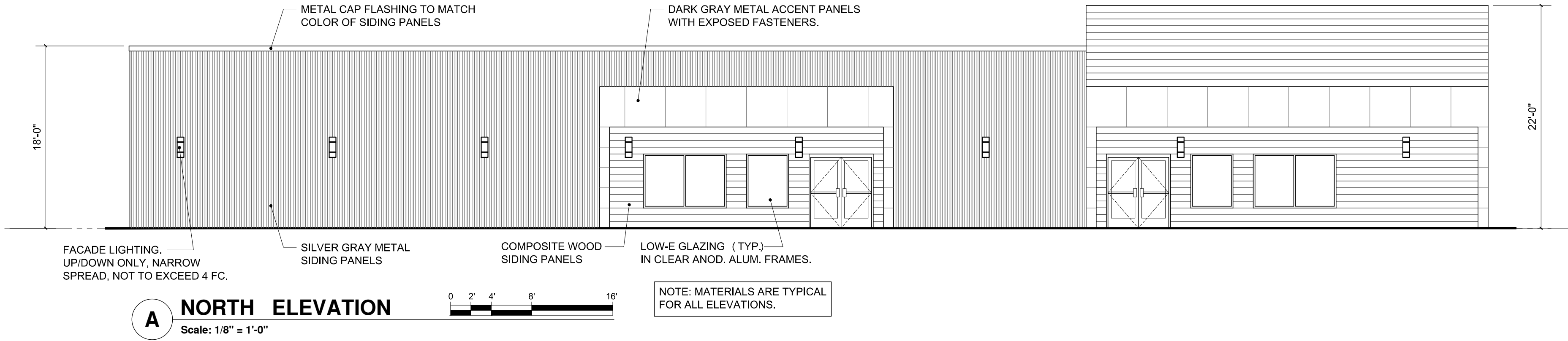
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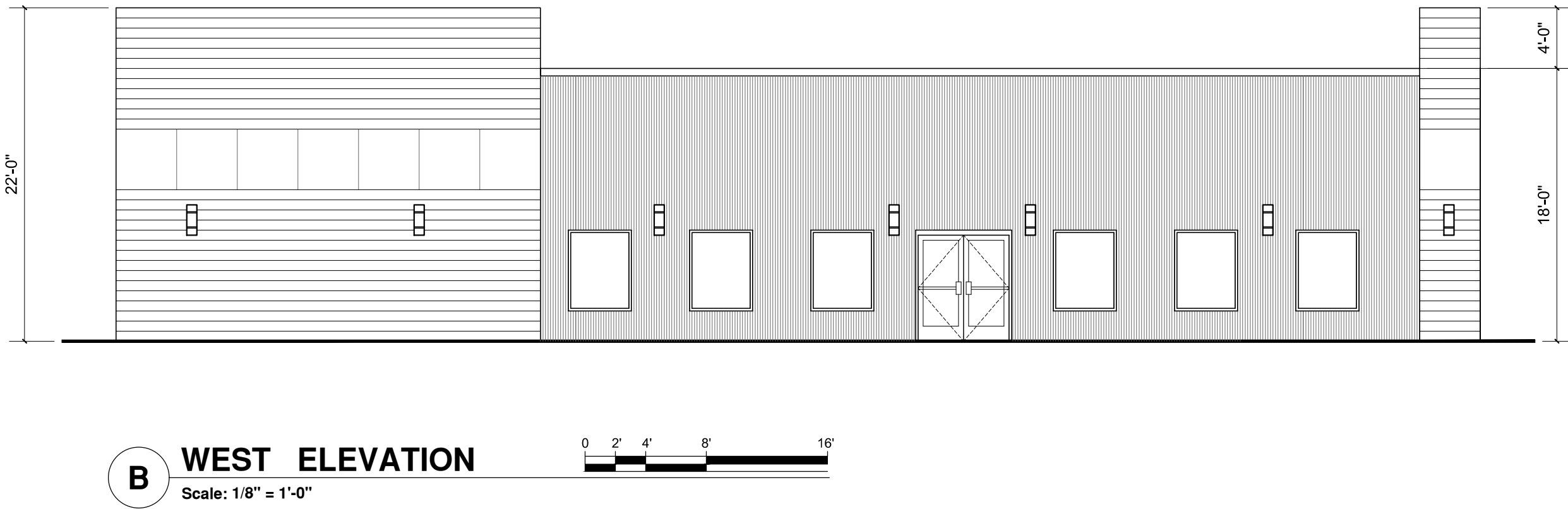
ELEVATIONS
BUILDING F

SHEET NUMBER:

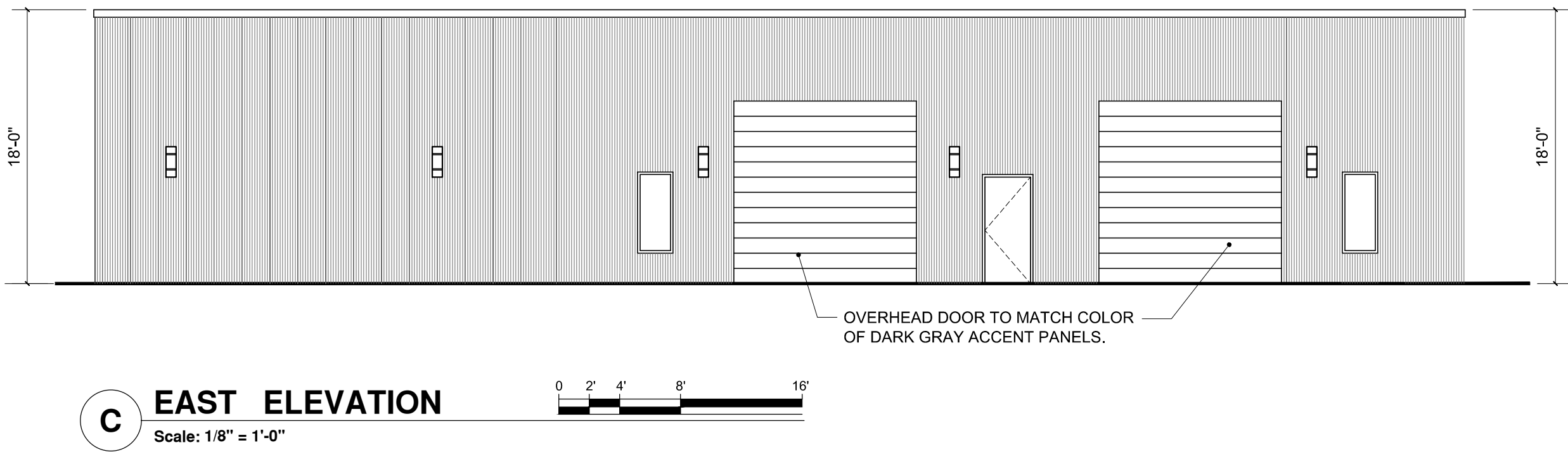
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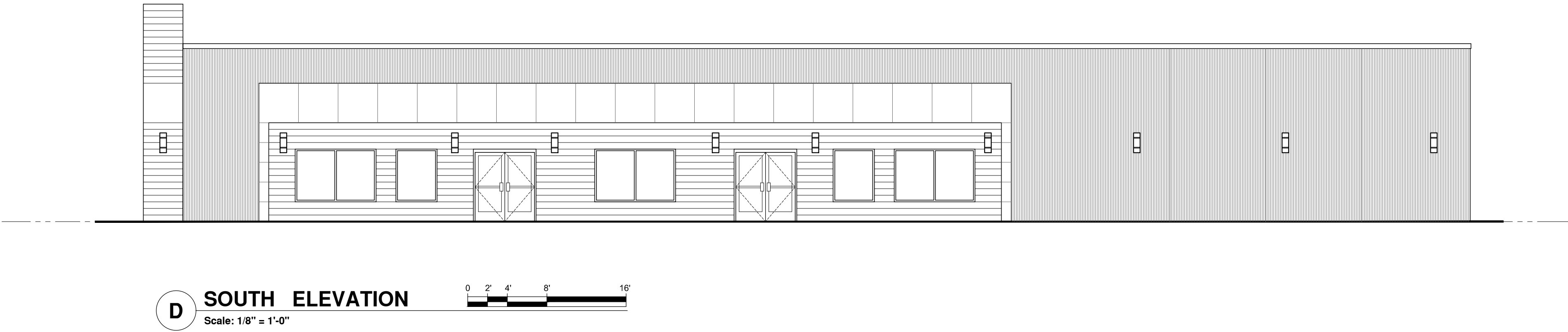
A NORTH ELEVATION
Scale: 1/8" = 1'-0"



B WEST ELEVATION
Scale: 1/8" = 1'-0"



C EAST ELEVATION
Scale: 1/8" = 1'-0"



D SOUTH ELEVATION
Scale: 1/8" = 1'-0"



A NORTH ELEVATION
Scale: 1/8" = 1'-0"



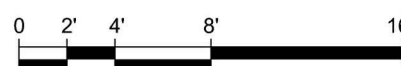
B WEST ELEVATION
Scale: 1/8" = 1'-0"



C EAST ELEVATION
Scale: 1/8" = 1'-0"



D SOUTH ELEVATION
Scale: 1/8" = 1'-0"



TENANT:

Main Street Developers, LLC
7833 Morse Road
New Albany, Ohio 43054

East Main Development
6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD	
NO:	DATE:

ISSUED: 10.13.22

JOB NUMBER

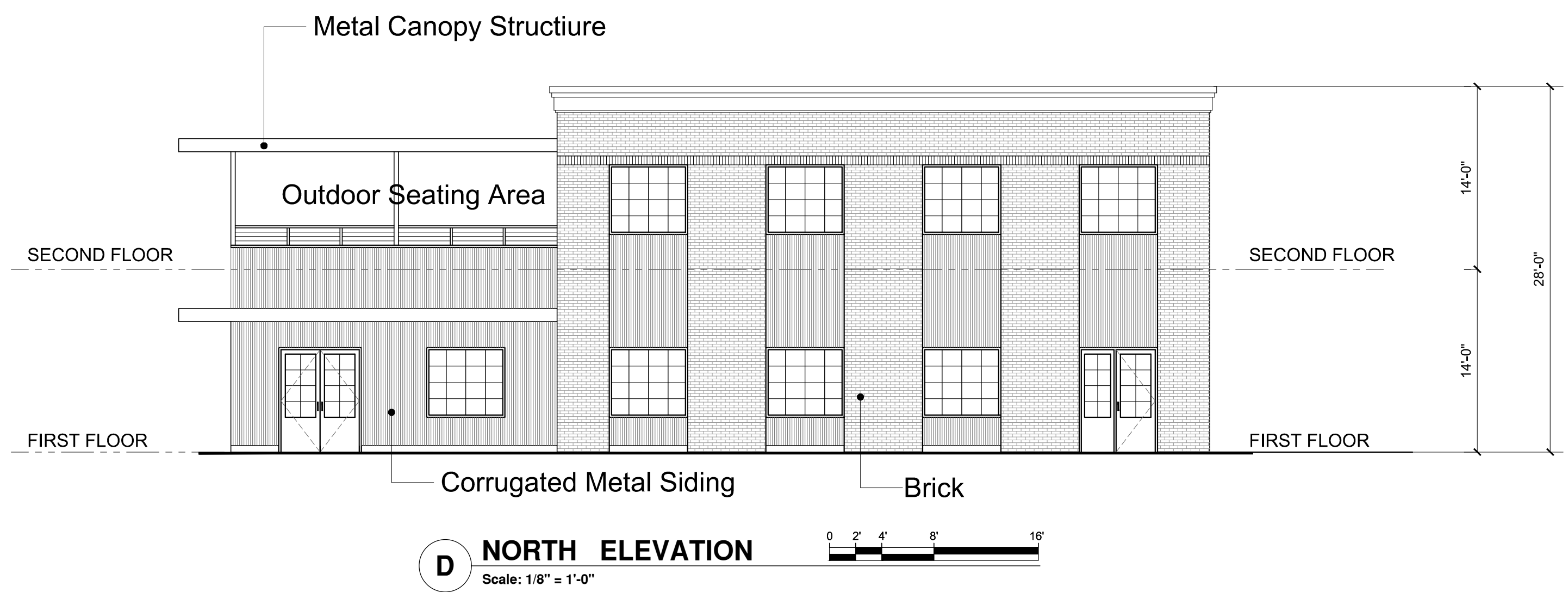
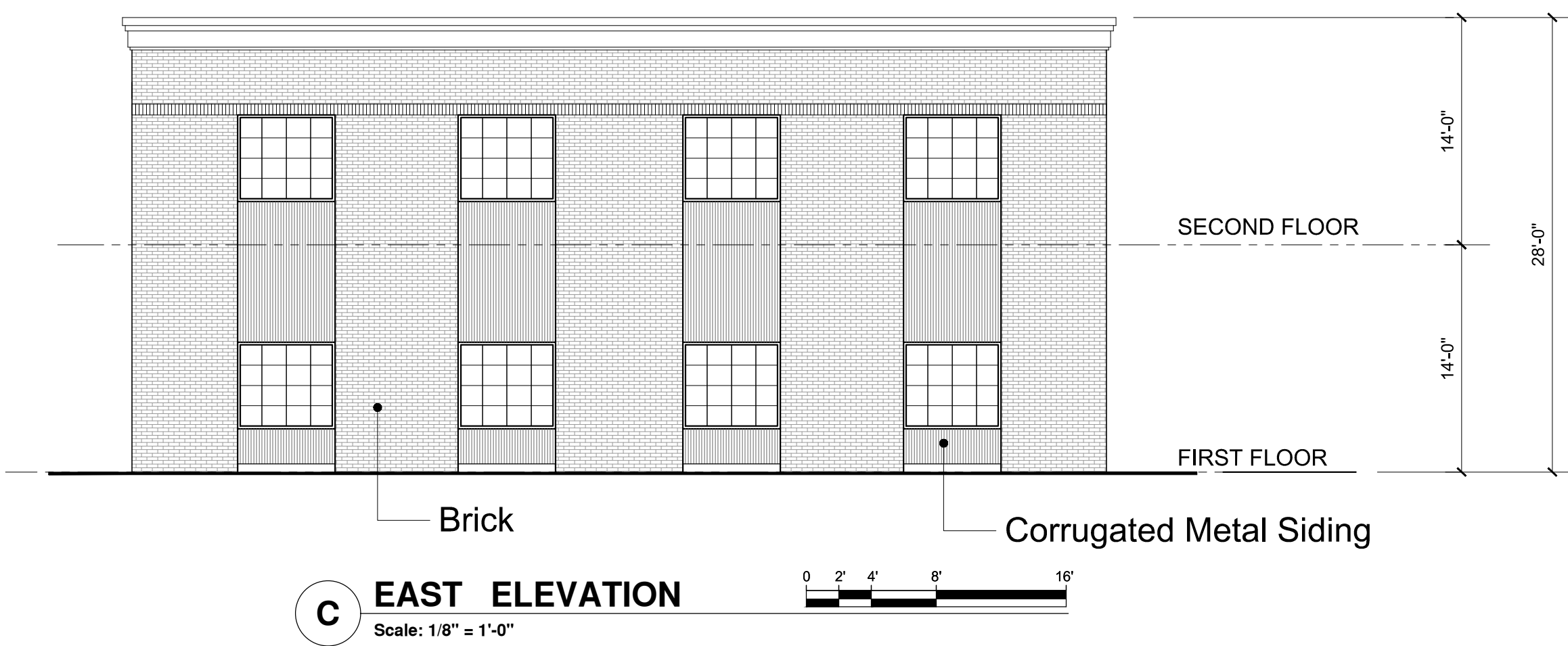
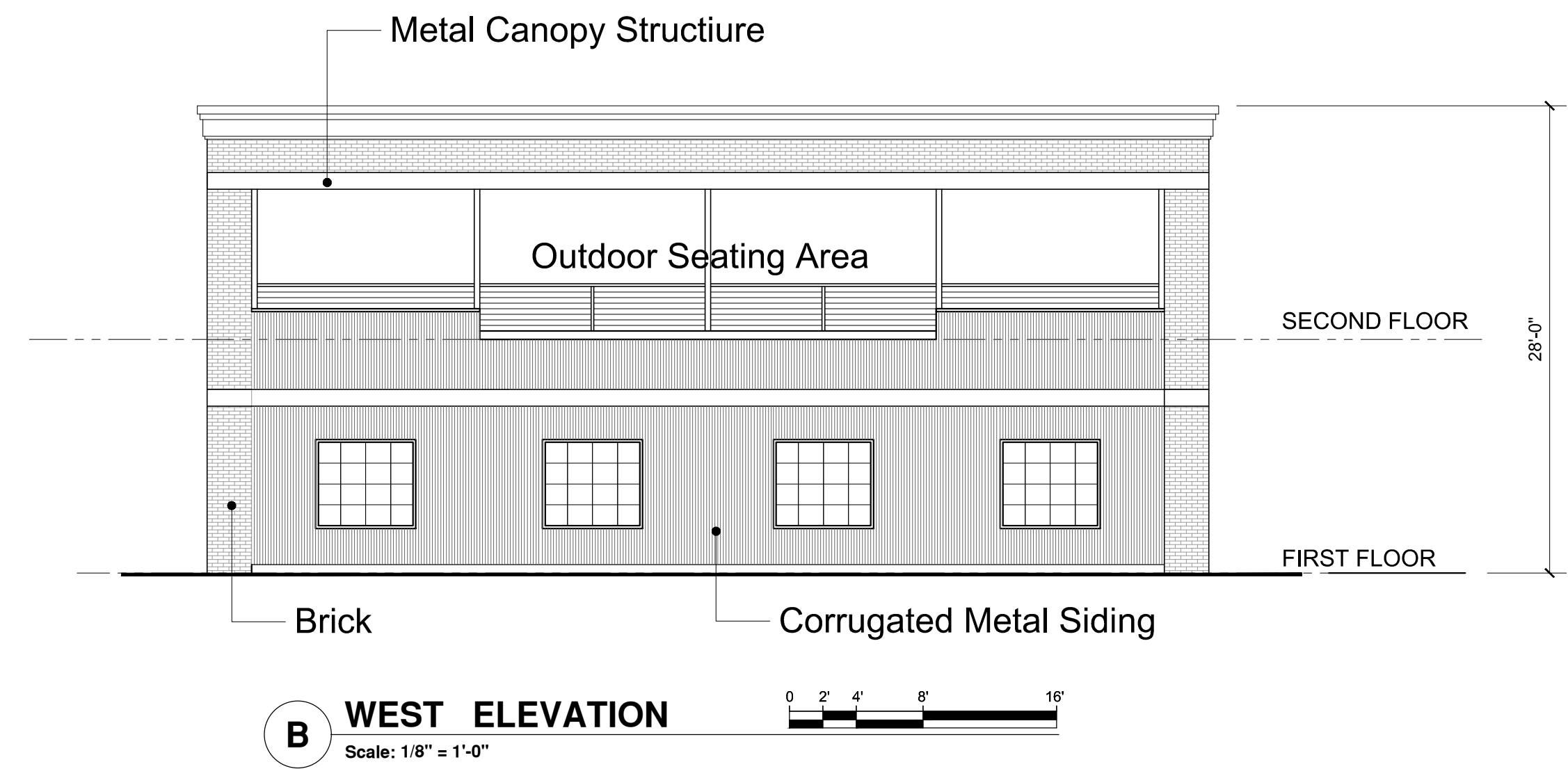
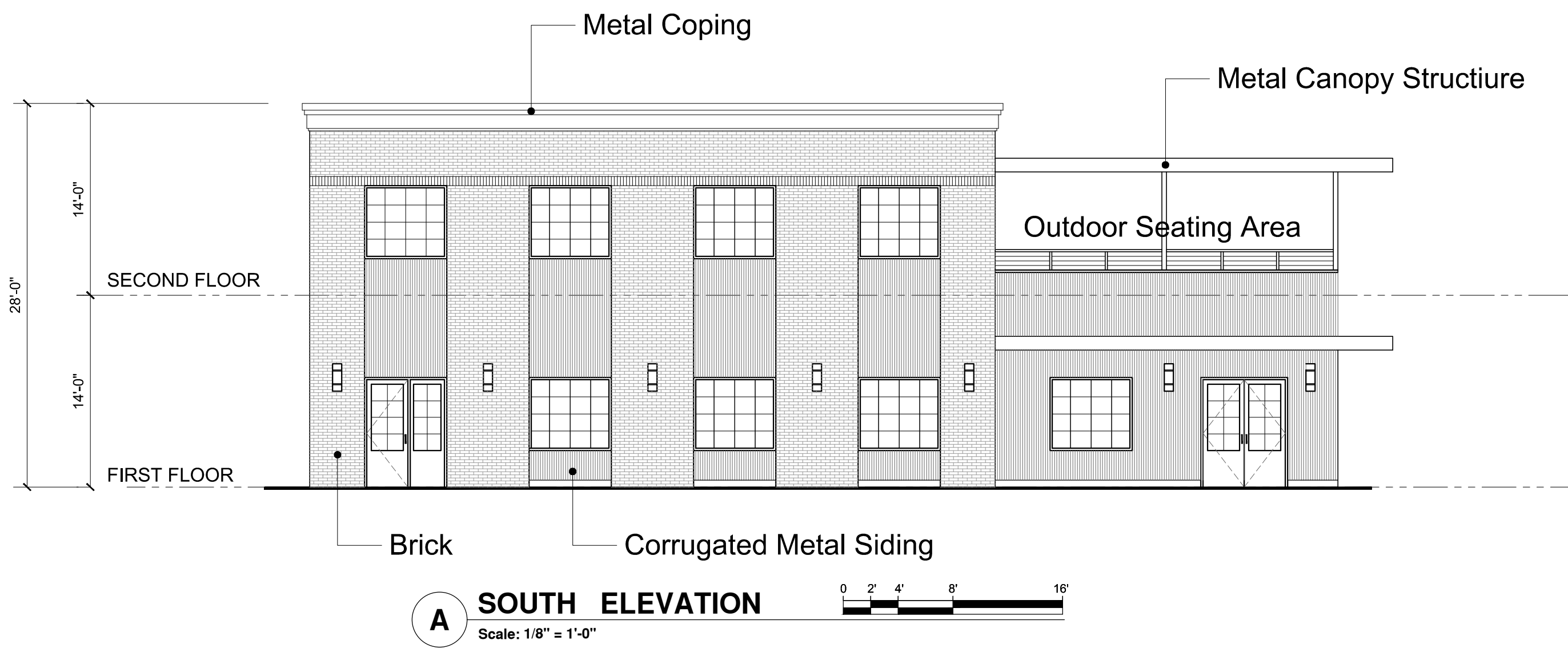
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SHEET TITLE:

ELEVATIONS
BUILDING F

SHEET NUMBER:

A2.2C



Concept Rendering

RED CONSULTING
REAL ESTATE DEVELOPMENT CONSULTING
ARCHITECTURE + ENVIRONMENTAL + CIVIL ENGINEERING
DEVELOPMENT SERVICES
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New Albany, Ohio 43054

East Main Development

6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

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REVISION RECORD

NO: DATE:

ISSUED: 01.12.22

REVISED: OCT 13, 2022

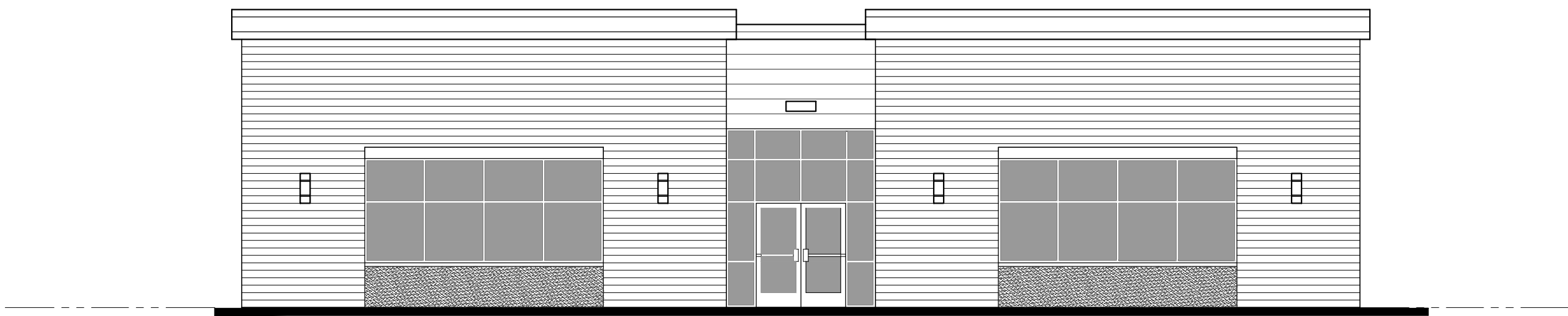
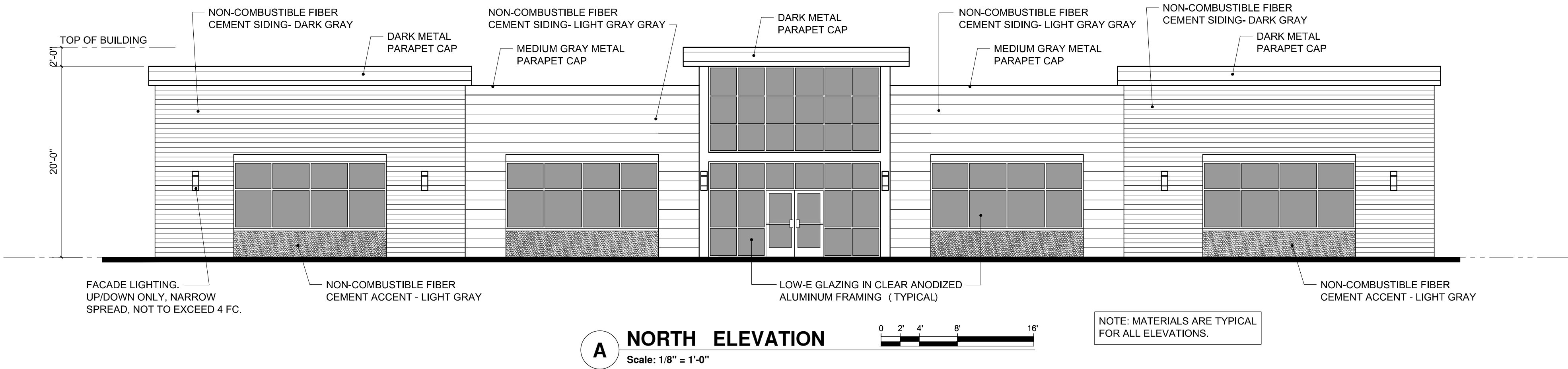
JOB NUMBER

SHEET TITLE:

ELEVATIONS
BUILDING G

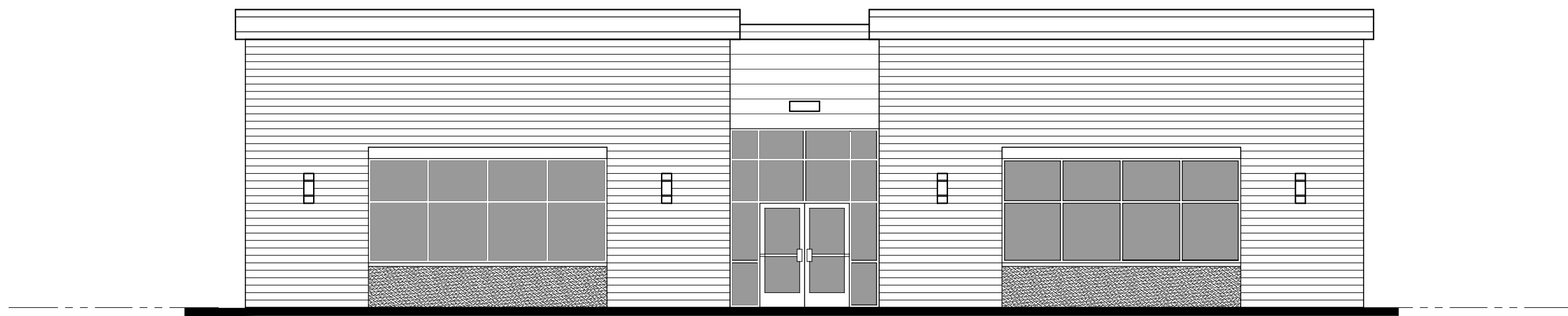
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A2.3



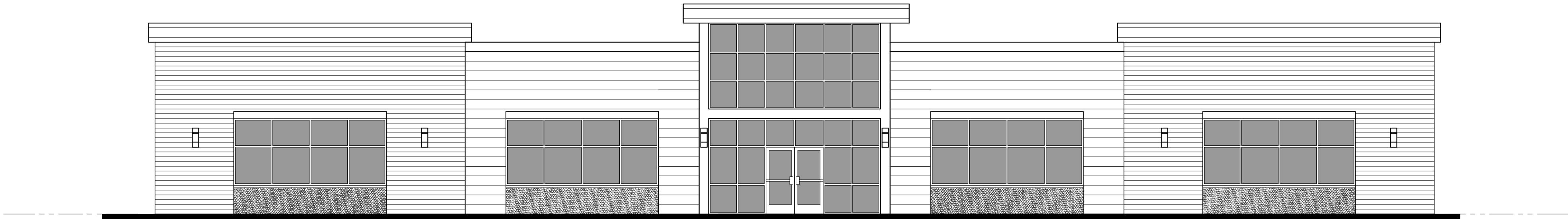
B WEST ELEVATION

Scale: 1/8" = 1'-0"



C EAST ELEVATION

Scale: 1/8" = 1'-0"



D SOUTH ELEVATION

Scale: 1/8" = 1'-0"

TENANT:

Main Street Developers, LLC

7833 Morse Road
New Albany, Ohio 43054

East Main Development

6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD

NO: DATE:

ISSUED: 01.12.22

REVISED: OCT 13, 2022

JOB NUMBER

SHEET TITLE:

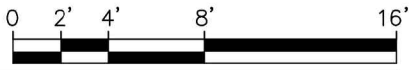
ELEVATIONS
BUILDING H

SHEET NUMBER:

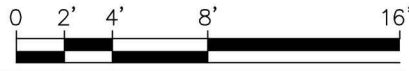
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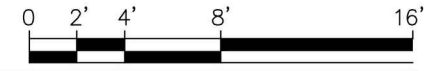
A NORTH ELEVATION
Scale: 1/8" = 1'-0"



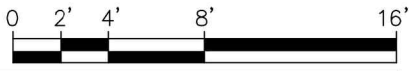
B WEST ELEVATION
Scale: 1/8" = 1'-0"



C EAST ELEVATION
Scale: 1/8" = 1'-0"



D SOUTH ELEVATION
Scale: 1/8" = 1'-0"



REAL ESTATE DEVELOPMENT CONSULTING
ARCHITECTURE + ENVIRONMENTAL + CIVIL ENGINEERING
DEVELOPMENT SERVICES

614.562.4395 - kim.mikank@r-e-d-consulting.com

TENANT:

Main Street Developers, LLC

7833 Morse Road
New Albany, Ohio 43054

East Main Development

6523 - 6525 East Main Street
Reynoldsburg, Ohio 43213

SEAL

REVISION RECORD

NO: DATE:

ISSUED: 01.12.22

REVISED: OCT 13, 2022

JOB NUMBER

SHEET TITLE:

**ELEVATIONS
BUILDING H**

SHEET NUMBER:

A2.4C

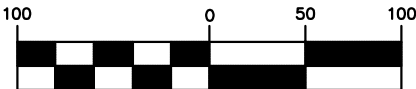
7.9± Acre Zoning Exhibit

HALF SECTION 20, SECTION 13, TOWNSHIP 12, RANGE 21
REFUGEE LANDS
CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO

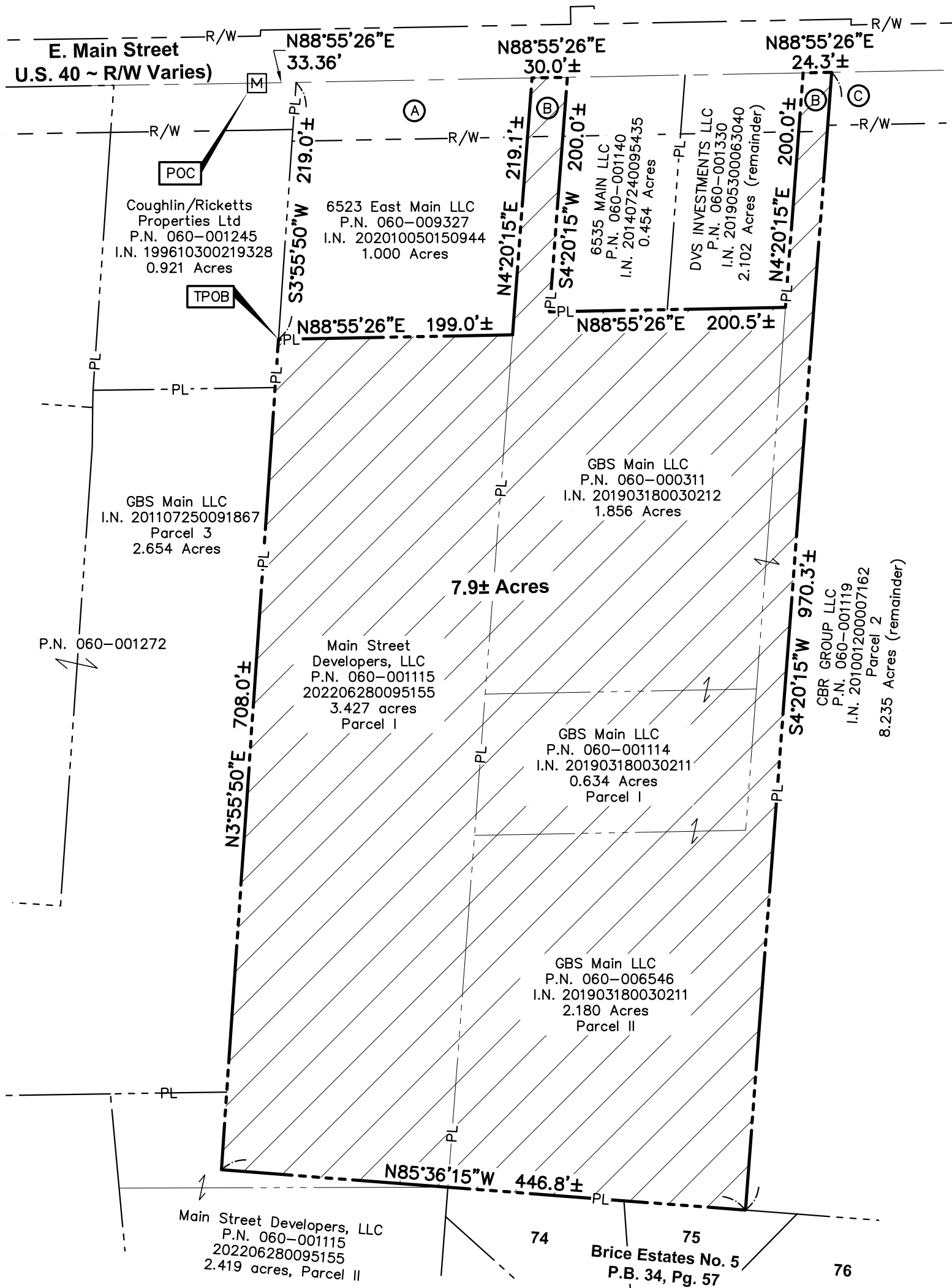
RIGHT OF WAY INFORMATION

- (A) State of Ohio Highway Esmt. D.B. 2741, Pg. 390 0.046 Acres
- (B) State of Ohio Highway Esmt. D.B. 2741, Pg. 383 0.058 Acres
- (C) State of Ohio Highway Esmt. D.B. 2758, Pg. 52 0.023 Acres

GRAPHIC SCALE

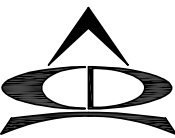


(IN FEET)
1 inch = 100 ft.



This exhibit is based on information obtained from Delaware County Auditor's and Recorder's Office and is not to be used for the transfer of land.

DRAWN BY: JEP JOB NO.: 20-0014-863
DATE: 10/11/2022 CHECKED BY: JEP


ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

781 Science Blvd, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

ZONING DESCRIPTION

7.9± ACRES

Situated in the State of Ohio, County of Franklin, City of Reynoldsburg, being in Half Section 20, Section 13, Township 12, Range 21 in the Refugee Lands and being part of a 3.427 acre tract as conveyed to Main Street Developers, LLC in Instrument Number 202206280095155, Parcel I, part of a 2.419 acre tract as conveyed to Main Street Developers, LLC in Instrument Number 202206280095155, Parcel II, all of a 1.856 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030212, all of a 0.634 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030211, Parcel I and all of a 2.180 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030211, Parcel II as further described as follows:

Commencing at a centerline monument found at an angle point in the centerline of East Main Street (U.S. Route 40 – R/W Varies) as depicted in FRA-40-22.42, being in the north line of a 0.921 acre tract as conveyed to Coughlin/Ricketts Properties Ltd in Instrument Number 199610300219328;

Thence with the centerline of East Main Street (U.S. Route 40) and the north line of said 0.921 acre tract, **N 88° 55' 26" E, 33.4± feet** to the northeast corner of said 0.921 acre tract and the northwest corner of a 1.000 acre tract as conveyed to 6523 East Main LLC in Instrument Number 202010050150944;

Thence leaving the centerline of East Main Street (U.S. Route 40) with the east line of said 0.921 acre tract and the west line of said 1.000 acre tract, **S 03° 55' 50" W, 219.0± feet** to the southwest corner of said 1.000 acre tract, the northwest corner of said 3.427 acre tract and being the **TRUE POINT OF BEGINNING** for the land herein described as follows;

Thence with the south line of said 1.000 acre tract and the north line of said 3.427 acre tract, **N 88° 55' 26" E, 199.0± feet** to the southeast corner of said 1.000 acre tract, the northeast corner of said 3.427 acre tract and being in the west line of said 1.856 acre tract;

Thence with the east line of said 1.000 acre tract, the west line of said 1.856 acre tract, the east line of a 0.046 acre highway easement as granted to the State of Ohio in Deed Book 2741, Page 390 and the west line of a 0.058 acre highway easement as granted to the State of Ohio in Deed Book 2741, page 383, **N 04° 20' 15" E, 219.1± feet** to the northeast corner of said 1.000 acre tract, the northwest corner of said 1.856 acre tract, being in the centerline of East Main Street (U.S. Route 40), also being the northeast corner of said 0.046 acre highway easement and the northwest corner of said 0.058 acre highway easement;

Thence with the north line of said 1.856 acre tract, the centerline of East Main Street (U.S. Route 40) and the north line of said 0.058 acre highway easement, **N 88° 55' 26" E, 30.0± feet** to the northwest corner of a 0.454 acre tract as conveyed to 6535 Main LLC in Instrument Number 201407240095435 and an angle point in the north line of said 1.856 acre tract;

Thence leaving the centerline of East Main Street (U.S. Route 40) with the east line of said 1.856 acre tract and the west line of said 0.454 acre tract across said 0.058 acre highway easement, **S 04° 20' 15" W, 200.0± feet** to an angle point in the north line of said 1.856 acre tract and the southwest corner of said 0.454 acre tract;

Thence with the north line of said 1.856 acre tract, the south line of said 0.454 acre tract and the south line of the remainder of a 2.102 acre tract as conveyed to DVS Investments LLC in Instrument Number 201905300063040, **N 88° 55' 26" E, 200.5± feet** to the northeast corner of said 1.856 acre tract, the southeast corner of the remainder of said 2.102 acre tract and being in the west line of a 2.180 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030211;

Thence with the east line of the remainder of said 2.102 acre tract and the west line of said 2.180 acre tract across said 0.058 acre highway easement, **N 04° 20' 15" E, 200.0± feet** to the northeast corner of the remainder of said 2.102 acre tract, the northwest corner of said 2.180 acre tract and being in the centerline of East Broad Street (U.S. Route 40);

Thence with the centerline of East Broad Street (U.S. Route 40) and the north line of said 2.180 acre tract, **N 88° 55' 26" E, 24.3± feet** to the northeast corner of said 2.180 acre tract, the northwest corner of the remainder of an 8.235 acre tract as conveyed to CBR Group LLC in Instrument Number 201001200007162, the northeast corner of said 0.058 acre highway easement and the northwest corner of a 0.023 acre highway easement as granted to the State of Ohio in Deed Book 2758, Page 52;

Thence with the east line of said 2.180 acre tract, the west line of the remainder of said 8.235 acre tract, the east line of said 0.058 acre highway easement and the west line of said 0.023 acre highway easement, **S 04° 20' 15" W, 970.3± feet** to the southeast corner of said 2.180 acre tract, the southwest corner of the remainder of said 5.235 acre tract and being in the north line of Lot 75 as created in Brice Estates No. 5 as recorded in Plat Book 34, Page 57;

Thence with the south line of said 2.180 acre tract, the north line of said Lot 75, the north line of Lot 74 as created in said Brice Estates No. 5 across said 3.427 acre tract, **N 85° 36' 15" W, 446.8± feet**;

Thence crossing said 3.427 acre tract, and with the west line of said 3.427 acre tract and also with the east line of a 2.654 acre tract as conveyed to GBS Main LLC in Instrument Number 201107250091867, Parcel 3 and a portion of the east line of said 0.921 acre tract, **N 03° 55' 50" E, 708.0± feet** to the **TRUE POINT OF BEGINNING**, containing **7.9± acres**, more or less. The above description was written by Advanced Civil Design. A drawing of the above description is attached hereto and made a part thereof.

The above description was prepared by Advanced Civil Design Inc. and is based on existing County Auditor records, County Recorder records.

All references used in this description can be found at the Recorder's Office Franklin County Ohio.

This description is not to be used in the transfer of land.

ADVANCED CIVIL DESIGN INC.

Parcel Name: **7.9 Acres Zoning Parcel**

Segment# 1: Line

Course: N88° 55' 26"E Length: 198.95'

Segment# 2: Line

Course: N4° 20' 15"E Length: 219.10'

Segment# 3: Line

Course: N88° 55' 26"E Length: 30.03'

Segment# 4: Line

Course: S4° 20' 15"W Length: 200.00'

Segment# 5: Line

Course: N88° 55' 26"E Length: 200.54'

Segment# 6: Line

Course: N4° 20' 15"E Length: 200.00'

Segment# 7: Line

Course: N88° 55' 26"E Length: 24.28'

Segment# 8: Line

Course: S4° 20' 15"W Length: 970.32'

Segment# 9: Line

Course: N85° 36' 15"W Length: 446.76'

Segment# 10: Line

Course: N3° 55' 50"E Length: 707.97'

Perimeter: 3,197.95'

Area: 343,493.29Sq.Ft.

Error Closure: 0.0123

Course: N82° 31' 37"W

Error North: 0.00159

East: -0.01215

Precision 1: 259,995.93

Attachment: Survey 7.9 Ac Zoning Documents 10-13-22 (App# 2022-5416, 6523 E Main St, Huber)

ZONING DESCRIPTION

7.9± ACRES

Situated in the State of Ohio, County of Franklin, City of Reynoldsburg, being in Half Section 20, Section 13, Township 12, Range 21 in the Refugee Lands and being part of a 3.427 acre tract as conveyed to Main Street Developers, LLC in Instrument Number 202206280095155, Parcel I, part of a 2.419 acre tract as conveyed to Main Street Developers, LLC in Instrument Number 202206280095155, Parcel II, all of a 1.856 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030212, all of a 0.634 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030211, Parcel I and all of a 2.180 acre tract as conveyed to GBS Main LLC in Instrument Number 201903180030211, Parcel II as further described as follows:

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ADVANCED CIVIL DESIGN INC.

Attachment: Survey 7.9 Ac Zoning Desc (App# 2022-5416, 6523 E Main St, Huber)

	Owner	Mailing Address	City	State	Zip
1	Coughlin/Ricketts Properties Ltd	6493 E. Main St	Reynoldsburg	OH	43068
2	GBS Main LLC	PO Box 635	Columbus	OH	43216
3	GBS Main LLC	PO Box 635	Columbus	OH	43216
4	Timothy Stonerock	6430 Lexleigh Rd	Reynoldsburg	OH	43068
5	Darelle Haag	6454 Lexleigh Rd	Reynoldsburg	OH	43068
6	Karen Jones	6464 Lexleigh Rd	Reynoldsburg	OH	43068
7	Andrew and Clara Zag	6472 Lexleigh Rd	Reynoldsburg	OH	43068
8	Kathleen McKeown	6478 Lexleigh Rd	Reynoldsburg	OH	43068
9	George Miloseuski	6484 Bartlett Rd	Reynoldsburg	OH	43068
10	Ernest Blue	6492 Bartlett Rd	Reynoldsburg	OH	43068
11	Brian Wade	6500 Bartlett Rd	Reynoldsburg	OH	43068
12	Jerry Burke-Fisher	6509 Bartlett Ct	Reynoldsburg	OH	43068
13	Kellie Van Pelt	6511 Bartlett Ct	Reynoldsburg	OH	43068
14	Deborah Jones	6513 Bartlett Ct	Reynoldsburg	OH	43068
15	Matthew Regan	6516 Bartlett Ct	Reynoldsburg	OH	43068
16	Charles Stamm	6518 Bartlett Ct	Reynoldsburg	OH	43068
17	CBR Group LLC	101 Kegs Pl	Delaware	OH	43068
18	DVS Investments LLC	6545 E. Maint St	Reynoldsburg	OH	43068
19	6535 Main LLC	29399 Soult Rd	Brooksville	FL	34602
20	6523 E Main LLC	130-24 Liberty Ave	Richmond Hill	NY	11419

East Main Street Development Traffic Access Study

Prepared for
City of Reynoldsburg
By



ADVANCED
CIVIL DESIGN

Advanced Civil Design, Inc.
781 Science Blvd, Suite 100, Gahanna Ohio 43230
(614) 428-7750

Mark I. Mann, P.E.
Director – Transportation Services

Ethan Billisits, E.I.
Project Engineer

October 28, 2022

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Table of Contents

Introduction	1
Existing / No Build Conditions	1
Traffic Volumes and Trip Generation	1
2024 & 2034 Traffic.....	2
Capacity Analyses No-Build	9
Capacity Analyses Build	12
Conclusions and Recommendations	12
Appendices	13

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Figure 3. No Build 2024 AM(PM) Peak Hour	5
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Figure 6. Trip Generation AM(PM) Peak Hour	8
Figure 7. Build 2024 AM(PM) Peak Hour	10
Figure 8. Build 2034 AM(PM) Peak Hour	11

Introduction

The development is a proposed 7.9-acre development by Eco Investments. This development will consist of 51,000 Sq. Ft. of office space and an 8000 Sq. Ft. high-turnover (sit-down) restaurant. The development is located about 1000 feet west of Rosehill Road, opposite the west Kroger entrance and behind the Wright-Patt Credit Union.

Access to the development will be from one access point, an access road that is currently only being used by Wright-Patt Credit Union. This will be the primary point of access.

The scope of this study was developed from email correspondence with Ryan Irwin from EMH&T. The following will be studied and evaluated as part of this study:

- Analysis of the new signal at Kroger Drive & E. Main Street intersection
- If the turn lanes at this signalized intersection need to be lengthened
- Analysis of the Main Commerce Center Access & E. Main Street unsignalized intersection

The new signal at Kroger Drive & E. Main Street intersection and the Main Commerce Center Access & E. Main Street unsignalized intersection will be evaluated for the Opening Year of 2024 and the Design Year of 2034. The "Build" condition will be evaluated, and the background traffic will have a growth factor applied as provided by MORPC (see appendices).

Existing / No Build Conditions

E. Main Street is a five-lane roadway in the area of the proposed development. E. Main Street is the only segment to provide direct access to the proposed development and therefore is the only part of the access study. The posted speed limit on E. Main Street is 35MPH.

Traffic Volumes and Trip Generation

Traffic volume data was collected at the proposed access point on E. Main Street. The data was collected by Smart Services, Inc. on August 30th, 2022. Background growth rates were obtained from MORPC and applied for this TAS at a non-compounded rate to the roadway section.

Trip Generation for the site was developed using the latest edition of the ITE Trip Generation Manual. The proposed general office portion of the development (LUC 710) shows 51,000 Sq. Ft. The proposed high-turnover (sit-down) restaurant (LUC 932) shows 8000 Sq. Ft.

Table 1. Trip Generations

Trip Generation					
	Land Use Code (LUC)		IN	OUT	Total
General Offic Building	LUC 710	AM	83	11	94
		PM	16	79	95
High-Turnover (Sit-Down) Restaurant	LUC 932	AM	40	32	72
		PM	41	27	68
Total Trips		AM	123	43	166
		PM	57	106	163

The distribution of traffic towards the site was based on the existing traffic volumes on E. Main Street based off the August 30th, 2022, traffic count. During the AM peak hour about 35% comes from the west and 65% from the east. The AM peak hour was used as the trip distribution as it gives the best indication of where people live relative to the site; this would be where trips to the site would originate from. Volumes with growth rates applied and site generated trips are shown in the following exhibits.

2024 & 2034 Traffic

A 10-year horizon is required for this traffic study. Opening day is assumed to be in 2024, therefore the design year is 2034. The Mid-Ohio Regional Planning Commission (MORPC) provided a linear annual growth rate of 0.5% to be used for this stretch of E. Main Street. The correspondence from MORPC can be found in the appendix. The table below shows the growth factors applied to the 2022 E. Main Street count.

Segment	Linear Annual Growth Rate	2022 to 2024 Factor	2022 to 2034 Factor
E. Main Street	0.5%	1.01	1.06

For the volume counts at the Main Commerce Center Access & E. Main Street, 35% comes from the west and 65% from the east is used to project the turn volume coming into and exiting the existing Main Commerce Center Access. These turn volumes can be seen in the HCS printouts provided in the Appendix.

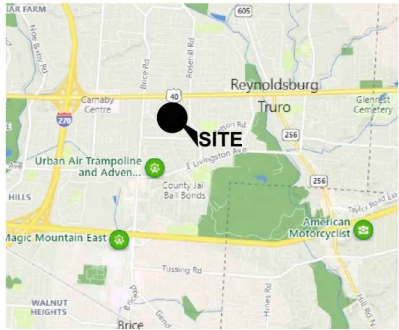
SITE PLAN
FOR
EAST MAIN DEVELOPMENT
2022

LEGEND

—■—	PROPOSED STORM SEWER
—ST—	EXISTING STORM SEWER
—●—	PROPOSED SANITARY SEWER
—○—	PROPOSED SANITARY SERVICE
—SA—	EXISTING SANITARY SEWER
—	PROPOSED FIRE WATER SERVICE
—	PROPOSED DOMESTIC WATER SERVICE
—WA—	EXISTING WATER MAIN
—G—	EXISTING GAS MAIN
—OHE—	EXISTING OVER HEAD ELECTRIC
#	SURFACE PARKING COUNT

INDEX OF DRAWINGS

Sheet Title	Sheet Number
Site and Utility Plan	1
Existing Conditions	2



VICINITY MAP
SCALE: NTS

SITE STATISTICS:

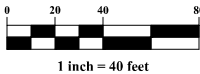
PARCELS	060-001114, 060-001115, 060-000311, 060-006546
SITE ACREAGE	7.9 ACRES
SITE ZONING	CC
BUILDINGS A-D	
OFFICE/FLEX SPACE GROSS AREA	19,600 SF (4,900 SF X4)
BUILDINGS E	
OFFICE GROSS AREA	9,800 SF
BUILDINGS F	
MERCANTILE GROSS AREA	11,504 SF
BUILDINGS G	
ASSEMBLY (RESTAURANT) GROSS AREA	7,500 SF
BUILDINGS H	
OFFICE GROSS AREA	10,114 SF
TOTAL PARKING REQUIRED	
OFFICE	161 SPACES (1 PER 250 SF)
MERCANTILE	58 SPACES (1 PER 200 SF)
RESTAURANT	38 SPACES (1 PER 200 SF)
TOTAL	257 SPACES (7 ADA)
10% REDUCTION (1105.01 F w/)	
TOTAL	246 SPACES (7 ADA) REQUIRED
TOTAL PARKING PROVIDED	
SURFACE SPACES	383 SPACES (12 ADA)

OWNER/DEVELOPER
ECO INVESTMENTS LLC
7833 MORSE ROAD
NEW ALBANY, OH 43054
JASON GUNSOOREK
JGUNSOREK@ECO-GV.COM

ENGINEER
ADVANCED CIVIL DESIGN LLC
781 SCIENCE BLVD, SUITE 100
GAHANNA, OH, 43230
614-428-4450

ARCHITECT
RED CONSULTING
33 N GRANT ST, SUITE 150
COLUMBUS, OHIO 43215

GRAPHIC SCALE



PLANS PREPARED BY:
781 Science Boulevard, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

82455
NUMBER

CITY OF REYNOLDSBURG / FRANKLIN COUNTY, OHIO

EAST MAIN DEVELOPMENT

SITE PLAN
FOR
ECO INVESTMENTS LLC

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Issue Dates:

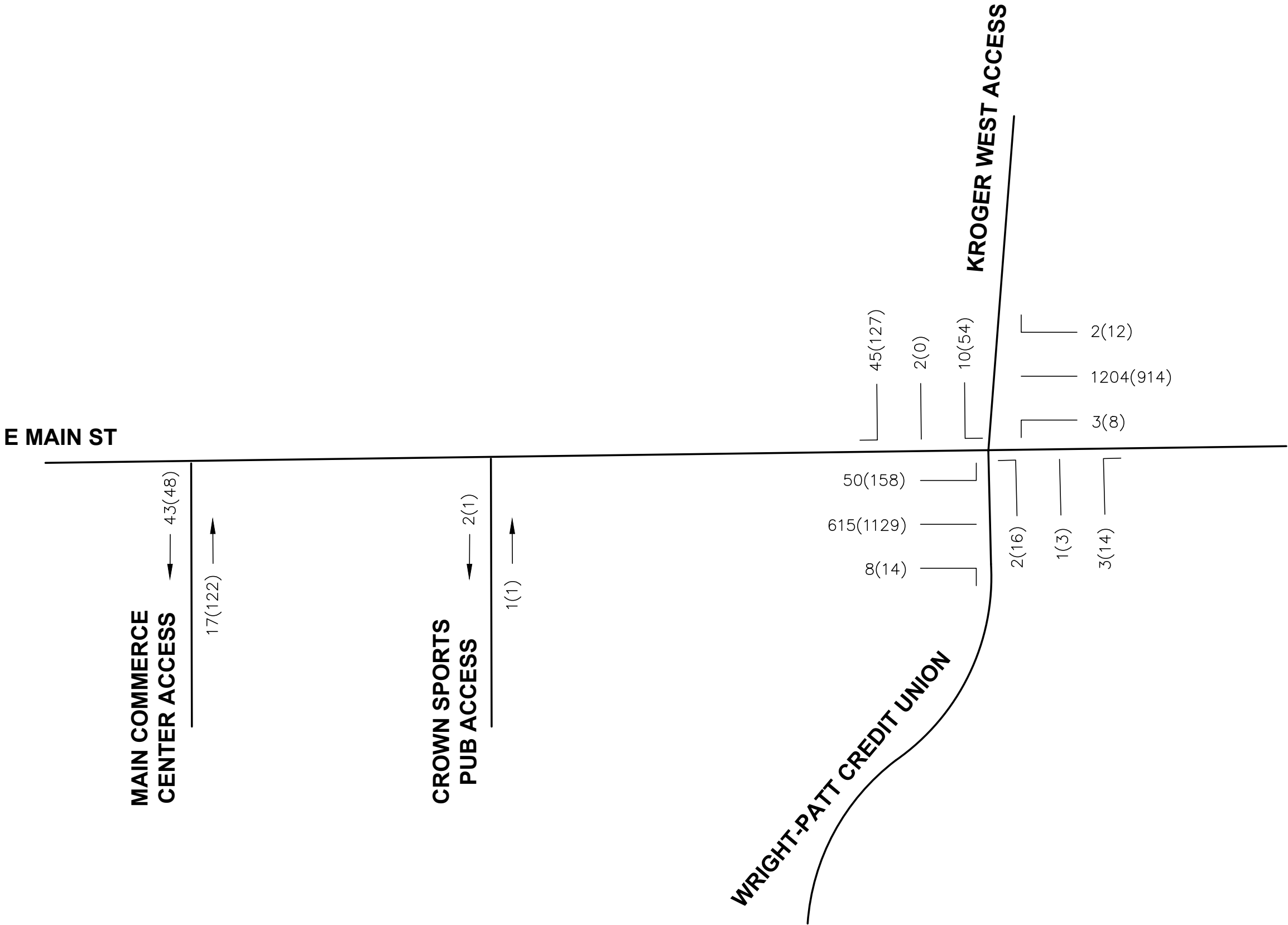
Date: 10/13/2022
Scale: 1" = 40'

Drawn By: CWH
Checked: TMW

Project Number:
20-0014-86

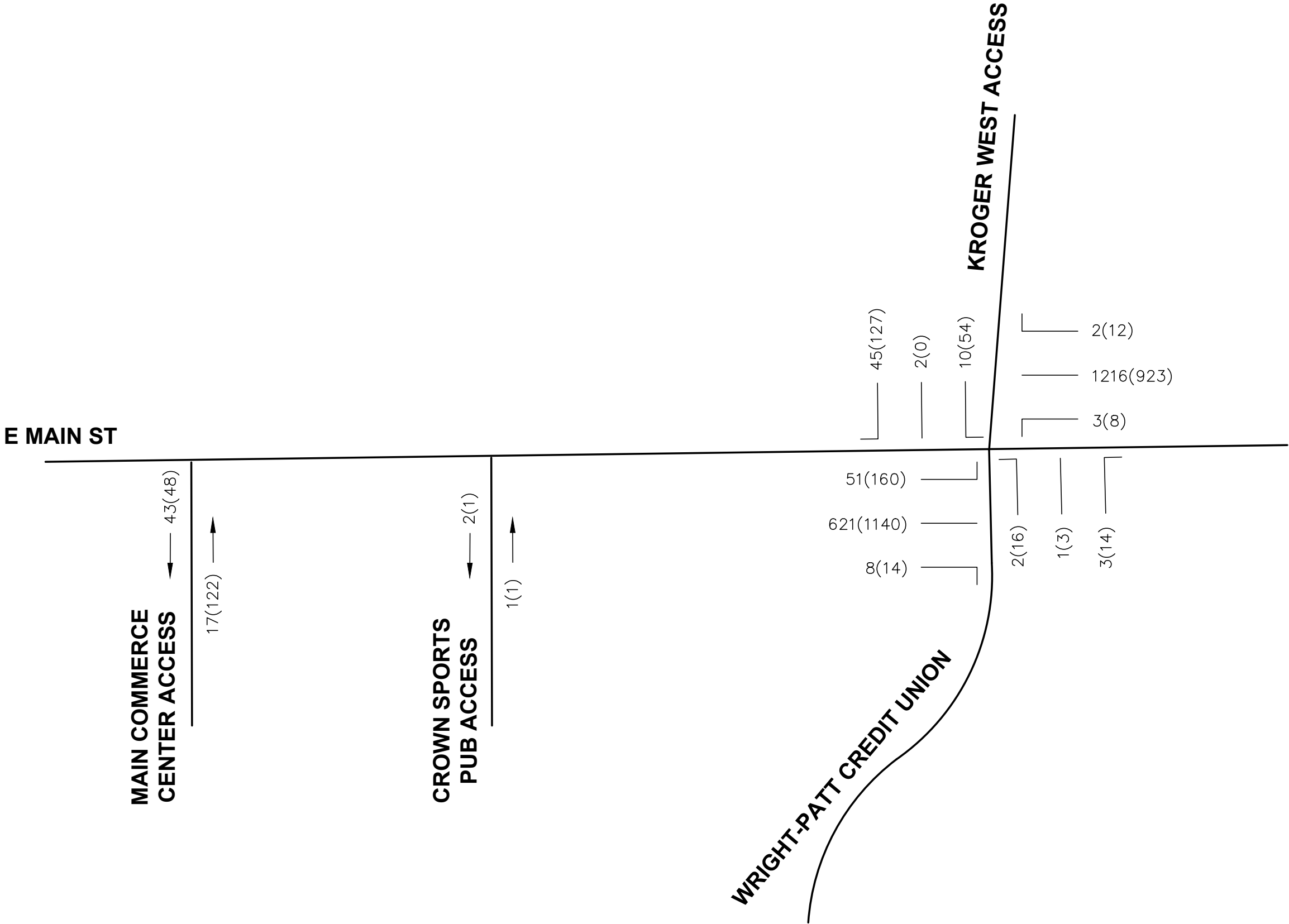
Drawing Number:

Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg Existing No Build 2022 AM(PM) Oct 21, 2022 - 12:56:33pm eJlletts



REYNOLDSBURG, OHIO EXISTING 2022 NO BUILD AM(PM) PEAK FOR E MAIN ST. STUDY	
PLAN PREPARED BY:  ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS	
781 Science Blvd, Suite 100 Gahanna, Ohio 43230 ph 614.428.7780 fax 614.428.7755	
SCALE: NTS DATE: SEPTEMBER 15, 2022	SHEET 1 / 7

Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg No Build 2024 AM(PM) Oct 21, 2022 - 12:59:35pm ebllelts



REYNOLDSBURG, OHIO
2024 NO BUILD AM(PM) PEAK
FOR
E MAIN ST. STUDY



ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

PLAN PREPARED BY:

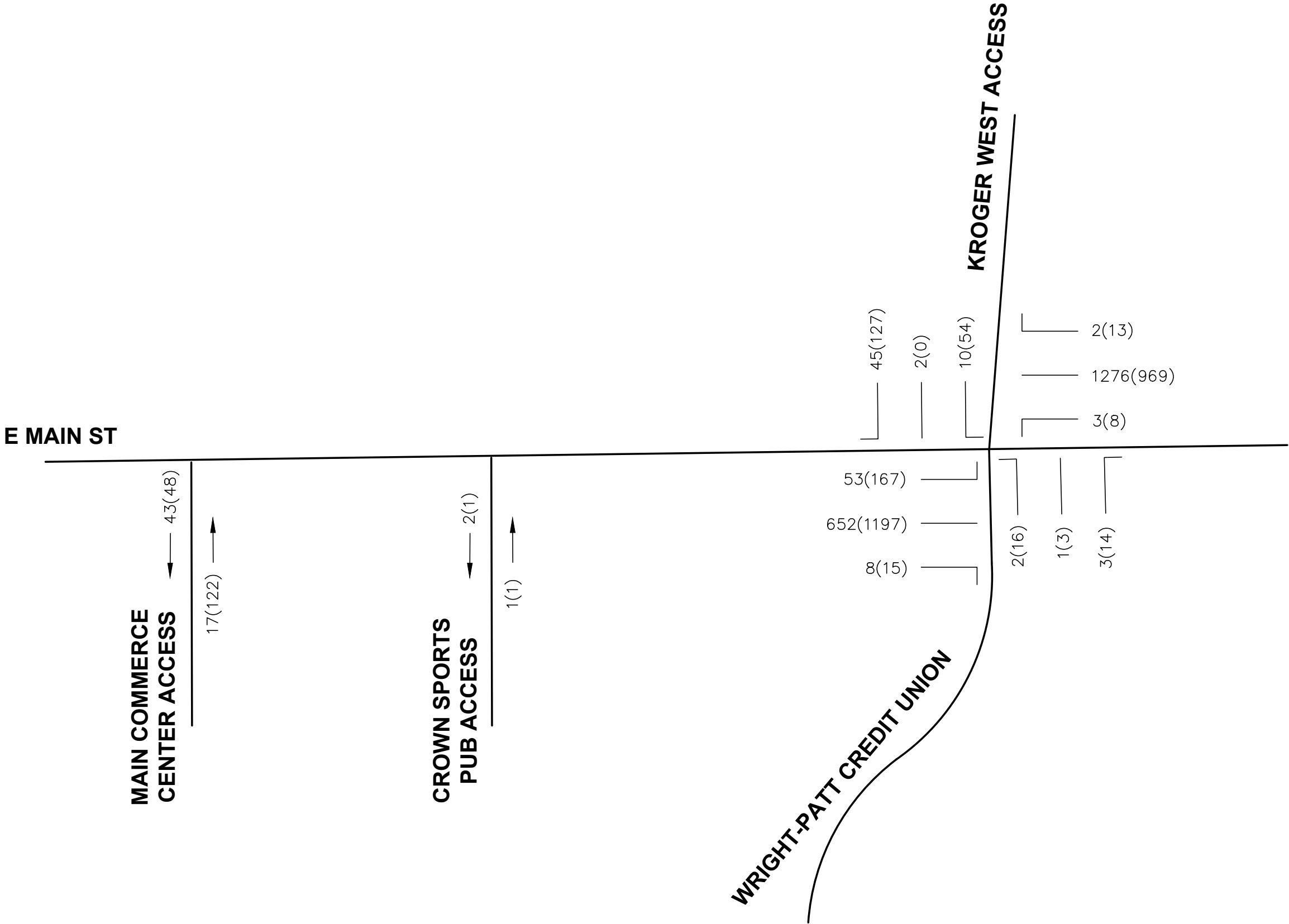
781 Science Blvd, Suite 100
Gahanna, Ohio 43230
ph **614.428.7780**
fax 614.428.7755

SCALE: NTS
DATE: SEPTEMBER 15, 2022

SHEET **2 / 7**



Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg No Build 2034 AM(PM) Oct 21, 2022 - 12:59:40pm eblilets



REYNOLDSBURG, OHIO
2034 NO BUILD AM(PM) PEAK
FOR
E MAIN ST. STUDY



ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

PLAN PREPARED BY:

781 Science Blvd, Suite 100
Gahanna, Ohio 43230
ph **614.428.7780**
fax 614.428.7755

SCALE: NTS
DATE: SEPTEMBER 15, 2022

SHEET **3 / 7**

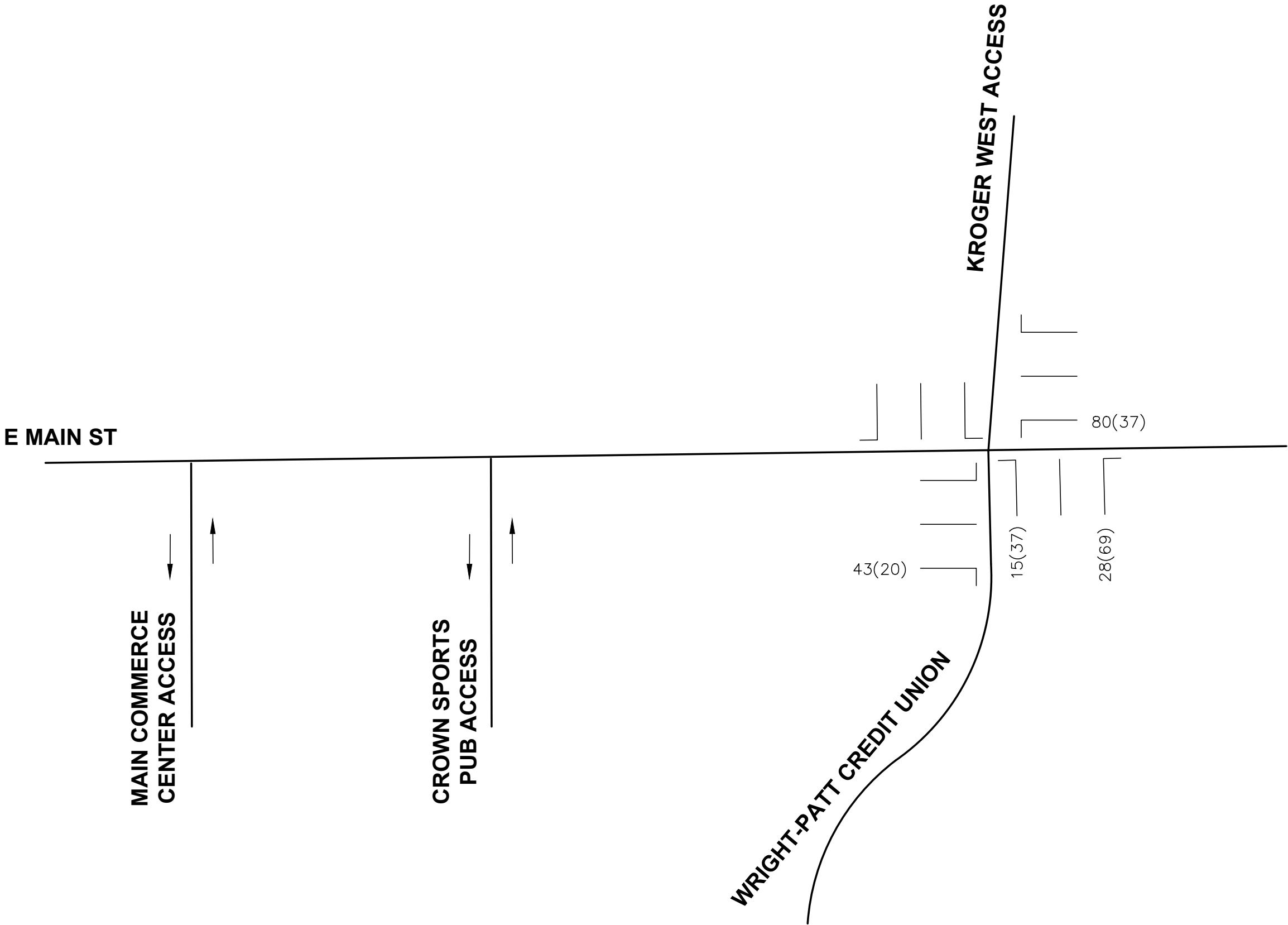


Z:\20-0014-563\TRAFFIC\Studies\F Main St.Traffic Study.dwg Trip Distribution % Oct 21, 2022 - 12:59:45pm abillia



REYNOLDSBURG, OHIO TRIP DISTRIBUTION % FOR E MAIN ST. STUDY	
 ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS	PLAN PREPARED BY: 781 Science Blvd, Suite 100 Gahanna, Ohio 43230 ph 614.428.7780 fax 614.428.7755
SCALE: NTS DATE: SEPTEMBER 15, 2022	SHEET 4 / 7

Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg Trip Generation AM(PM) Oct 21, 2022 - 12:58:50pm ebl/elt/s



REYNOLDSBURG, OHIO TRIP GENERATION AM(PM) PEAK FOR E MAIN ST. STUDY	
 ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS	PLAN PREPARED BY: 781 Science Blvd, Suite 100 Gahanna, Ohio 43230 ph 614.428.7780 fax 614.428.7755
SCALE: NTS DATE: SEPTEMBER 15, 2022	SHEET 5 / 7

Capacity Analyses No-Build

Capacity analyses were performed utilizing HCM module in Synchro 11 and HCS. The Opening Year (2024) No-Build, Design Year (2034) No-Build were all analyzed. The results are summarized in Tables 2 and 3, below. Detailed Synchro and HCS print outs are contained in the Appendices.

Table 2. Traffic Study Signalized Intersections LOS, No Build

Intersection		Signalized Intersection Level of Service (LOS/ sec. delay)																
		No Build																
		2024								2034								
		AM				PM				AM				PM				
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	
E. Main Street & Kroger Access (Existing Conditions)		LT	B/17.3	B/17.4	B/19.3	B/14.5	B/15.6	B/16.0	C/22.1	C/21.5	B/18.4	B/18.5	B/19.0	B/13.6	B/16.7	B/17.1	C/21.8	C/20.7
		TH	A/0.0	A/0.0	B/16.1	C/27.1	A/0.0	A/0.0	C/26.5	C/31.6	A/0.0	A/0.0	B/15.1	C/26.4	A/0.0	A/0.0	C/25.8	C/30.6
		RT	A/0.0	B/18.1	B/16.1	C/26.8	A/0.0	B/17.3	C/26.4	C/31.4	A/0.0	B/19.3	B/15.1	C/26.2	A/0.0	B/18.5	C/25.6	C/30.4
		Approach	B/17.3	B/17.9	B/16.3	C/26.9	B/15.6	B/16.9	C/25.9	C/31.4	B/18.4	B/19.1	B/15.4	C/26.3	B/16.7	B/18.1	C/25.2	C/30.5
		Overall	C/23.0				C/27.2				C/22.3				C/26.6			
E. Main Street & Kroger Access W/ NB LT volumes added from the E. Main Street & Commerce Cetner Access (Existing Conditions)		LT	B/17.4	B/17.4	B/19.3	B/14.5	B/18.8	B/16.0	C/22.1	C/21.5	B/18.6	B/18.5	B/19.0	B/13.6	C/20.1	B/17.1	C/21.8	C/20.7
		TH	A/0.0	A/0.0	B/16.1	C/27.1	A/0.0	A/0.0	C/26.5	C/31.6	A/0.0	A/0.0	B/15.1	C/26.4	A/0.0	A/0.0	C/25.8	C/30.6
		RT	A/0.0	B/18.1	B/16.1	C/26.8	A/0.0	B/17.3	C/26.4	C/31.4	A/0.0	B/19.3	B/15.1	C/26.2	A/0.0	B/18.5	C/25.6	C/30.4
		Approach	B/17.4	B/17.9	B/16.3	C/26.9	B/18.8	B/16.9	C/25.9	C/31.4	B/18.6	B/19.1	B/15.4	C/26.3	C/20.1	B/18.0	C/25.2	C/30.5
		Overall	C/22.9				C/27.1				C/22.3				C/26.6			

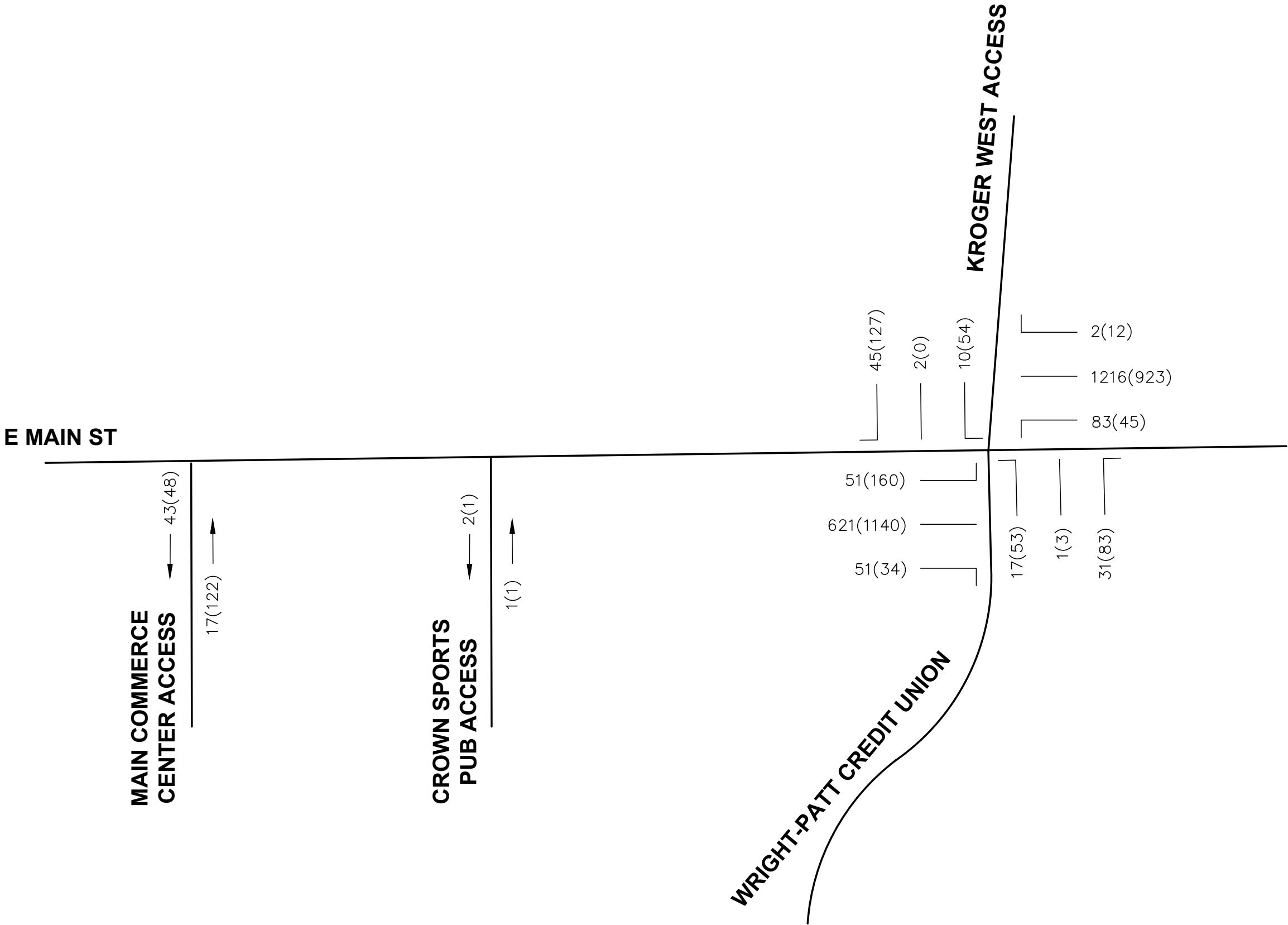
Table 3. Traffic Study Un-Signalized Intersections LOS, No Build

Intersection	Un-Signalized Intersection Level of Service (LOS/ sec. delay)															
	No Build															
	2024								2034							
	AM				PM				AM				PM			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
E. Main Street & Commerce Center Access	C/21.8	-	A/0.0	A/0.2	F/23.3	-	A/0.0	A/0.4	C/23.5	-	A/0.0	A/0.2	F/115.1	-	A/0.0	A/0.4
E. Main Street & Commerce Center Access W/out left turns	B/10.9	-	A/0.0	A/0.2	C/17.7	-	A/0.0	A/0.4	B/11.1	-	A/0.0	A/0.2	C/18.8	-	A/0.0	A/0.4

In the Existing Conditions No-Build scenarios the Kroger Drive & E. Main Street signalized intersection operates at LOS "D" or better and requires no improvements.

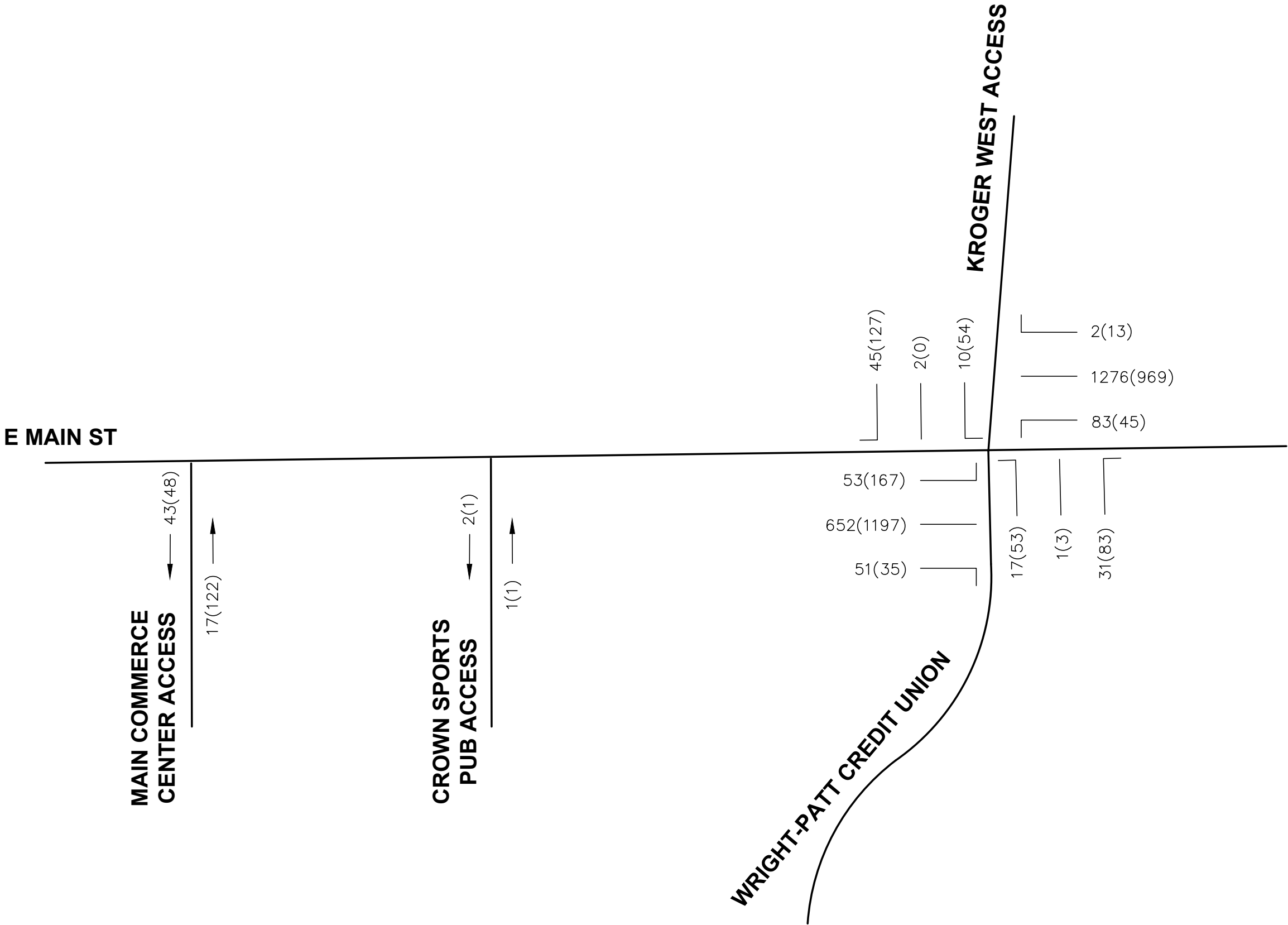
The un-signalized intersection of Main Commerce Center Access & E. Main Street operates at an unacceptable LOS for No-Build Existing Conditions Opening and Design Year in the PM Peak (See appendices for HCS calculations). It has a LOS of "F" in both PM Peak scenarios. For the No Build scenario there are no improvements recommended.

Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg Build 2024 AM(PM) Oct 21, 2022 - 12:56:55pm eblilla



REYNOLDSBURG, OHIO 2024 BUILD AM(PM) PEAK FOR E MAIN ST. STUDY	
 ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS	PLAN PREPARED BY: 781 Science Blvd, Suite 100 Gahanna, Ohio 43230 ph 614.428.7780 fax 614.428.7755
SCALE: NTS DATE: SEPTEMBER 15, 2022	SHEET 6 / 7

Z:\20-0014-563\TRAFFIC\Studies\E Main St.Traffic Study.dwg Build 2034 AM(PM) Oct 21, 2022 - 1:00:00pm ebl\lets





ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

PLAN PREPARED BY:

781 Science Blvd, Suite 100
Gahanna, Ohio 43230
ph **614.428.7780**
fax 614.428.7755

SCALE: NTS
DATE: SEPTEMBER 15, 2022

SHEET **7 / 7**

REYNOLDSBURG, OHIO
2034 BUILD AM(PM) PEAK
FOR
E MAIN ST. STUDY



Capacity Analyses Build

Capacity analyses were performed utilizing HCM module in Synchro 11 and HCS. The Opening Year (2024) Build, Design Year (2034) Build were all analyzed. The results are summarized in Tables 4 and 5, below. Detailed Synchro and HCS print outs are contained in the Appendices.

Table 4. Traffic Study Signalized Intersections LOS, Build

Intersection		Signalized Intersection Level of Service (LOS/ sec. delay)															
		Build															
		2024								2034							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
E. Main Street & Kroger Access (Existing Conditions)	LT	B/18.1	B/17.4	B/19.6	B/14.8	B/19.6	B/17.7	C/20.1	C/20.8	B/19.3	B/18.5	B/19.2	B/13.9	C/20.8	B/18.7	C/20.2	C/20.4
	TH	A/0.0	A/0.0	B/19.2	C/27.1	A/0.0	A/0.0	C/27.6	C/27.9	A/0.0	A/0.0	B/18.1	C/26.4	A/0.0	A/0.0	C/27.5	C/27.4
	RT	A/0.0	B/18.1	B/19.2	C/26.8	A/0.0	B/18.8	C/27.5	C/27.7	A/0.0	B/19.3	B/18.1	C/26.2	A/0.0	B/19.8	C/27.4	C/27.2
	Approach	B/18.1	B/18.0	B/19.2	C/26.2	B/19.6	B/18.5	C/26.7	C/27.5	B/19.3	B/19.1	B/18.2	C/25.5	C/20.8	B/19.5	C/26.6	C/27.0
	Overall	C/23.4				C/26.0				C/22.7				C/26.0			
E. Main Street & Kroger Access W/ NB LT volumes added from the E. Main Street & Commerce Center Access (Existing Conditions)	LT	B/18.2	B/17.4	B/19.6	B/14.8	C/21.7	B/17.2	C/20.9	C/21.5	B/19.4	B/18.5	B/19.2	B/13.9	C/23.1	B/18.3	C/20.8	C/21.0
	TH	A/0.0	A/0.0	B/19.2	C/27.1	A/0.0	A/0.0	C/30.0	C/29.5	A/0.0	A/0.0	B/18.1	C/26.4	A/0.0	A/0.0	C/29.5	C/28.8
	RT	A/0.0	B/18.1	B/19.2	C/26.8	A/0.0	B/18.2	C/29.8	C/29.3	A/0.0	B/19.3	B/18.1	C/26.2	A/0.0	B/19.4	C/29.4	C/28.6
	Approach	B/18.2	B/18.0	B/19.2	C/26.2	C/21.7	B/17.9	C/28.8	C/29.0	B/19.4	B/19.1	B/18.2	C/25.5	C/23.1	B/19.0	C/28.4	C/28.4
	Overall	C/23.4				C/27.7				C/22.7				C/27.4			

Table 5. Traffic Study Un-Signalized Intersections LOS, Build

Intersection		Un-Signalized Intersection Level of Service (LOS/ sec. delay)															
		Build															
		2024								2034							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
E. Main Street & Commerce Center Access		C/23.2	-	A/0.0	A/0.2	F/9.1	-	A/0.0	A/0.4	D/25.1	-	A/0.0	A/0.2	F/13.3	-	A/0.0	A/0.4
E. Main Street & Commerce Center Access W/out left turns		B/11.2	-	A/0.0	A/0.2	C/18.1	-	A/0.0	A/0.4	B/11.3	-	A/0.0	A/0.2	C/19.1	-	A/0.0	A/0.4

In the Existing Conditions Build scenarios the Kroger Drive & E. Main Street signalized intersection operates at LOS "D" or better and requires no improvements.

The un-signalized intersection of Main Commerce Center Access & E. Main Street operates at an unacceptable LOS for No-Build Opening and Design Year in the PM Peak (See appendices for HCS calculations). It has a LOS of "F" in both PM Peak scenarios. A Build improvement can be to not allow northbound left turns at the unsignalized intersection of E. Main Street & Commerce Center Access and those vehicles left turn movements would need to use the signal at Kroger Drive & E. Main Street to make that movement. With this change the unsignalized intersection of E. Main Street & Commerce Center Access and the signalized intersection of E. Main Street & Kroger Access both have acceptable LOS.

Conclusions and Recommendations

Based on the study results summarized above, a lengthened westbound left turn lane to 200 feet including a 50 feet taper is recommended (See Appendix for calculations). No additional improvements are recommended beyond the existing conditions for both study area intersections.

Appendices

Scoping Documentation

Ethan Billisits

From: Mark Mann
Sent: Monday, October 17, 2022 9:23 AM
To: Ethan Billisits
Subject: FW: HEART - Eco

Ethan

Here's the scope for the Reynoldsburg TAS

Project number is 20-0014-863

I'll forward the latest site plan too but you'll want to check with Chris Huber before you get too far into the study to be sure nothing has changed

Thanks,

Mark I. Mann, PE
 Director – Transportation Services

Advanced Civil Design, Inc.

781 Science Blvd, Suite 100
 Gahanna, OH 43230
 ph 614.428.7750
 fax 614.428.7755
 dir 614.944.5035
www.advancedcivildesign.com

From: Irwin, Ryan <rirwin@emht.com>
Sent: Friday, October 14, 2022 1:19 PM
To: Mark Mann <MMann@advancedcivildesign.com>; Andrews, Ryan <randrews@emht.com>
Subject: RE: HEART - Eco

Correct, per the information you have provided, and the Facilities Demand Worksheet, the scope of the TAS meets our needs.

Thanks,

Ryan Irwin, PE
 Traffic Engineer



EMH&T Engineers, Surveyors, Planners, Scientists
 5500 New Albany Road, Columbus, OH 43054
 v. 614.775.4653 | rirwin@emht.com
 emht.com

From: Mark Mann <MMann@advancedcivildesign.com>
Sent: Friday, October 14, 2022 11:01 AM
To: Irwin, Ryan <rirwin@emht.com>; Andrews, Ryan <randrews@emht.com>
Subject: RE: HEART - Eco

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Mark I. Mann, PE
Director – Transportation Services

Advanced Civil Design, Inc.

781 Science Blvd, Suite 100

Gahanna, OH 43230

ph 614.428.7750

fax 614.428.7755

dir 614.944.5035

<https://link.edgepilot.com/s/9127ddbf/-YUI7i-HZU6HTT I3nAnEA?u=http://www.advancedcivildesign.com/>

From: Mark Mann

Sent: Thursday, September 15, 2022 10:55 AM

To: Randrews@emht.com

Subject: FW: HEART - Eco

Ryan

Eric wanted us to reach out to you about study scope and data needs

I've attached and exhibit showing what and where we collected data for this project

We're anticipating just providing an analysis for the new signal at the Kroger Drive and determining if turn lanes need to be lengthened and maybe an un-signalized analysis for the affected driveways

Do you foresee a need to do anything further afield?

LMK

Thanks,

Mark I. Mann, PE
Director – Transportation Services

Advanced Civil Design, Inc.

781 Science Blvd, Suite 100

Gahanna, OH 43230

ph 614.428.7750

fax 614.428.7755

dir 614.944.5035

<https://link.edgepilot.com/s/9127ddbf/-YUI7i-HZU6HTT I3nAnEA?u=http://www.advancedcivildesign.com/>

From: Eric Meyer <emeyer@reynoldsburg.gov>

Sent: Thursday, September 15, 2022 8:31 AM

To: Tom Warner <twarner@advancedcivildesign.com>

Cc: Chris Huber <chuber@advancedcivildesign.com>; Mark Mann <MMann@advancedcivildesign.com>; randrews@emht.com

Subject: RE: HEART - Eco

I would advise you to connect with Ryan Andrews at EMH&T to make sure there is an understanding of what traffic data is required. I've copied Ryan on this email.

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Ethan Billisits

From: Hwashik Jang <hjang@morpc.org>
Sent: Thursday, September 29, 2022 4:58 PM
To: Ethan Billisits
Cc: Mark Mann; Nick Gill
Subject: RE: E. Main St Mix-Use Development

Ethan,

We have completed processing growth rates for the E Main St study area.
 Please use **0.5%** linear annual growth rate for the study segment.

Note: The above rate was derived based on planning level analysis by using MORPC's regional travel demand model.

If you have any questions, please let me know.

Thanks,

HWASHIK JANG

Senior Planner | Mid-Ohio Regional Planning Commission

T: 614.233.4145 | hjang@morpc.org

111 Liberty Street, Suite 100 | Columbus, OH 43215



From: Ethan Billisits <ebillisits@advancedcivildesign.com>
Sent: Tuesday, September 20, 2022 5:25 PM
To: Hwashik Jang <hjang@morpc.org>
Cc: Mark Mann <MMann@advancedcivildesign.com>
Subject: E. Main St Mix-Use Development

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello!

I'm reaching out to you for a **Traffic Growth Rate** for E. Main street near the Kroger located at 6580 E Main St, Reynoldsburg, OH 43068. We are doing a Traffic Impact Study to redevelop the area at the address of 6543 E Main St, Reynoldsburg, OH 43068.

Please find attached 2022 traffic data exhibit for the following area intersections:

- E. Main St & Main commerce Center Access
- E. Main St & Crown Sports Pub Access (To be redeveloped)
- E. Main St & Wright-Patt Credit Union/Kroger West Access

Traffic Count Data

Crown Sports Pub Access at Main St (US 40) - ATR

Tue Aug 30, 2022

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984169, Location: 39.954882, -82.823832



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2022-08-30 6:00AM	0	0	0	0	0
6:15AM	0	0	0	0	0
6:30AM	0	0	0	0	0
6:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
7:00AM	0	0	0	0	0
7:15AM	0	0	0	0	0
7:30AM	0	0	0	0	0
7:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
8:00AM	0	0	0	0	0
8:15AM	0	0	0	0	0
8:30AM	0	0	0	0	0
8:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
3:00PM	0	0	1	1	1
3:15PM	1	1	0	0	1
3:30PM	0	0	0	0	0
3:45PM	0	0	0	0	0
Hourly Total	1	1	1	1	2
4:00PM	0	0	0	0	0
4:15PM	0	0	0	0	0
4:30PM	0	0	0	0	0
4:45PM	0	0	1	1	1
Hourly Total	0	0	1	1	1
5:00PM	0	0	0	0	0
5:15PM	0	0	0	0	0
5:30PM	0	0	0	0	0
5:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	1	1	2	2	3
% Approach	100%	-	100%	-	-
% Total	33.3%	33.3%	66.7%	66.7%	-
Lights and Motorcycles	1	1	2	2	3
% Lights and Motorcycles	100%	100%	100%	100%	100%
Heavy	0	0	0	0	0
% Heavy	0%	0%	0%	0%	0%

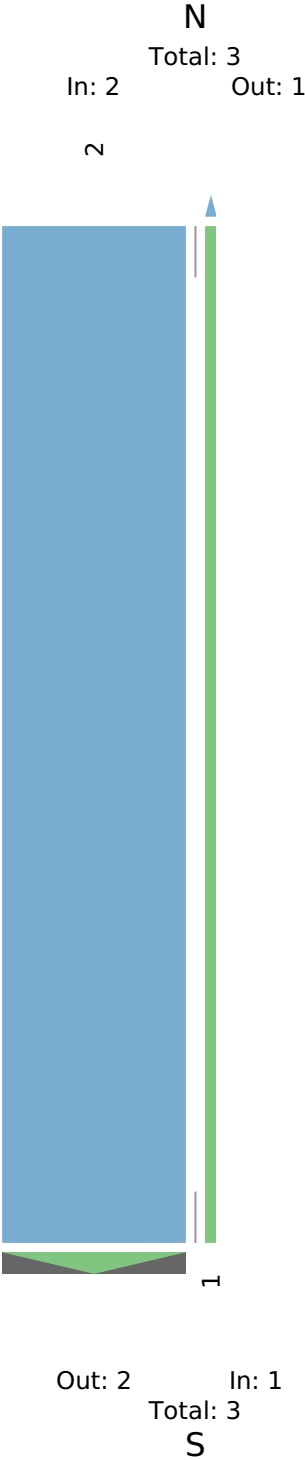
*T: Thru

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Crown Sports Pub Access at Main St (US 40) - ATR
Tue Aug 30, 2022
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy)
All Channels
ID: 984169, Location: 39.954882, -82.823832



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Crown Sports Pub Access at Main St (US 40) - ATR

Tue Aug 30, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984169, Location: 39.954882, -82.823832



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2022-08-30 3:00PM	0	0	1	1	1
3:15PM	1	1	0	0	1
3:30PM	0	0	0	0	0
3:45PM	0	0	0	0	0
Total	1	1	1	1	2
% Approach	100%	-	100%	-	-
% Total	50.0%	50.0%	50.0%	50.0%	-
PHF	0.250	0.250	0.250	0.250	0.500
Lights and Motorcycles	1	1	1	1	2
% Lights and Motorcycles	100%	100%	100%	100%	100%
Heavy	0	0	0	0	0
% Heavy	0%	0%	0%	0%	0%

*T: Thru

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Crown Sports Pub Access at Main St (US 40) - ATR

Tue Aug 30, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984169, Location: 39.954882, -82.823832



C.2.k

Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

N
Total: 2
In: 1 Out: 1

1



Out: 1 In: 1
Total: 2
S

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984176, Location: 39.954886, -82.824233



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2022-08-30 6:00AM	0	0	1	1	1
6:15AM	1	1	1	1	2
6:30AM	0	0	2	2	2
6:45AM	0	0	6	6	6
Hourly Total	1	1	10	10	11
7:00AM	1	1	3	3	4
7:15AM	3	3	2	2	5
7:30AM	1	1	9	9	10
7:45AM	4	4	7	7	11
Hourly Total	9	9	21	21	30
8:00AM	3	3	11	11	14
8:15AM	5	5	4	4	9
8:30AM	5	5	13	13	18
8:45AM	4	4	15	15	19
Hourly Total	17	17	43	43	60
3:00PM	31	31	8	8	39
3:15PM	31	31	17	17	48
3:30PM	29	29	14	14	43
3:45PM	31	31	9	9	40
Hourly Total	122	122	48	48	170
4:00PM	24	24	14	14	38
4:15PM	29	29	15	15	44
4:30PM	20	20	9	9	29
4:45PM	20	20	7	7	27
Hourly Total	93	93	45	45	138
5:00PM	14	14	8	8	22
5:15PM	4	4	7	7	11
5:30PM	8	8	5	5	13
5:45PM	9	9	2	2	11
Hourly Total	35	35	22	22	57
Total	277	277	189	189	466
% Approach	100%	-	100%	-	-
% Total	59.4%	59.4%	40.6%	40.6%	-
Lights and Motorcycles	275	275	185	185	460
% Lights and Motorcycles	99.3%	99.3%	97.9%	97.9%	98.7%
Heavy	2	2	4	4	6
% Heavy	0.7%	0.7%	2.1%	2.1%	1.3%

*T: Thru

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984176, Location: 39.954886, -82.824233



C.2.k

Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

AM Peak (8 AM - 9 AM)

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984176, Location: 39.954886, -82.824233



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2022-08-30 8:00AM	3	3	11	11	14
8:15AM	5	5	4	4	9
8:30AM	5	5	13	13	18
8:45AM	4	4	15	15	19
Total	17	17	43	43	60
% Approach	100%	-	100%	-	-
% Total	28.3%	28.3%	71.7%	71.7%	-
PHF	0.850	0.850	0.717	0.717	0.789
Lights and Motorcycles	15	15	41	41	56
% Lights and Motorcycles	88.2%	88.2%	95.3%	95.3%	93.3%
Heavy	2	2	2	2	4
% Heavy	11.8%	11.8%	4.7%	4.7%	6.7%

*T: Thru

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

AM Peak (8 AM - 9 AM)

All Classes (Lights and Motorcycles, Heavy)

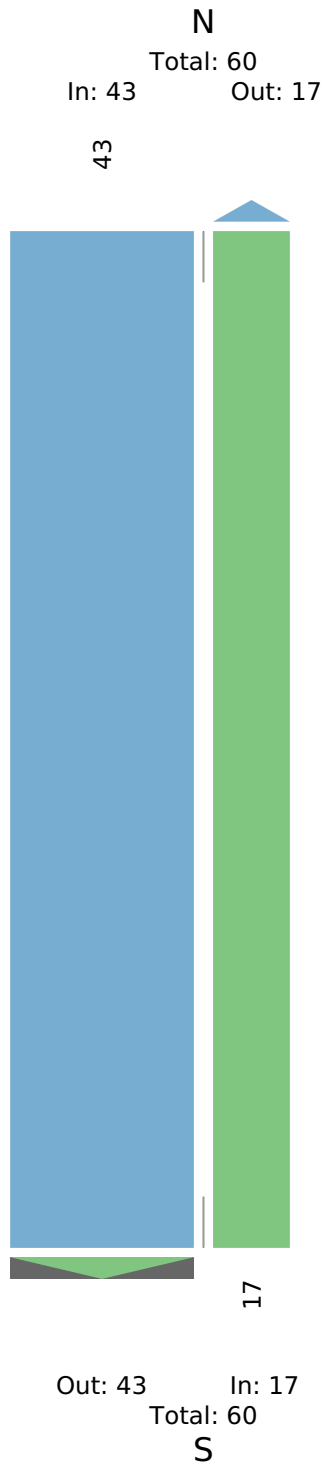
All Channels

ID: 984176, Location: 39.954886, -82.824233



C.2.k

Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Channels

ID: 984176, Location: 39.954886, -82.824233



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2022-08-30 3:00PM	31	31	8	8	39
3:15PM	31	31	17	17	48
3:30PM	29	29	14	14	43
3:45PM	31	31	9	9	40
Total	122	122	48	48	170
% Approach	100%	-	100%	-	-
% Total	71.8%	71.8%	28.2%	28.2%	-
PHF	0.984	0.984	0.706	0.706	0.885
Lights and Motorcycles	122	122	47	47	169
% Lights and Motorcycles	100%	100%	97.9%	97.9%	99.4%
Heavy	0	0	1	1	1
% Heavy	0%	0%	2.1%	2.1%	0.6%

*T: Thru

Main Commerce Center Access at Main St (US 4... - ATR

Tue Aug 30, 2022

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

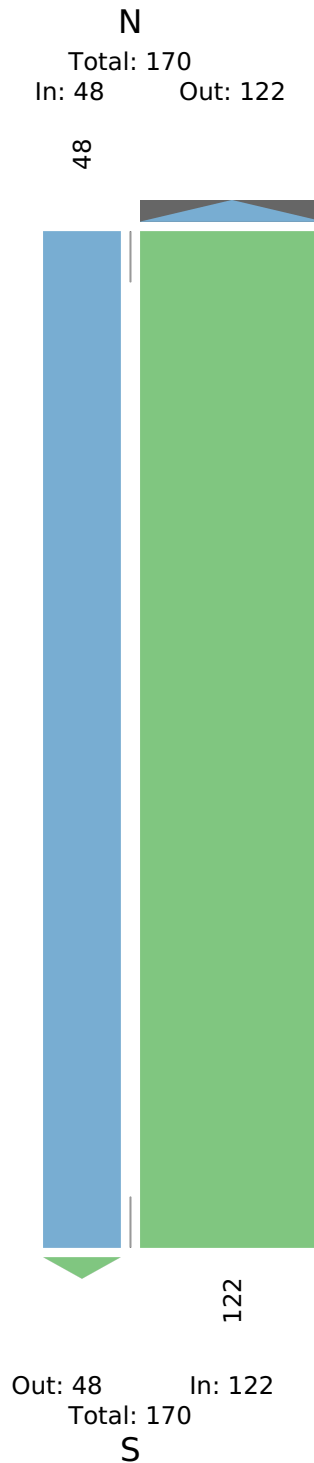
All Channels

ID: 984176, Location: 39.954886, -82.824233



C.2.k

Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main St (US 40) & New Kroger Drive - TMC

Tue Aug 30, 2022

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 984156, Location: 39.954922, -82.823178



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main Street (US 40) Eastbound						Main Street (US 40) Westbound						Wright-Patt Credit Union Northbound						Kroger West Access Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2022-08-30 6:00AM	5	49	0	0	54	0	0	123	1	0	124	0	0	0	0	0	0	0	0	0	0	3	0	3	0	181
6:15AM	6	70	0	0	76	0	0	130	0	0	130	0	0	0	0	0	0	1	0	0	0	5	0	5	0	211
6:30AM	12	114	0	0	126	0	0	204	0	0	204	0	0	0	0	0	0	1	0	0	0	1	0	1	0	331
6:45AM	3	125	0	0	128	0	0	207	1	0	208	1	0	0	0	0	0	0	0	0	0	5	0	5	0	341
Hourly Total	26	358	0	0	384	0	0	664	2	0	666	1	0	0	0	0	0	2	0	0	0	14	0	14	0	1064
7:00AM	6	117	0	0	123	0	0	196	0	0	196	0	0	0	1	0	1	0	0	0	0	8	0	8	0	328
7:15AM	11	141	1	0	153	0	1	254	0	0	255	0	0	0	1	0	1	0	0	2	0	4	0	6	0	415
7:30AM	5	130	1	0	136	0	1	274	0	0	275	0	2	0	1	0	3	0	0	0	0	9	0	9	0	423
7:45AM	11	169	2	0	182	1	1	358	1	0	360	1	0	0	0	0	0	0	0	0	12	0	12	1	554	
Hourly Total	33	557	4	0	594	1	3	1082	1	0	1086	1	2	0	3	0	5	0	0	2	0	33	0	35	1	1720
8:00AM	11	137	1	0	149	0	0	320	0	0	320	0	1	0	1	0	2	0	0	3	1	11	0	15	0	486
8:15AM	14	158	3	0	175	0	2	250	1	0	253	0	1	0	1	0	2	0	0	3	1	9	0	13	2	443
8:30AM	14	151	2	0	167	0	0	276	0	0	276	0	0	1	1	0	2	0	0	4	0	13	0	17	0	462
8:45AM	19	149	3	0	171	0	3	301	0	0	304	0	0	0	2	0	2	0	0	2	0	13	0	15	0	492
Hourly Total	58	595	9	0	662	0	5	1147	1	0	1153	0	2	1	5	0	8	0	0	12	2	46	0	60	2	1883
3:00PM	46	232	8	0	286	1	2	209	1	0	212	1	9	1	3	0	13	1	0	6	0	27	0	33	2	544
3:15PM	45	270	2	0	317	0	3	228	1	0	232	2	6	2	4	0	12	0	0	7	0	37	0	44	0	605
3:30PM	35	255	2	0	292	0	0	219	4	0	223	0	4	0	4	0	8	0	0	9	1	31	0	41	0	564
3:45PM	33	267	2	0	302	0	5	245	3	0	253	3	2	0	1	0	3	5	0	10	1	28	0	39	0	597
Hourly Total	159	1024	14	0	1197	1	10	901	9	0	920	6	21	3	12	0	36	6	0	32	2	123	0	157	2	2310
4:00PM	36	267	4	0	307	0	4	243	3	0	250	0	5	0	2	0	7	2	0	9	0	38	0	47	0	611
4:15PM	46	273	4	0	323	0	2	214	6	0	222	1	9	0	4	0	13	1	0	9	1	31	0	41	0	599
4:30PM	38	280	1	0	319	0	3	211	7	0	221	0	4	0	3	0	7	0	0	11	0	35	0	46	0	593
4:45PM	40	288	5	0	333	0	1	208	1	0	210	2	7	0	2	0	9	2	0	16	0	44	0	60	0	612
Hourly Total	160	1108	14	0	1282	0	10	876	17	0	903	3	25	0	11	0	36	5	0	45	1	148	0	194	0	2415
5:00PM	36	270	1	0	307	0	3	260	1	0	264	2	2	1	5	0	8	2	0	9	0	18	0	27	0	606
5:15PM	44	291	7	0	342	0	1	235	3	0	239	0	3	2	4	0	9	1	0	18	0	30	0	48	1	638
5:30PM	41	290	1	0	332	1	0	194	2	0	196	1	9	1	2	0	12	0	0	10	0	36	0	46	0	586
5:45PM	65	243	5	0	313	0	0	216	1	0	217	0	3	0	2	0	5	0	0	10	0	31	0	41	0	576
Hourly Total	186	1094	14	0	1294	1	4	905	7	0	916	3	17	4	13	0	34	3	0	47	0	115	0	162	1	2406
Total	622	4736	55	0	5413	3	32	5575	37	0	5644	14	67	8	44	0	119	16	0	138	5	479	0	622	6	11798
% Approach	11.5%	87.5%	1.0%	0%	-	-	0.6%	98.8%	0.7%	0%	-	-	56.3%	6.7%	37.0%	0%	-	-	0	22.2%	0.8%	77.0%	0%	-	-	-
% Total	5.3%	40.1%	0.5%	0%	45.9%	-	0.3%	47.3%	0.3%	0%	47.8%	-	0.6%	0.1%	0.4%	0%	1.0%	-	0	1.2%	0%	4.1%	0%	5.3%	-	-
Lights and Motorcycles	611	4601	55	0	5267	-	31	5399	36	0	5466	-	66	8	44	0	118	-	0	137	5	475	0	617	-	11468
% Lights and Motorcycles	98.2%	97.1%	100%	0%	97.3%	-	96.9%	96.8%	97.3%	0%	96.8%	-	98.5%	100%	100%	0%	99.2%	-	0	99.3%	100%	99.2%	0%	99.2%	-	97.2%
Heavy	11	135	0	0	146	-	1	176	1	0	178	-	1	0	0	0	1	-	0	1	0	4	0	5	-	330
% Heavy	1.8%	2.9%	0%	0%	2.7%	-	3.1%	3.2%	2.7%	0%	3.2%	-	1.5%	0%	0%	0%	0.8%	-	0	0.7%	0%	0.8%	0%	0.8%	-	2.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	16	0	-	-	-	-	-	6	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	0	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main St (US 40) & New Kroger Drive - TMC
 Tue Aug 30, 2022
 Full Length (6 AM-9 AM, 3 PM-6 PM)
 All Classes (Lights and Motorcycles, Heavy, Pedestrians)
 All Movements
 ID: 984156, Location: 39.954922, -82.823178



Provided by: Smart Services, Inc.
 88 W. Church Street, Newark, OH, 43055, US

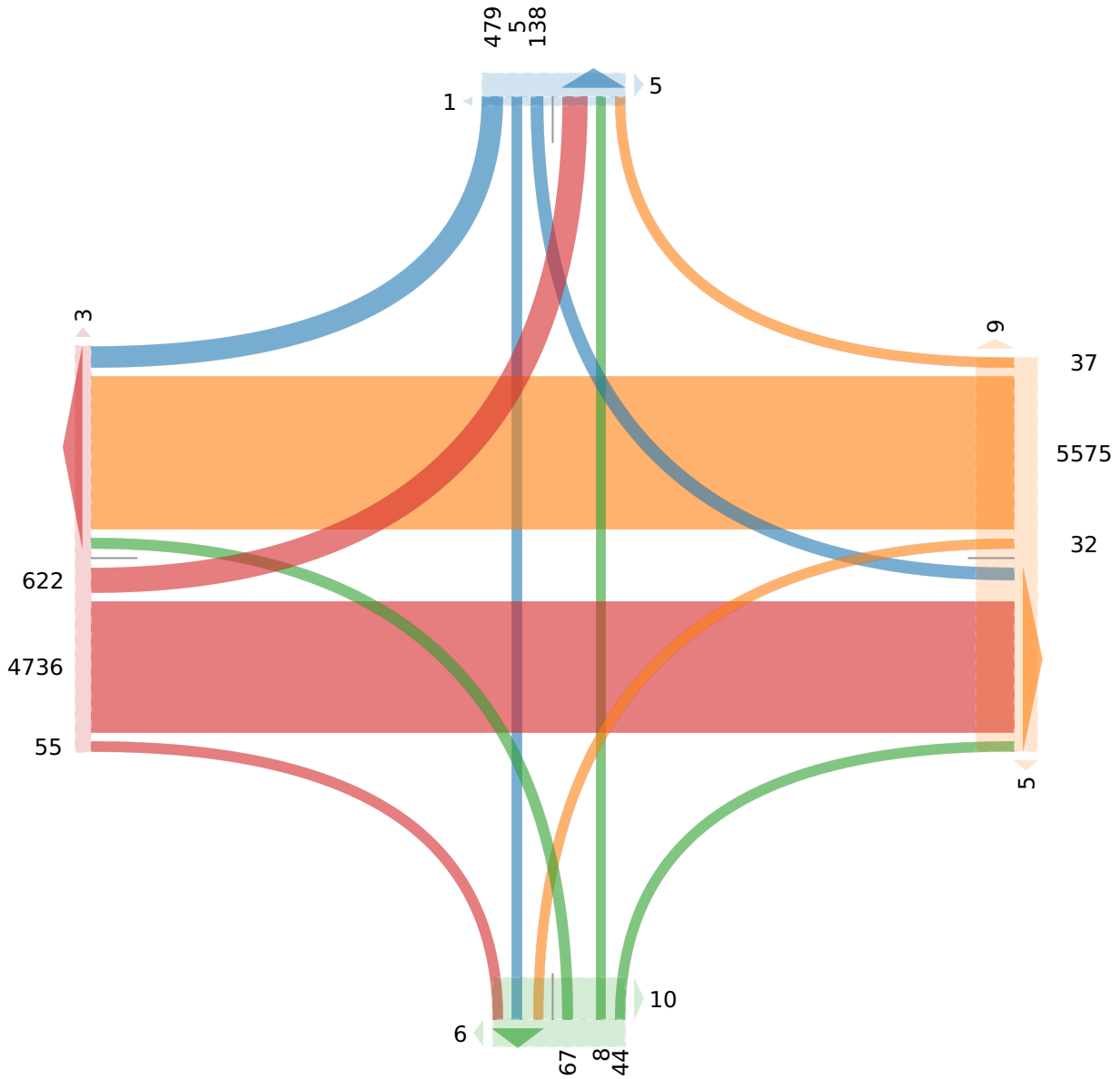
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[N] Kroger West Access

Total: 1289
 In: 622 Out: 667

[W] Main Street (US 40)

Total: 11534
 In: 5413 Out: 6121



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Main St (US 40) & New Kroger Drive - TMC

Tue Aug 30, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 984156, Location: 39.954922, -82.823178



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main Street (US 40) Eastbound						Main Street (US 40) Westbound						Wright-Patt Credit Union Northbound						Kroger West Access Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-08-30 7:45AM	11	169	2	0	182	1	1	358	1	0	360	1	0	0	0	0	0	0	0	0	12	0	12	1	554
8:00AM	11	137	1	0	149	0	0	320	0	0	320	0	1	0	1	0	2	0	3	1	11	0	15	0	486
8:15AM	14	158	3	0	175	0	2	250	1	0	253	0	1	0	1	0	2	0	3	1	9	0	13	2	443
8:30AM	14	151	2	0	167	0	0	276	0	0	276	0	0	1	1	0	2	0	4	0	13	0	17	0	462
Total	50	615	8	0	673	1	3	1204	2	0	1209	1	2	1	3	0	6	0	10	2	45	0	57	3	1945
% Approach	7.4%	91.4%	1.2%	0%	-	-	0.2%	99.6%	0.2%	0%	-	-	33.3%	16.7%	50.0%	0%	-	-	17.5%	3.5%	78.9%	0%	-	-	-
% Total	2.6%	31.6%	0.4%	0%	34.6%	-	0.2%	61.9%	0.1%	0%	62.2%	-	0.1%	0.1%	0.2%	0%	0.3%	-	0.5%	0.1%	2.3%	0%	2.9%	-	-
PHF	0.893	0.910	0.667	-	0.924	-	0.375	0.841	0.500	-	0.840	-	0.500	0.250	0.750	-	0.750	-	0.625	0.500	0.865	-	0.838	-	0.878
Lights and Motorcycles	50	582	8	0	640	-	3	1146	2	0	1151	-	2	1	3	0	6	-	9	2	45	0	56	-	1853
% Lights and Motorcycles	100%	94.6%	100%	0%	95.1%	-	100%	95.2%	100%	0%	95.2%	-	100%	100%	100%	0%	100%	-	90.0%	100%	100%	0%	98.2%	-	95.3%
Heavy	0	33	0	0	33	-	0	58	0	0	58	-	0	0	0	0	0	-	1	0	0	0	1	-	92
% Heavy	0%	5.4%	0%	0%	4.9%	-	0%	4.8%	0%	0%	4.8%	-	0%	0%	0%	0%	0%	-	10.0%	0%	0%	0%	1.8%	-	4.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St (US 40) & New Kroger Drive - TMC
 Tue Aug 30, 2022
 AM Peak (7:45 AM - 8:45 AM)
 All Classes (Lights and Motorcycles, Heavy, Pedestrians)
 All Movements
 ID: 984156, Location: 39.954922, -82.823178



C.2.k

Provided by: Smart Services, Inc.
 88 W. Church Street, Newark, OH, 43055, US

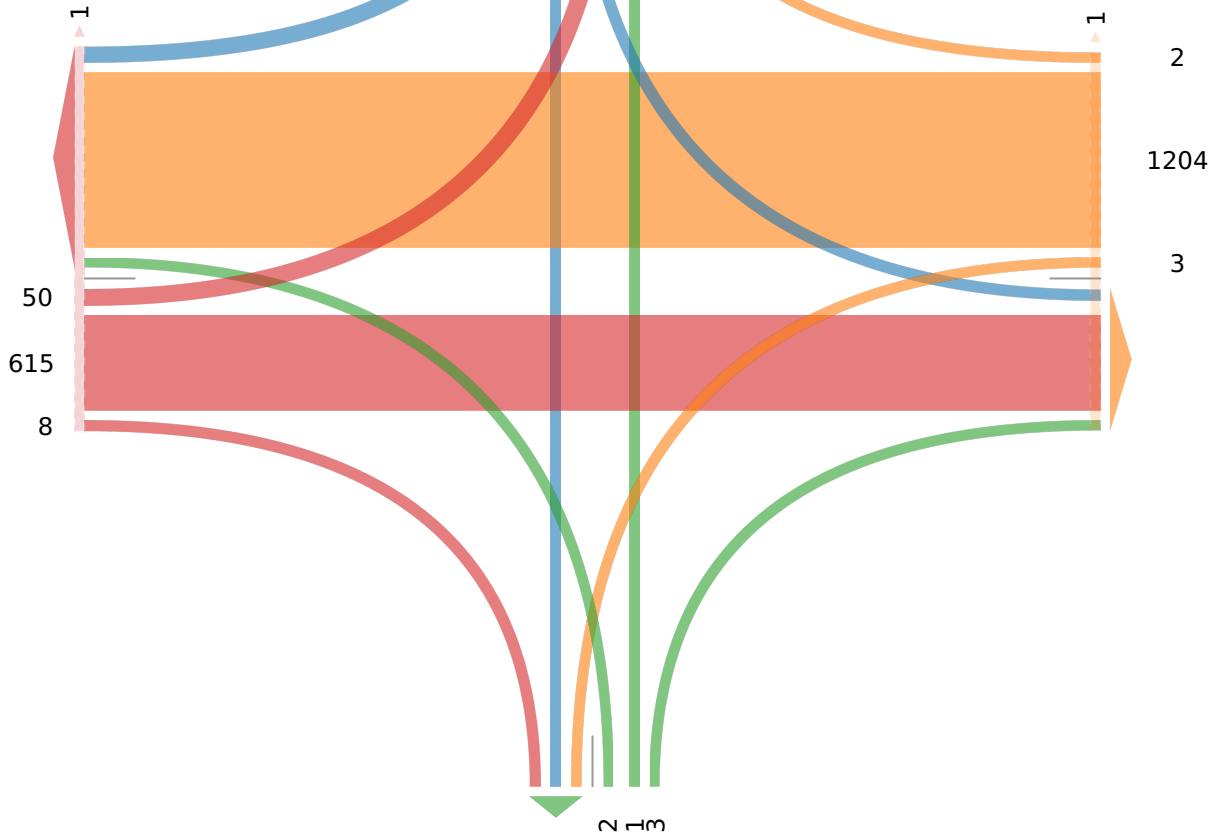
[N] Kroger West Access

Total: 110
 In: 57 Out: 53

45
 2
 10
 3

[W] Main Street (US 40)

Total: 1924
 In: 673 Out: 1251



Out: 628 In: 1209
 Total: 1837

[E] Main Street (US 40)

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Out: 13 In: 6
 Total: 19

[S] Wright-Patt Credit Union

Main St (US 40) & New Kroger Drive - TMC

Tue Aug 30, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 984156, Location: 39.954922, -82.823178



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main Street (US 40) Eastbound						Main Street (US 40) Westbound						Wright-Patt Credit Union Northbound						Kroger West Access Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-08-30 4:30PM	38	280	1	0	319	0	3	211	7	0	221	0	4	0	3	0	7	0	11	0	35	0	46	0	593
4:45PM	40	288	5	0	333	0	1	208	1	0	210	2	7	0	2	0	9	2	16	0	44	0	60	0	612
5:00PM	36	270	1	0	307	0	3	260	1	0	264	2	2	1	5	0	8	2	9	0	18	0	27	0	606
5:15PM	44	291	7	0	342	0	1	235	3	0	239	0	3	2	4	0	9	1	18	0	30	0	48	1	638
Total	158	1129	14	0	1301	0	8	914	12	0	934	4	16	3	14	0	33	5	54	0	127	0	181	1	2449
% Approach	12.1%	86.8%	1.1%	0%	-	-	0.9%	97.9%	1.3%	0%	-	-	48.5%	9.1%	42.4%	0%	-	-	29.8%	0%	70.2%	0%	-	-	-
% Total	6.5%	46.1%	0.6%	0%	53.1%	-	0.3%	37.3%	0.5%	0%	38.1%	-	0.7%	0.1%	0.6%	0%	1.3%	-	2.2%	0%	5.2%	0%	7.4%	-	-
PHF	0.898	0.970	0.500	-	0.951	-	0.667	0.879	0.429	-	0.884	-	0.571	0.375	0.700	-	0.917	-	0.750	-	0.722	-	0.754	-	0.960
Lights and Motorcycles	156	1118	14	0	1288	-	8	903	12	0	923	-	15	3	14	0	32	-	54	0	127	0	181	-	2424
% Lights and Motorcycles	98.7%	99.0%	100%	0%	99.0%	-	100%	98.8%	100%	0%	98.8%	-	93.8%	100%	100%	0%	97.0%	-	100%	0%	100%	0%	100%	-	99.0%
Heavy	2	11	0	0	13	-	0	11	0	0	11	-	1	0	0	0	1	-	0	0	0	0	0	-	25
% Heavy	1.3%	1.0%	0%	0%	1.0%	-	0%	1.2%	0%	0%	1.2%	-	6.3%	0%	0%	0%	3.0%	-	0%	0%	0%	0%	0%	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St (US 40) & New Kroger Drive - TMC
 Tue Aug 30, 2022
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
 All Classes (Lights and Motorcycles, Heavy, Pedestrians)
 All Movements
 ID: 984156, Location: 39.954922, -82.823178



C.2.k

Provided by: Smart Services, Inc.
 88 W. Church Street, Newark, OH, 43055, US

[N] Kroger West Access

Total: 354
 In: 181 Out: 173

127
54

1

[W] Main Street (US 40)

Total: 2358
 In: 1301 Out: 1057

158
1129
14

3

16

3

14

2

Out: 22 In: 33
 Total: 55

[S] Wright-Patt Credit Union

2

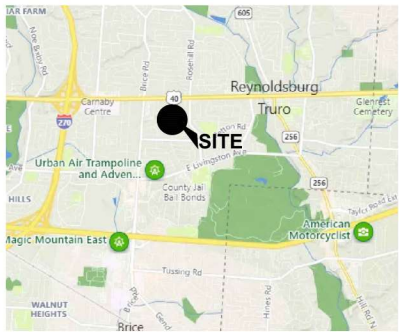
12
914
8

Out: 1197 In: 934
 Total: 2131

[E] Main Street (US 40)

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Site Plan



VICINITY MAP
SCALE: NTS

INDEX OF DRAWINGS	
Sheet Title	Sheet Number
Site and Utility Plan	1
Existing Conditions	2

SITE PLAN FOR EAST MAIN DEVELOPMENT 2022

LEGEND

- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SERVICE
- EXISTING SANITARY SEWER
- PROPOSED FIRE WATER SERVICE
- PROPOSED DOMESTIC WATER SERVICE
- EXISTING WATER MAIN
- EXISTING GAS MAIN
- EXISTING OVER HEAD ELECTRIC
- SURFACE PARKING COUNT

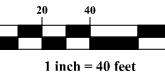
SITE STATISTICS:	
PARCELS	060-001114, 060-001115, 060-000311, 060-006546
SITE ACREAGE	7.9 ACRES
SITE ZONING	CC
BUILDINGS A-D	
OFFICE/FLEX SPACE GROSS AREA	19,600 SF (4,900 SF X4)
BUILDINGS E	
OFFICE GROSS AREA	9,800 SF
BUILDINGS F	
MERCANTILE GROSS AREA	11,504 SF
BUILDINGS G	
ASSEMBLY (RESTAURANT) GROSS AREA	7,500 SF
BUILDINGS H	
OFFICE GROSS AREA	10,114 SF
TOTAL PARKING REQUIRED	
OFFICE	161 SPACES (1 PER 250 SF)
MERCANTILE	58 SPACES (1 PER 200 SF)
RESTAURANT	38 SPACES (1 PER 200 SF)
TOTAL	257 SPACES (7 ADA)
10% REDUCTION (1105.01 F w/)	
TOTAL	246 SPACES (7 ADA) REQUIRED
TOTAL PARKING PROVIDED	
SURFACE SPACES	383 SPACES (12 ADA)

OWNER/DEVELOPER
ECO INVESTMENTS LLC
7833 MORSE ROAD
NEW ALBANY, OH 43054
JASON GUNSOOREK
JGUNSOREK@ECO-GV.COM

ENGINEER
ADVANCED CIVIL DESIGN LLC
781 SCIENCE BLVD, SUITE 100
GAHANNA, OH, 43230
614-428-4450

ARCHITECT
RED CONSULTING
33 N GRANT ST, SUITE 150
COLUMBUS, OHIO 43215

GRAPHIC SCALE



PLANS PREPARED BY:

781 Science Boulevard, Suite 100
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

82455

NUMBER

REGISTERED ENGINEER

Trip Generation Data

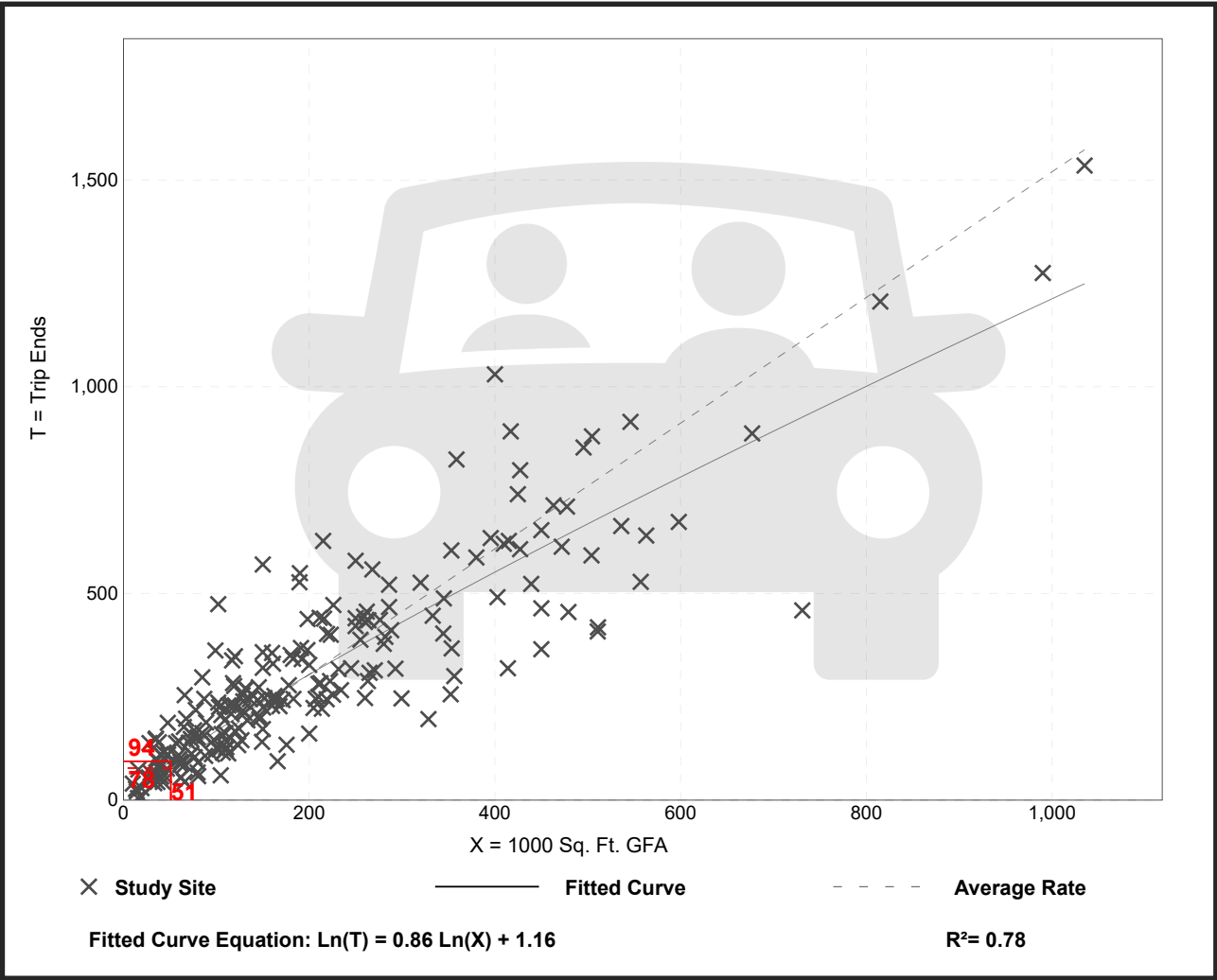
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

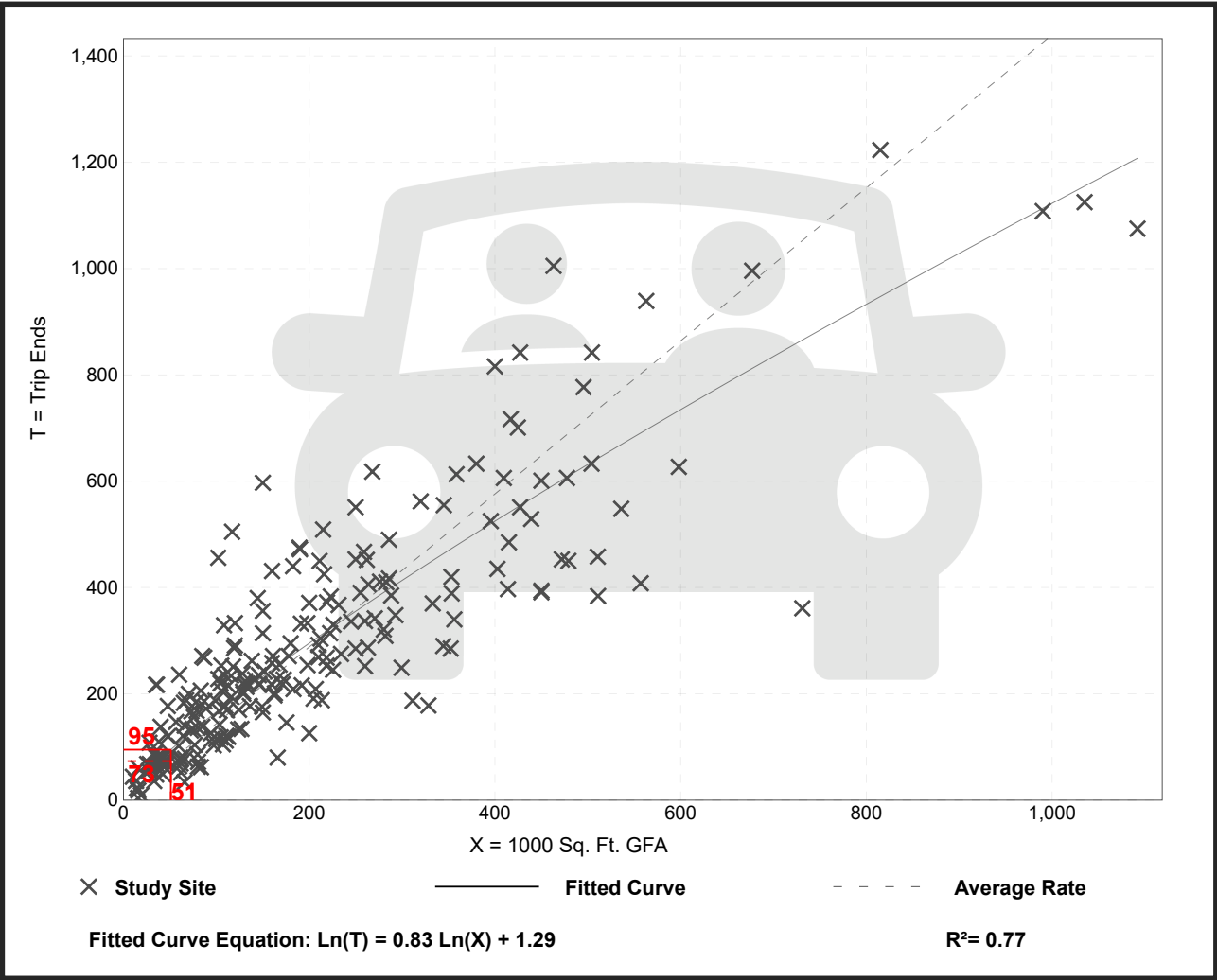
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

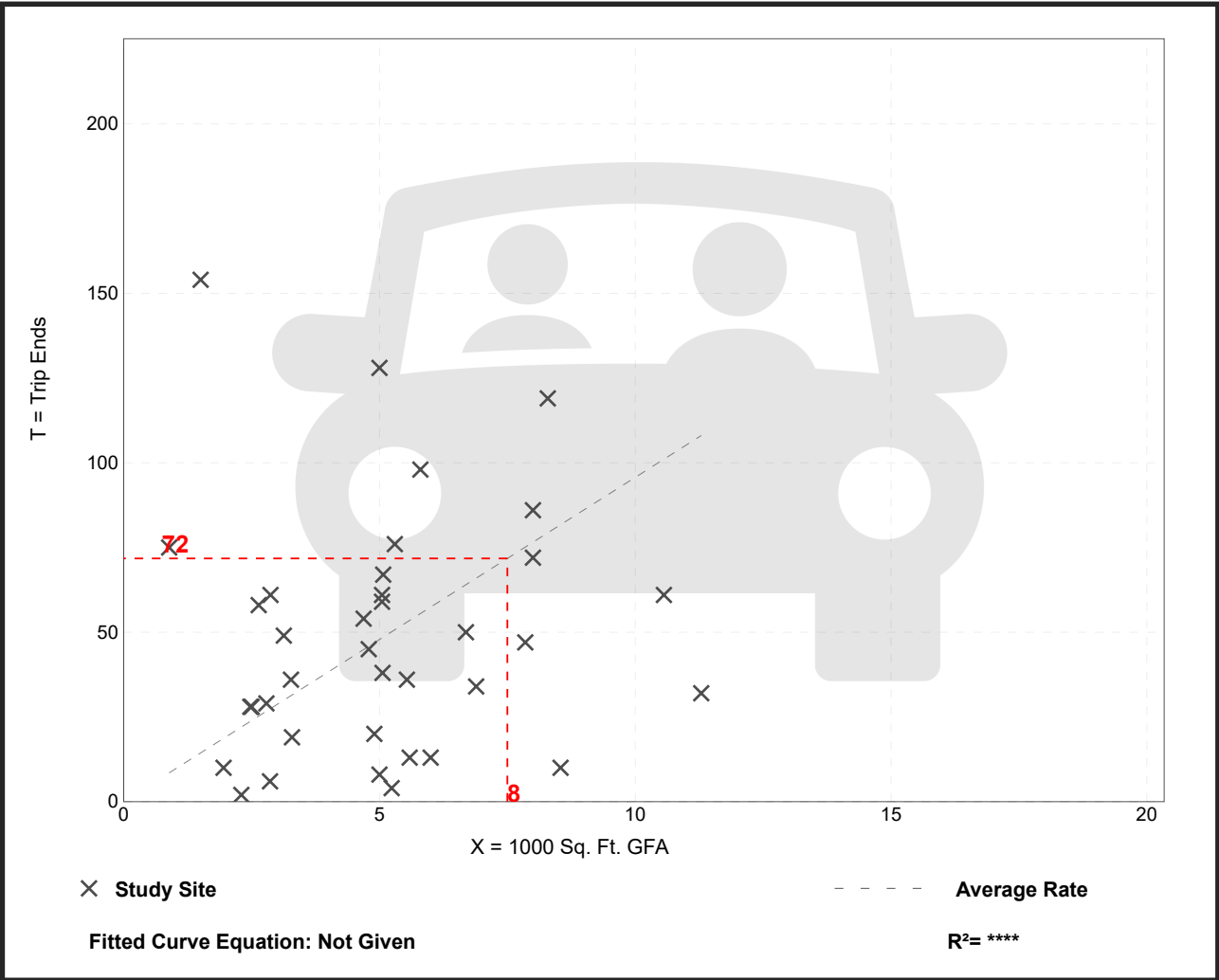
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

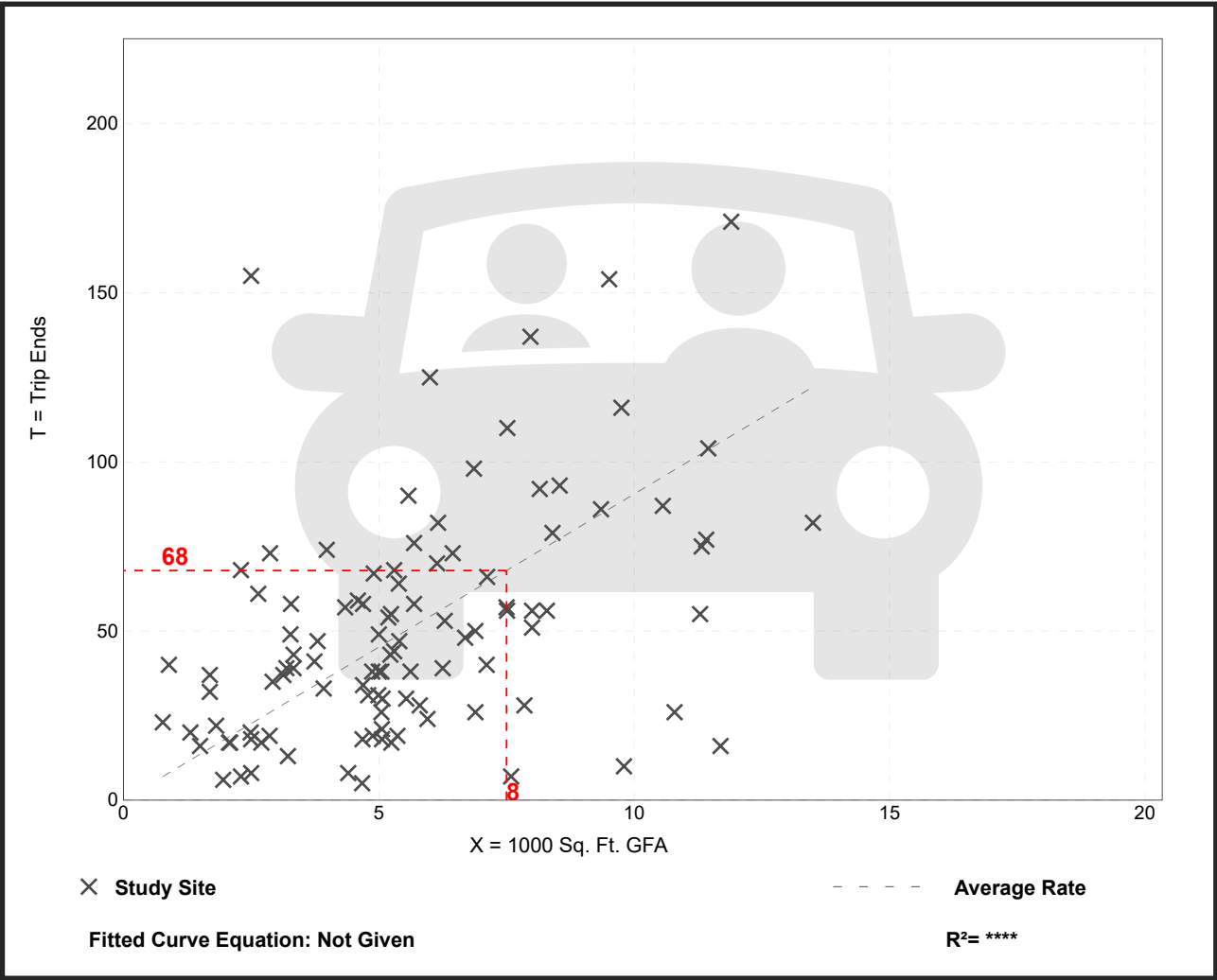
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Turn Lane Warrants and Calculations

Turn Lane Length Computation Worksheet (Based on ODOT's Location Design Manual)

Project Name: E. Main Street Development
Project Number: _____
Compiled By: EEB - Advanced Civil Design

Intersection: Site Access & E Main Street
Year: 2034
Condition: Build

General Information:

Approach	WB E Main St			
Movement	LT			
Peak Hour	AM			

Type of Traffic Control

Signalized	YES	YES	YES	YES
Unsignalized Stopped Crossroad	NO	NO	NO	NO
Unsignalized Through Road	NO	NO	NO	NO

Design Parameters

Design Speed	35			
Turn Volume (vph)	83			
Approach Volume (vph)	1361			
Turn Percentage	6%	#DIV/0!	#DIV/0!	#DIV/0!
High or Low	LOW	#DIV/0!	#DIV/0!	#DIV/0!
Applicable Design Condition (A, B or C)	A	A	A	A
Cycle Length (sec)	90			
Cycles/Hour	40	#DIV/0!	#DIV/0!	#DIV/0!
Average Number of Vehicles/Cycle	3	#DIV/0!	#DIV/0!	#DIV/0!
Storage Length (ft)	150	#DIV/0!	#DIV/0!	#DIV/0!

Design Method

Condition A (Storage Only)	Taper	50	50	50	50
	Storage	150	#DIV/0!	#DIV/0!	#DIV/0!
	Total	200	#DIV/0!	#DIV/0!	#DIV/0!
Condition B (High Speed Decel Only)	Taper	-	-	-	-
	Decel Length	-	-	-	-
	Total	-	-	-	-
Condition C (Moderate Speed Deceleration & Storage)	Taper	-	-	-	-
	Decel Length	-	-	-	-
	Storage	-	-	-	-
	Total	-	-	-	-

Required Storage and/or Decel Length (ft/lane) =	150	#DIV/0!	#DIV/0!	#DIV/0!
Required Turn Lane Length, including 50' taper (ft/lane) =	200	#DIV/0!	#DIV/0!	#DIV/0!

Note: EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound

Source: January 2006 ODOT L&D Manual-Volume I: 401 - 9E, 401 -10E

Synchro Intersection Analysis

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2024 No Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	621	8	3	1216	2	2	1	3	10	2	45
Future Volume (veh/h)	51	621	8	3	1216	2	2	1	3	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	675	9	3	1322	2	2	1	3	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1675	22	343	1599	2	226	124	297	620	24	584
Arrive On Green	0.03	0.47	0.47	0.00	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3591	48	1781	3641	6	453	326	779	1412	63	1532
Grp Volume(v), veh/h	55	334	350	3	645	679	6	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1869	1557	0	0	1412	0	1595
Q Serve(g_s), s	1.5	11.1	11.1	0.1	28.8	28.8	0.0	0.0	0.0	0.2	0.0	1.8
Cycle Q Clear(g_c), s	1.5	11.1	11.1	0.1	28.8	28.8	0.2	0.0	0.0	0.4	0.0	1.8
Prop In Lane	1.00		0.03	1.00		0.00	0.33		0.50	1.00		0.96
Lane Grp Cap(c), veh/h	182	829	869	343	780	821	647	0	0	620	0	608
V/C Ratio(X)	0.30	0.40	0.40	0.01	0.83	0.83	0.01	0.00	0.00	0.02	0.00	0.08
Avail Cap(c_a), veh/h	238	1036	1086	389	977	1028	647	0	0	620	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	15.8	15.8	14.5	22.2	22.2	17.3	0.0	0.0	17.3	0.0	17.8
Incr Delay (d2), s/veh	0.9	0.3	0.3	0.0	4.8	4.6	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	4.5	0.0	12.1	12.7	0.1	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	16.1	16.1	14.5	27.1	26.8	17.3	0.0	0.0	17.4	0.0	18.1
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h	739		1327				6		62			
Approach Delay, s/veh	16.3		26.9				17.3		17.9			
Approach LOS	B		C				B		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	38.8		4.7		46.5		38.8		7.1		44.0	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	21.5		2.5		52.5		21.5		5.5		49.5	
Max Q Clear Time (g_c+l1), s	2.2		2.1		13.1		3.8		3.5		30.8	
Green Ext Time (p_c), s	0.0		0.0		4.5		0.2		0.0		8.8	
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS

2024 No Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1140	14	8	923	12	16	3	14	54	0	127
Future Volume (veh/h)	160	1140	14	8	923	12	16	3	14	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1239	15	9	1003	13	17	3	15	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1524	18	144	1244	16	311	68	240	672	0	666
Arrive On Green	0.08	0.42	0.42	0.01	0.35	0.35	0.42	0.42	0.42	0.42	0.00	0.42
Sat Flow, veh/h	1781	3596	44	1781	3592	47	599	161	570	1395	0	1585
Grp Volume(v), veh/h	174	612	642	9	496	520	35	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	1781	1777	1862	1330	0	0	1395	0	1585
Q Serve(g_s), s	5.3	27.2	27.3	0.3	22.8	22.8	0.1	0.0	0.0	0.0	0.0	5.0
Cycle Q Clear(g_c), s	5.3	27.2	27.3	0.3	22.8	22.8	5.0	0.0	0.0	2.1	0.0	5.0
Prop In Lane	1.00		0.02	1.00		0.03	0.49		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	280	753	790	144	615	645	619	0	0	672	0	666
V/C Ratio(X)	0.62	0.81	0.81	0.06	0.81	0.81	0.06	0.00	0.00	0.09	0.00	0.21
Avail Cap(c_a), veh/h	419	1017	1066	183	780	817	619	0	0	672	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	22.8	22.8	21.3	26.7	26.7	15.5	0.0	0.0	15.7	0.0	16.6
Incr Delay (d2), s/veh	2.3	3.7	3.6	0.2	4.9	4.7	0.2	0.0	0.0	0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.3	11.9	0.1	10.0	10.4	0.5	0.0	0.0	0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	26.5	26.4	21.5	31.6	31.4	15.6	0.0	0.0	16.0	0.0	17.3
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	B
Approach Vol, veh/h	1428			1025			35			197		
Approach Delay, s/veh	25.9			31.4			15.6			16.9		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	42.3		5.0	42.7		42.3		12.0	35.7			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s	22.5		2.5	51.5		22.5		14.5	39.5			
Max Q Clear Time (g_c+l1), s	7.0		2.3	29.3		7.0		7.3	24.8			
Green Ext Time (p_c), s	0.1		0.0	8.9		0.9		0.2	5.6			
Intersection Summary												
HCM 6th Ctrl Delay	27.2											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2034 No Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	652	8	3	1276	2	2	1	3	10	2	45
Future Volume (veh/h)	53	652	8	3	1276	2	2	1	3	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	709	9	3	1387	2	2	1	3	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1748	22	348	1668	2	216	119	282	591	23	554
Arrive On Green	0.03	0.49	0.49	0.00	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3593	46	1781	3641	5	449	330	779	1412	63	1532
Grp Volume(v), veh/h	58	351	367	3	677	712	6	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1869	1559	0	0	1412	0	1595
Q Serve(g_s), s	1.5	11.4	11.4	0.1	30.0	30.0	0.0	0.0	0.0	0.2	0.0	1.9
Cycle Q Clear(g_c), s	1.5	11.4	11.4	0.1	30.0	30.0	0.2	0.0	0.0	0.4	0.0	1.9
Prop In Lane	1.00		0.02	1.00		0.00	0.33		0.50	1.00		0.96
Lane Grp Cap(c), veh/h	183	864	906	348	814	857	617	0	0	591	0	576
V/C Ratio(X)	0.32	0.41	0.41	0.01	0.83	0.83	0.01	0.00	0.00	0.02	0.00	0.09
Avail Cap(c_a), veh/h	237	1056	1107	394	997	1049	617	0	0	591	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	14.8	14.8	13.6	21.3	21.3	18.4	0.0	0.0	18.5	0.0	19.0
Incr Delay (d2), s/veh	1.0	0.3	0.3	0.0	5.1	4.8	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	4.5	0.0	12.6	13.2	0.1	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	15.1	15.1	13.6	26.4	26.2	18.4	0.0	0.0	18.5	0.0	19.3
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h	776			1392			6			62		
Approach Delay, s/veh	15.4			26.3			18.4			19.1		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	2			3			4			6		
Phs Duration (G+Y+Rc), s	37.0			4.7			48.3			37.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	20.5			2.5			53.5			20.5		
Max Q Clear Time (g_c+l1), s	2.2			2.1			13.4			3.9		
Green Ext Time (p_c), s	0.0			0.0			4.8			0.2		
Intersection Summary												
HCM 6th Ctrl Delay	22.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2034 No Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1197	15	8	969	13	16	3	14	54	0	127
Future Volume (veh/h)	167	1197	15	8	969	13	16	3	14	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	1301	16	9	1053	14	17	3	15	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	1593	20	143	1309	17	297	65	227	644	0	636
Arrive On Green	0.08	0.44	0.44	0.01	0.36	0.36	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1781	3595	44	1781	3591	48	591	163	565	1395	0	1585
Grp Volume(v), veh/h	182	643	674	9	521	546	35	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1862	1319	0	0	1395	0	1585
Q Serve(g_s), s	5.4	28.4	28.4	0.3	23.7	23.7	0.1	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.4	28.4	28.4	0.3	23.7	23.7	5.2	0.0	0.0	2.3	0.0	5.1
Prop In Lane	1.00		0.02	1.00		0.03	0.49		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	284	788	826	143	648	678	589	0	0	644	0	636
V/C Ratio(X)	0.64	0.82	0.82	0.06	0.80	0.80	0.06	0.00	0.00	0.09	0.00	0.22
Avail Cap(c_a), veh/h	420	1036	1086	183	800	838	589	0	0	644	0	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.9	21.9	20.5	25.7	25.7	16.5	0.0	0.0	16.8	0.0	17.7
Incr Delay (d2), s/veh	2.4	3.9	3.8	0.2	4.9	4.7	0.2	0.0	0.0	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.8	12.3	0.1	10.3	10.8	0.5	0.0	0.0	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	25.8	25.6	20.7	30.6	30.4	16.7	0.0	0.0	17.1	0.0	18.5
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	B
Approach Vol, veh/h	1499			1076			35			197		
Approach Delay, s/veh	25.2			30.5			16.7			18.1		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	40.6		5.0	44.4		40.6	12.1	37.3				
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5		2.5	52.5		21.5	14.5	40.5				
Max Q Clear Time (g_c+l1), s	7.2		2.3	30.4		7.1	7.4	25.7				
Green Ext Time (p_c), s	0.1		0.0	9.5		0.8	0.3	6.0				
Intersection Summary												
HCM 6th Ctrl Delay	26.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2024 Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	621	51	83	1216	2	17	1	31	10	2	45
Future Volume (veh/h)	51	621	51	83	1216	2	17	1	31	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	675	55	90	1322	2	18	1	34	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1410	115	362	1599	2	226	36	372	612	24	584
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3328	271	1781	3641	6	452	93	976	1373	63	1532
Grp Volume(v), veh/h	55	360	370	90	645	679	53	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1869	1522	0	0	1373	0	1595
Q Serve(g_s), s	1.6	13.2	13.2	2.5	28.8	28.8	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	1.6	13.2	13.2	2.5	28.8	28.8	1.8	0.0	0.0	0.3	0.0	1.8
Prop In Lane	1.00		0.15	1.00		0.00	0.34		0.64	1.00		0.96
Lane Grp Cap(c), veh/h	182	753	772	362	780	821	634	0	0	612	0	608
V/C Ratio(X)	0.30	0.48	0.48	0.25	0.83	0.83	0.08	0.00	0.00	0.02	0.00	0.08
Avail Cap(c_a), veh/h	238	977	1002	390	977	1028	634	0	0	612	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	18.7	18.8	14.5	22.2	22.2	17.8	0.0	0.0	17.3	0.0	17.8
Incr Delay (d2), s/veh	0.9	0.5	0.5	0.4	4.8	4.6	0.3	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.2	5.3	1.0	12.1	12.7	0.7	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	19.2	19.2	14.8	27.1	26.8	18.1	0.0	0.0	17.4	0.0	18.1
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		785			1414			53			62	
Approach Delay, s/veh		19.2			26.2			18.1			18.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.8	8.6	42.6		38.8	7.2	44.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	5.5	49.5		21.5	5.5	49.5				
Max Q Clear Time (g_c+I1), s		3.8	4.5	15.2		3.8	3.6	30.8				
Green Ext Time (p_c), s		0.2	0.0	4.9		0.2	0.0	8.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2024 Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1140	34	45	923	12	53	3	83	54	0	127
Future Volume (veh/h)	160	1140	34	45	923	12	53	3	83	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1239	37	49	1003	13	58	3	90	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1502	45	179	1341	17	243	34	327	578	0	628
Arrive On Green	0.08	0.43	0.43	0.03	0.37	0.37	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1781	3523	105	1781	3592	47	473	86	825	1303	0	1585
Grp Volume(v), veh/h	174	625	651	49	496	520	151	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1781	1777	1862	1384	0	0	1303	0	1585
Q Serve(g_s), s	5.1	28.0	28.0	1.5	21.9	21.9	2.8	0.0	0.0	0.0	0.0	5.2
Cycle Q Clear(g_c), s	5.1	28.0	28.0	1.5	21.9	21.9	8.0	0.0	0.0	3.1	0.0	5.2
Prop In Lane	1.00		0.06	1.00		0.03	0.38		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	296	757	789	179	663	695	603	0	0	578	0	628
V/C Ratio(X)	0.59	0.82	0.83	0.27	0.75	0.75	0.25	0.00	0.00	0.10	0.00	0.22
Avail Cap(c_a), veh/h	439	958	998	239	780	817	603	0	0	578	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	22.8	22.9	20.0	24.5	24.5	18.6	0.0	0.0	17.4	0.0	18.0
Incr Delay (d2), s/veh	1.9	4.8	4.6	0.8	3.4	3.2	1.0	0.0	0.0	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.8	12.3	0.6	9.3	9.7	2.3	0.0	0.0	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	27.6	27.5	20.8	27.9	27.7	19.6	0.0	0.0	17.7	0.0	18.8
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	B
Approach Vol, veh/h		1450			1065			151			197	
Approach Delay, s/veh		26.7			27.5			19.6			18.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.1	7.0	42.9		40.1	11.8	38.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		22.5	5.5	48.5		22.5	14.5	39.5				
Max Q Clear Time (g_c+I1), s		10.0	3.5	30.0		7.2	7.1	23.9				
Green Ext Time (p_c), s		0.7	0.0	8.3		0.9	0.3	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2034 Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	652	51	83	1276	2	17	1	31	10	2	45
Future Volume (veh/h)	53	652	51	83	1276	2	17	1	31	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	709	55	90	1387	2	18	1	34	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1485	115	366	1668	2	216	35	353	585	23	553
Arrive On Green	0.03	0.44	0.44	0.04	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3342	259	1781	3641	5	449	97	977	1373	63	1532
Grp Volume(v), veh/h	58	377	387	90	677	712	53	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1869	1523	0	0	1373	0	1595
Q Serve(g_s), s	1.6	13.5	13.5	2.4	30.0	30.0	0.0	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	1.6	13.5	13.5	2.4	30.0	30.0	1.9	0.0	0.0	0.4	0.0	1.9
Prop In Lane	1.00		0.14	1.00		0.00	0.34		0.64	1.00		0.96
Lane Grp Cap(c), veh/h	183	790	811	366	814	857	604	0	0	585	0	576
V/C Ratio(X)	0.32	0.48	0.48	0.25	0.83	0.83	0.09	0.00	0.00	0.02	0.00	0.09
Avail Cap(c_a), veh/h	237	997	1023	396	997	1049	604	0	0	585	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	17.6	17.6	13.5	21.3	21.3	19.0	0.0	0.0	18.5	0.0	19.0
Incr Delay (d2), s/veh	1.0	0.4	0.4	0.3	5.1	4.8	0.3	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.2	5.4	0.9	12.6	13.2	0.8	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	18.1	18.1	13.9	26.4	26.2	19.3	0.0	0.0	18.5	0.0	19.3
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h	822			1479				53			62	
Approach Delay, s/veh	18.2			25.5				19.3			19.1	
Approach LOS	B			C				B			B	
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	37.0		8.5	44.5		37.0		7.3	45.7			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	20.5		5.5	50.5		20.5		5.5	50.5			
Max Q Clear Time (g_c+l1), s	3.9		4.4	15.5		3.9		3.6	32.0			
Green Ext Time (p_c), s	0.2		0.0	5.2		0.2		0.0	9.2			
Intersection Summary												
HCM 6th Ctrl Delay	22.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

E. Main Street & Kroger/WP Credit Union Access

East Main Development TAS
2034 Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1197	35	45	969	13	53	3	83	54	0	127
Future Volume (veh/h)	167	1197	35	45	969	13	53	3	83	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	1301	38	49	1053	14	58	3	90	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1561	46	176	1394	19	233	33	311	554	0	602
Arrive On Green	0.08	0.44	0.44	0.03	0.39	0.39	0.38	0.38	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1781	3526	103	1781	3591	48	468	88	820	1303	0	1585
Grp Volume(v), veh/h	182	655	684	49	521	546	151	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1862	1376	0	0	1303	0	1585
Q Serve(g_s), s	5.2	29.3	29.4	1.5	22.8	22.8	3.0	0.0	0.0	0.0	0.0	5.3
Cycle Q Clear(g_c), s	5.2	29.3	29.4	1.5	22.8	22.8	8.3	0.0	0.0	3.3	0.0	5.3
Prop In Lane	1.00		0.06	1.00		0.03	0.38		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	297	787	820	176	690	723	578	0	0	554	0	602
V/C Ratio(X)	0.61	0.83	0.83	0.28	0.76	0.76	0.26	0.00	0.00	0.11	0.00	0.23
Avail Cap(c_a), veh/h	418	958	998	236	800	838	578	0	0	554	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	22.1	22.2	19.6	23.8	23.8	19.7	0.0	0.0	18.3	0.0	19.0
Incr Delay (d2), s/veh	2.1	5.4	5.2	0.8	3.5	3.4	1.1	0.0	0.0	0.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.4	12.9	0.6	9.7	10.1	2.4	0.0	0.0	0.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	27.5	27.4	20.4	27.4	27.2	20.8	0.0	0.0	18.7	0.0	19.8
LnGrp LOS	C	C	C	C	C	C	C	A	A	B	A	B
Approach Vol, veh/h	1521		1116				151		197			
Approach Delay, s/veh	26.6		27.0				20.8		19.5			
Approach LOS	C		C				C		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	38.7		7.0		44.3		38.7		11.9		39.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	22.5		5.5		48.5		22.5		13.5		40.5	
Max Q Clear Time (g_c+I1), s	10.3		3.5		31.4		7.3		7.2		24.8	
Green Ext Time (p_c), s	0.7		0.0		8.5		0.9		0.2		6.1	
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2024 No Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	621	8	3	1216	2	8	1	3	10	2	45
Future Volume (veh/h)	51	621	8	3	1216	2	8	1	3	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	675	9	3	1322	2	9	1	3	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1675	22	343	1599	2	426	53	123	626	24	584
Arrive On Green	0.03	0.47	0.47	0.00	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3591	48	1781	3641	6	938	140	324	1412	63	1532
Grp Volume(v), veh/h	55	334	350	3	645	679	13	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1869	1402	0	0	1412	0	1595
Q Serve(g_s), s	1.5	11.1	11.1	0.1	28.8	28.8	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	1.5	11.1	11.1	0.1	28.8	28.8	1.8	0.0	0.0	0.3	0.0	1.8
Prop In Lane	1.00		0.03	1.00		0.00	0.69		0.23	1.00		0.96
Lane Grp Cap(c), veh/h	182	829	869	343	780	821	602	0	0	626	0	608
V/C Ratio(X)	0.30	0.40	0.40	0.01	0.83	0.83	0.02	0.00	0.00	0.02	0.00	0.08
Avail Cap(c_a), veh/h	238	1036	1086	389	977	1028	602	0	0	626	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	15.8	15.8	14.5	22.2	22.2	17.4	0.0	0.0	17.3	0.0	17.8
Incr Delay (d2), s/veh	0.9	0.3	0.3	0.0	4.8	4.6	0.1	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	4.5	0.0	12.1	12.7	0.2	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	16.1	16.1	14.5	27.1	26.8	17.4	0.0	0.0	17.4	0.0	18.1
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		739			1327			13			62	
Approach Delay, s/veh		16.3			26.9			17.4			17.9	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.8	4.7	46.5		38.8	7.1	44.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	2.5	52.5		21.5	5.5	49.5				
Max Q Clear Time (g_c+I1), s		3.8	2.1	13.1		3.8	3.5	30.8				
Green Ext Time (p_c), s		0.0	0.0	4.5		0.2	0.0	8.8				
Intersection Summary												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2024 No Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1140	14	8	923	12	59	3	14	54	0	127
Future Volume (veh/h)	160	1140	14	8	923	12	59	3	14	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1239	15	9	1003	13	64	3	15	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1524	18	144	1244	16	447	27	90	677	0	666
Arrive On Green	0.08	0.42	0.42	0.01	0.35	0.35	0.42	0.42	0.42	0.42	0.00	0.42
Sat Flow, veh/h	1781	3596	44	1781	3592	47	893	64	214	1395	0	1585
Grp Volume(v), veh/h	174	612	642	9	496	520	82	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	1781	1777	1862	1171	0	0	1395	0	1585
Q Serve(g_s), s	5.3	27.2	27.3	0.3	22.8	22.8	3.0	0.0	0.0	0.0	0.0	5.0
Cycle Q Clear(g_c), s	5.3	27.2	27.3	0.3	22.8	22.8	7.9	0.0	0.0	2.1	0.0	5.0
Prop In Lane	1.00		0.02	1.00		0.03	0.78		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	280	753	790	144	615	645	564	0	0	677	0	666
V/C Ratio(X)	0.62	0.81	0.81	0.06	0.81	0.81	0.15	0.00	0.00	0.09	0.00	0.21
Avail Cap(c_a), veh/h	419	1017	1066	183	780	817	564	0	0	677	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	22.8	22.8	21.3	26.7	26.7	18.2	0.0	0.0	15.7	0.0	16.6
Incr Delay (d2), s/veh	2.3	3.7	3.6	0.2	4.9	4.7	0.5	0.0	0.0	0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.3	11.9	0.1	10.0	10.4	1.2	0.0	0.0	0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	26.5	26.4	21.5	31.6	31.4	18.8	0.0	0.0	16.0	0.0	17.3
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	B
Approach Vol, veh/h		1428			1025			82			197	
Approach Delay, s/veh		25.9			31.4			18.8			16.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.3	5.0	42.7		42.3	12.0	35.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		22.5	2.5	51.5		22.5	14.5	39.5				
Max Q Clear Time (g_c+I1), s		9.9	2.3	29.3		7.0	7.3	24.8				
Green Ext Time (p_c), s		0.3	0.0	8.9		0.9	0.2	5.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2034 No Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	652	8	3	1276	2	8	1	3	10	2	45
Future Volume (veh/h)	53	652	8	3	1276	2	8	1	3	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	709	9	3	1387	2	9	1	3	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1748	22	348	1668	2	405	51	117	598	23	554
Arrive On Green	0.03	0.49	0.49	0.00	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3593	46	1781	3641	5	934	142	323	1412	63	1532
Grp Volume(v), veh/h	58	351	367	3	677	712	13	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1869	1398	0	0	1412	0	1595
Q Serve(g_s), s	1.5	11.4	11.4	0.1	30.0	30.0	0.0	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	1.5	11.4	11.4	0.1	30.0	30.0	1.9	0.0	0.0	0.4	0.0	1.9
Prop In Lane	1.00		0.02	1.00		0.00	0.69		0.23	1.00		0.96
Lane Grp Cap(c), veh/h	183	864	906	348	814	857	573	0	0	598	0	576
V/C Ratio(X)	0.32	0.41	0.41	0.01	0.83	0.83	0.02	0.00	0.00	0.02	0.00	0.09
Avail Cap(c_a), veh/h	237	1056	1107	394	997	1049	573	0	0	598	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	14.8	14.8	13.6	21.3	21.3	18.5	0.0	0.0	18.5	0.0	19.0
Incr Delay (d2), s/veh	1.0	0.3	0.3	0.0	5.1	4.8	0.1	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	4.5	0.0	12.6	13.2	0.2	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	15.1	15.1	13.6	26.4	26.2	18.6	0.0	0.0	18.5	0.0	19.3
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		776			1392			13			62	
Approach Delay, s/veh		15.4			26.3			18.6			19.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	4.7	48.3		37.0	7.2	45.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	2.5	53.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+I1), s		3.9	2.1	13.4		3.9	3.5	32.0				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.2	0.0	9.2				
Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2034 No Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1197	15	8	969	13	59	3	14	54	0	127
Future Volume (veh/h)	167	1197	15	8	969	13	59	3	14	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	1301	16	9	1053	14	64	3	15	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	1593	20	143	1309	17	425	26	85	650	0	636
Arrive On Green	0.08	0.44	0.44	0.01	0.36	0.36	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1781	3595	44	1781	3591	48	882	64	212	1395	0	1585
Grp Volume(v), veh/h	182	643	674	9	521	546	82	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1862	1158	0	0	1395	0	1585
Q Serve(g_s), s	5.4	28.4	28.4	0.3	23.7	23.7	3.1	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.4	28.4	28.4	0.3	23.7	23.7	8.2	0.0	0.0	2.2	0.0	5.1
Prop In Lane	1.00		0.02	1.00		0.03	0.78		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	284	788	826	143	648	678	536	0	0	650	0	636
V/C Ratio(X)	0.64	0.82	0.82	0.06	0.80	0.80	0.15	0.00	0.00	0.09	0.00	0.22
Avail Cap(c_a), veh/h	420	1036	1086	183	800	838	536	0	0	650	0	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.9	21.9	20.5	25.7	25.7	19.5	0.0	0.0	16.8	0.0	17.7
Incr Delay (d2), s/veh	2.4	3.9	3.8	0.2	4.9	4.7	0.6	0.0	0.0	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.8	12.3	0.1	10.3	10.8	1.3	0.0	0.0	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	25.8	25.6	20.7	30.6	30.4	20.1	0.0	0.0	17.1	0.0	18.5
LnGrp LOS	C	C	C	C	C	C	C	A	A	B	A	B
Approach Vol, veh/h	1499			1076			82			197		
Approach Delay, s/veh	25.2			30.5			20.1			18.0		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	40.6		5.0	44.4		40.6		12.1	37.3			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	21.5		2.5	52.5		21.5		14.5	40.5			
Max Q Clear Time (g_c+I1), s	10.2		2.3	30.4		7.1		7.4	25.7			
Green Ext Time (p_c), s	0.3		0.0	9.5		0.8		0.3	6.0			
Intersection Summary												
HCM 6th Ctrl Delay	26.6											
HCM 6th LOS	C											

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2024 Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	621	51	83	1216	2	23	1	31	10	2	45
Future Volume (veh/h)	51	621	51	83	1216	2	23	1	31	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	675	55	90	1322	2	25	1	34	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1410	115	362	1599	2	273	32	324	613	24	584
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3328	271	1781	3641	6	568	83	850	1373	63	1532
Grp Volume(v), veh/h	55	360	370	90	645	679	60	0	0	11	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1869	1501	0	0	1373	0	1595
Q Serve(g_s), s	1.6	13.2	13.2	2.5	28.8	28.8	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	1.6	13.2	13.2	2.5	28.8	28.8	2.0	0.0	0.0	0.3	0.0	1.8
Prop In Lane	1.00		0.15	1.00		0.00	0.42		0.57	1.00		0.96
Lane Grp Cap(c), veh/h	182	753	772	362	780	821	628	0	0	613	0	608
V/C Ratio(X)	0.30	0.48	0.48	0.25	0.83	0.83	0.10	0.00	0.00	0.02	0.00	0.08
Avail Cap(c_a), veh/h	238	977	1002	390	977	1028	628	0	0	613	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	18.7	18.8	14.5	22.2	22.2	17.9	0.0	0.0	17.3	0.0	17.8
Incr Delay (d2), s/veh	0.9	0.5	0.5	0.4	4.8	4.6	0.3	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.2	5.3	1.0	12.1	12.7	0.8	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	19.2	19.2	14.8	27.1	26.8	18.2	0.0	0.0	17.4	0.0	18.1
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		785			1414			60			62	
Approach Delay, s/veh		19.2			26.2			18.2			18.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.8	8.6	42.6		38.8	7.2	44.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	5.5	49.5		21.5	5.5	49.5				
Max Q Clear Time (g_c+I1), s		4.0	4.5	15.2		3.8	3.6	30.8				
Green Ext Time (p_c), s		0.2	0.0	4.9		0.2	0.0	8.8				
Intersection Summary												
HCM 6th Ctrl Delay				23.4								
HCM 6th LOS				C								

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2024 Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1140	34	45	923	12	96	3	83	54	0	127
Future Volume (veh/h)	160	1140	34	45	923	12	96	3	83	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1239	37	49	1003	13	104	3	90	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1471	44	174	1309	17	317	26	237	576	0	641
Arrive On Green	0.08	0.42	0.42	0.03	0.36	0.36	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1781	3523	105	1781	3592	47	632	64	585	1303	0	1585
Grp Volume(v), veh/h	174	625	651	49	496	520	197	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1781	1777	1862	1282	0	0	1303	0	1585
Q Serve(g_s), s	5.2	28.4	28.5	1.5	22.2	22.2	7.1	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.2	28.4	28.5	1.5	22.2	22.2	12.2	0.0	0.0	3.1	0.0	5.1
Prop In Lane	1.00		0.06	1.00		0.03	0.53		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	290	742	773	174	647	678	580	0	0	576	0	641
V/C Ratio(X)	0.60	0.84	0.84	0.28	0.77	0.77	0.34	0.00	0.00	0.10	0.00	0.22
Avail Cap(c_a), veh/h	393	879	915	233	740	776	580	0	0	576	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	23.5	23.6	20.6	25.2	25.2	20.1	0.0	0.0	16.9	0.0	17.5
Incr Delay (d2), s/veh	2.0	6.5	6.3	0.9	4.2	4.0	1.6	0.0	0.0	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.4	12.9	0.6	9.6	10.0	3.2	0.0	0.0	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	30.0	29.8	21.5	29.5	29.3	21.7	0.0	0.0	17.2	0.0	18.2
LnGrp LOS	C	C	C	C	C	C	C	A	A	B	A	B
Approach Vol, veh/h		1450			1065			197			197	
Approach Delay, s/veh		28.8			29.0			21.7			17.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.9	7.0	42.1		40.9	11.8	37.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.5	5.5	44.5		26.5	12.5	37.5				
Max Q Clear Time (g_c+I1), s		14.2	3.5	30.5		7.1	7.2	24.2				
Green Ext Time (p_c), s		0.9	0.0	7.1		1.0	0.2	5.3				
Intersection Summary												
HCM 6th Ctrl Delay				27.7								
HCM 6th LOS				C								

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2034 Build AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↶↷		↰	↶↷			↶↷		↰	↶	
Traffic Volume (veh/h)	53	652	51	83	1276	2	23	1	31	10	2	45
Future Volume (veh/h)	53	652	51	83	1276	2	23	1	31	10	2	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	709	55	90	1387	2	25	1	34	11	2	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1485	115	366	1668	2	261	31	307	586	23	553
Arrive On Green	0.03	0.44	0.44	0.04	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3342	259	1781	3641	5	565	86	851	1373	63	1532
Grp Volume(v), veh/h	58	377	387	90	677	712	60	0	0	11	0	51
Grp Sat Flow(s), veh/h/ln	1781	1777	1824	1781	1777	1869	1502	0	0	1373	0	1595
Q Serve(g_s), s	1.6	13.5	13.5	2.4	30.0	30.0	0.0	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	1.6	13.5	13.5	2.4	30.0	30.0	2.1	0.0	0.0	0.4	0.0	1.9
Prop In Lane	1.00		0.14	1.00		0.00	0.42		0.57	1.00		0.96
Lane Grp Cap(c), veh/h	183	790	811	366	814	857	599	0	0	586	0	576
V/C Ratio(X)	0.32	0.48	0.48	0.25	0.83	0.83	0.10	0.00	0.00	0.02	0.00	0.09
Avail Cap(c_a), veh/h	237	997	1023	396	997	1049	599	0	0	586	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	17.6	17.6	13.5	21.3	21.3	19.0	0.0	0.0	18.5	0.0	19.0
Incr Delay (d2), s/veh	1.0	0.4	0.4	0.3	5.1	4.8	0.3	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.6	5.2	5.4	0.9	12.6	13.2	0.9	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	18.1	18.1	13.9	26.4	26.2	19.4	0.0	0.0	18.5	0.0	19.3
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		822			1479			60			62	
Approach Delay, s/veh		18.2			25.5			19.4			19.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	8.5	44.5		37.0	7.3	45.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	5.5	50.5		20.5	5.5	50.5				
Max Q Clear Time (g_c+l1), s		4.1	4.4	15.5		3.9	3.6	32.0				
Green Ext Time (p_c), s		0.2	0.0	5.2		0.2	0.0	9.2				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

HCM 6th Signalized Intersection Summary

East Main Development TAS

E. Main Street & Kroger/WP Credit Union Access w/ Added NB Left Turns

2034 Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1197	35	45	969	13	96	3	83	54	0	127
Future Volume (veh/h)	167	1197	35	45	969	13	96	3	83	54	0	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	1301	38	49	1053	14	104	3	90	59	0	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	1534	45	172	1366	18	303	26	225	551	0	614
Arrive On Green	0.08	0.44	0.44	0.03	0.38	0.38	0.39	0.39	0.39	0.39	0.00	0.39
Sat Flow, veh/h	1781	3526	103	1781	3591	48	624	66	581	1303	0	1585
Grp Volume(v), veh/h	182	655	684	49	521	546	197	0	0	59	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1862	1271	0	0	1303	0	1585
Q Serve(g_s), s	5.3	29.7	29.8	1.5	23.1	23.1	7.4	0.0	0.0	0.0	0.0	5.3
Cycle Q Clear(g_c), s	5.3	29.7	29.8	1.5	23.1	23.1	12.6	0.0	0.0	3.2	0.0	5.3
Prop In Lane	1.00		0.06	1.00		0.03	0.53		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	292	773	806	172	676	708	553	0	0	551	0	614
V/C Ratio(X)	0.62	0.85	0.85	0.29	0.77	0.77	0.36	0.00	0.00	0.11	0.00	0.22
Avail Cap(c_a), veh/h	393	898	936	231	760	796	553	0	0	551	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	22.7	22.8	20.1	24.4	24.4	21.3	0.0	0.0	17.9	0.0	18.5
Incr Delay (d2), s/veh	2.2	6.8	6.6	0.9	4.4	4.2	1.8	0.0	0.0	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.9	13.4	0.6	10.0	10.4	3.4	0.0	0.0	0.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	29.5	29.4	21.0	28.8	28.6	23.1	0.0	0.0	18.3	0.0	19.4
LnGrp LOS	C	C	C	C	C	C	C	A	A	B	A	B
Approach Vol, veh/h	1521		1116				197		197			
Approach Delay, s/veh	28.4		28.4				23.1		19.0			
Approach LOS	C		C				C		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	39.4		7.0		43.7		39.4		11.9		38.7	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	25.5		5.5		45.5		25.5		12.5		38.5	
Max Q Clear Time (g_c+I1), s	14.6		3.5		31.8		7.3		7.3		25.1	
Green Ext Time (p_c), s	0.9		0.0		7.4		0.9		0.2		5.6	
Intersection Summary												
HCM 6th Ctrl Delay			27.4									
HCM 6th LOS			C									

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

Un-Signalized Intersection Analysis

HCS7 Two-Way Stop-Control Report

C.2.k

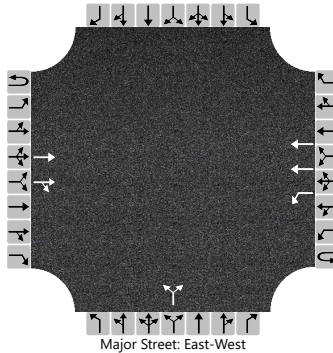
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	No Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			680	15	0	28	1263			6		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					18					
Capacity, c (veh/h)						844					233					
v/c Ratio						0.04					0.08					
95% Queue Length, Q ₉₅ (veh)						0.1					0.3					
Control Delay (s/veh)						9.4					21.8					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)						0.2					21.8					
Approach LOS											C					

HCS7 Two-Way Stop-Control Report

C.2.k

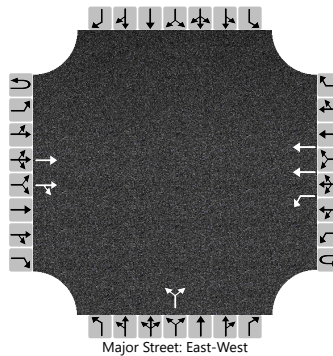
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	No Build PM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1301	17	0	31	1057			43		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					133					
Capacity, c (veh/h)						465					101					
v/c Ratio						0.07					1.32					
95% Queue Length, Q ₉₅ (veh)						0.2					24.2					
Control Delay (s/veh)						13.3					731.9					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						0.4					731.9					
Approach LOS											F					

HCS7 Two-Way Stop-Control Report

C.2.k

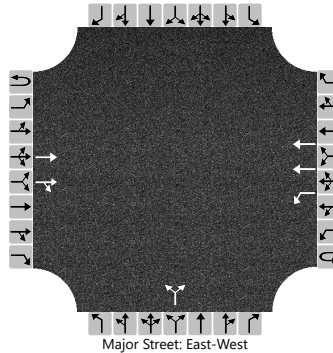
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2034
Time Analyzed	No Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			713	15	0	28	1323			6		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					18					
Capacity, c (veh/h)						818					213					
v/c Ratio						0.04					0.09					
95% Queue Length, Q ₉₅ (veh)						0.1					0.3					
Control Delay (s/veh)						9.6					23.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)						0.2					23.5					
Approach LOS											C					

HCS7 Two-Way Stop-Control Report

C.2.k

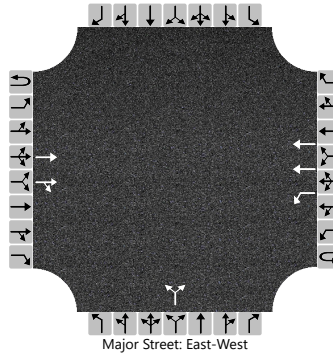
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2034
Time Analyzed	No Build PM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1379	17	0	31	1112			43		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					133					
Capacity, c (veh/h)						431					85					
v/c Ratio						0.08					1.55					
95% Queue Length, Q ₉₅ (veh)						0.3					30.2					
Control Delay (s/veh)						14.1					1151.1					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						0.4					1151.1					
Approach LOS											F					

HCS7 Two-Way Stop-Control Report

C.2.k

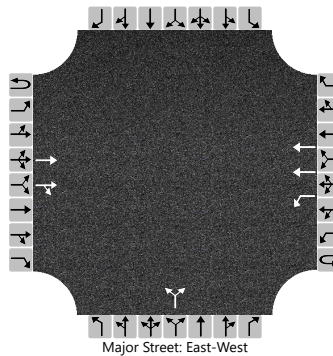
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			723	15	0	28	1278			6		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					18					
Capacity, c (veh/h)						811					216					
v/c Ratio						0.04					0.09					
95% Queue Length, Q ₉₅ (veh)						0.1					0.3					
Control Delay (s/veh)						9.6					23.2					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.2				23.2							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

C.2.k

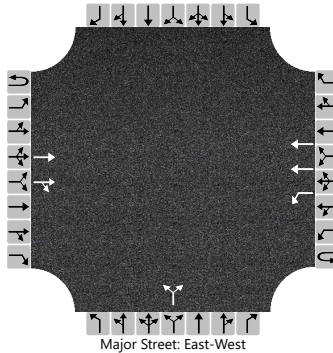
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	Build PM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1334	17	0	31	1103			43		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					133					
Capacity, c (veh/h)						450					92					
v/c Ratio						0.07					1.43					
95% Queue Length, Q ₉₅ (veh)						0.2					27.3					
Control Delay (s/veh)						13.6					938.1					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						0.4					938.1					
Approach LOS											F					

Attachment: TAS Report (App# 2022-5416, 6523 E Main St, Huber)

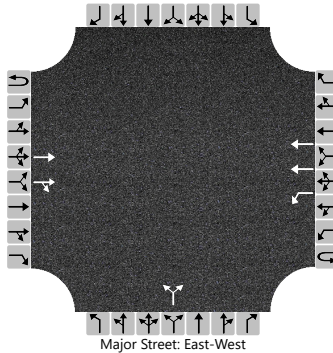
HCS7 Two-Way Stop-Control Report

C.2.k

General Information

Analyst	EEB	Intersection	E. Main St & Com. Access
Agency/Co.	ACD	Jurisdiction	City of Reynoldsburg
Date Performed	10/25/2022	East/West Street	E. Main Street
Analysis Year	2034	North/South Street	Commerce Center Access
Time Analyzed	Build AM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	E. Main Street Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			756	15	0	28	1338			6		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9			
Critical Headway (sec)						4.16				6.86		6.96			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.23				3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					18				
Capacity, c (veh/h)						786					198				
v/c Ratio						0.04					0.09				
95% Queue Length, Q ₉₅ (veh)						0.1					0.3				
Control Delay (s/veh)						9.8					25.1				
Level of Service (LOS)						A					D				
Approach Delay (s/veh)					0.2				25.1						
Approach LOS									D						

HCS7 Two-Way Stop-Control Report

C.2.k

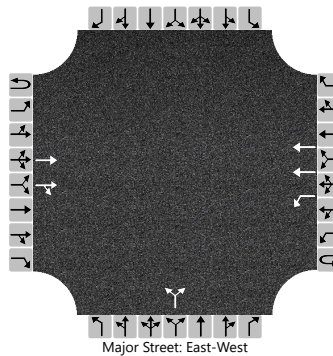
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2034
Time Analyzed	Build PM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1399	17	0	31	1149			43		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9			
Critical Headway (sec)						4.16				6.86		6.96			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.23				3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					133				
Capacity, c (veh/h)						423					80				
v/c Ratio						0.08					1.65				
95% Queue Length, Q ₉₅ (veh)						0.3					32.3				
Control Delay (s/veh)						14.2					1323.5				
Level of Service (LOS)						B					F				
Approach Delay (s/veh)					0.4				1323.5						
Approach LOS									F						

HCS7 Two-Way Stop-Control Report

C.2.k

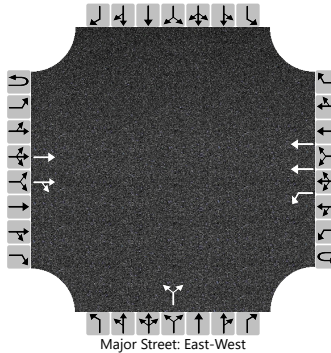
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	No Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			680	15	0	28	1263			0		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					12					
Capacity, c (veh/h)						844					617					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						9.4					10.9					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.2					10.9					
Approach LOS											B					

HCS7 Two-Way Stop-Control Report

C.2.k

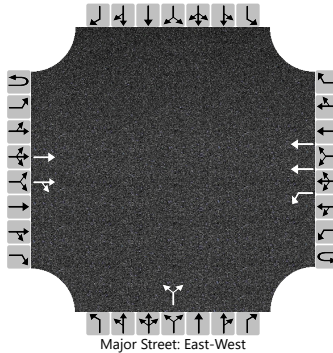
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2024
Time Analyzed	No Build PM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1301	17	0	31	1057			0		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					86					
Capacity, c (veh/h)						465					370					
v/c Ratio						0.07					0.23					
95% Queue Length, Q ₉₅ (veh)						0.2					0.9					
Control Delay (s/veh)						13.3					17.7					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.4				17.7							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

C.2.k

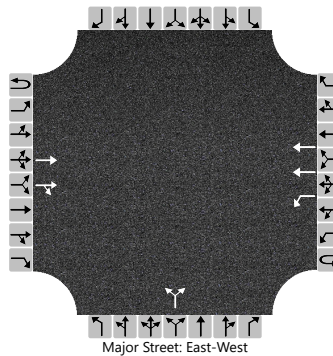
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2034
Time Analyzed	No Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			713	15	0	28	1323			0		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					12					
Capacity, c (veh/h)						818					601					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						9.6					11.1					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.2					11.1					
Approach LOS											B					

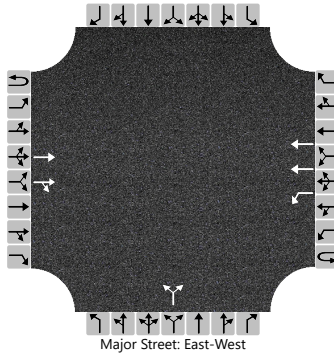
HCS7 Two-Way Stop-Control Report

C.2.k

General Information

Analyst	EEB	Intersection	E. Main St & Com. Access
Agency/Co.	ACD	Jurisdiction	City of Reynoldsburg
Date Performed	10/25/2022	East/West Street	E. Main Street
Analysis Year	2034	North/South Street	Commerce Center Access
Time Analyzed	No Build PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	E. Main Street Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1379	17	0	31	1112			0		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9			
Critical Headway (sec)						4.16				6.86		6.96			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.23				3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					86				
Capacity, c (veh/h)						431					347				
v/c Ratio						0.08					0.25				
95% Queue Length, Q ₉₅ (veh)						0.3					1.0				
Control Delay (s/veh)						14.1					18.8				
Level of Service (LOS)						B					C				
Approach Delay (s/veh)					0.4				18.8						
Approach LOS									C						

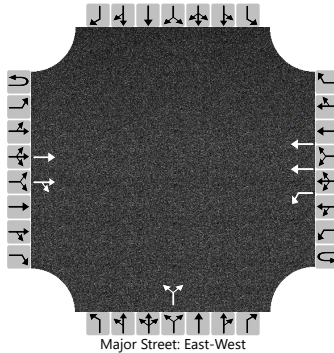
HCS7 Two-Way Stop-Control Report

C.2.k

General Information

Analyst	EEB	Intersection	E. Main St & Com. Access
Agency/Co.	ACD	Jurisdiction	City of Reynoldsburg
Date Performed	10/25/2022	East/West Street	E. Main Street
Analysis Year	2024	North/South Street	Commerce Center Access
Time Analyzed	Build AM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	E. Main Street Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			723	15	0	28	1278			0		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					12					
Capacity, c (veh/h)						811					596					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						9.6					11.2					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.2				11.2							
Approach LOS									B							

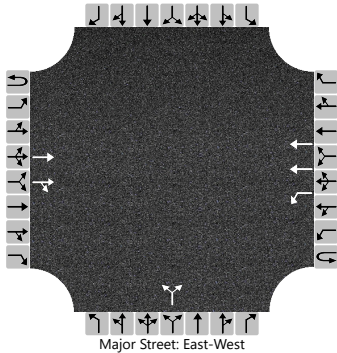
HCS7 Two-Way Stop-Control Report

C.2.k

General Information

Analyst	EEB	Intersection	E. Main St & Com. Access
Agency/Co.	ACD	Jurisdiction	City of Reynoldsburg
Date Performed	10/25/2022	East/West Street	E. Main Street
Analysis Year	2024	North/South Street	Commerce Center Access
Time Analyzed	Build PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	E. Main Street Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1334	17	0	31	1103			0		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9			
Critical Headway (sec)						4.16				6.86		6.96			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.23				3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					86				
Capacity, c (veh/h)						450					360				
v/c Ratio						0.07					0.24				
95% Queue Length, Q ₉₅ (veh)						0.2					0.9				
Control Delay (s/veh)						13.6					18.1				
Level of Service (LOS)						B					C				
Approach Delay (s/veh)					0.4				18.1						
Approach LOS									C						

HCS7 Two-Way Stop-Control Report

C.2.k

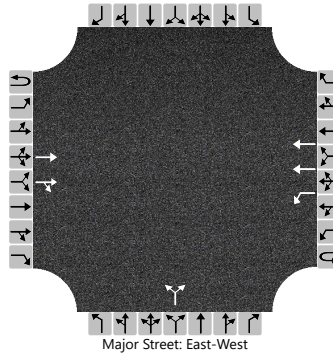
General Information

Analyst	EEB
Agency/Co.	ACD
Date Performed	10/25/2022
Analysis Year	2034
Time Analyzed	Build AM Peak
Intersection Orientation	East-West
Project Description	E. Main Street Development

Site Information

Intersection	E. Main St & Com. Access
Jurisdiction	City of Reynoldsburg
East/West Street	E. Main Street
North/South Street	Commerce Center Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			756	15	0	28	1338			0		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					12					
Capacity, c (veh/h)						786					580					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						9.8					11.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.2				11.3							
Approach LOS									B							

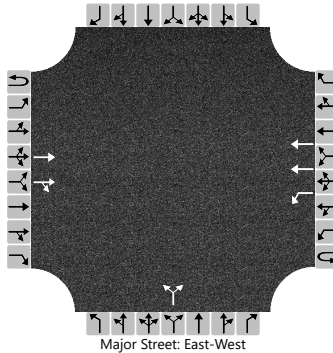
HCS7 Two-Way Stop-Control Report

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General Information

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Project Description	E. Main Street Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1399	17	0	31	1149			0		79				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					86					
Capacity, c (veh/h)						423					341					
v/c Ratio						0.08					0.25					
95% Queue Length, Q ₉₅ (veh)						0.3					1.0					
Control Delay (s/veh)						14.2					19.1					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.4				19.1							
Approach LOS									C							

3. Facilities Demand Worksheet

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

1. Water:

- a. What will the total demand for water be in gallons per day (gpd) for this proposed site improvement? 12,000 gpd
- b. How much pressure is required? 35 psi

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

2. Sanitary Sewer:

- a. What will the total anticipated flow in gallons per day for this proposed site improvement? 10,270 gpd

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

3. Traffic:

a. Definitions:

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

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

note: ITE does not provide a separate Generator Peak for Office Bldgs

874 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
<u> </u> AM	<u>80 trips</u> AM	<u>7-9am</u> AM
<u> </u> PM	<u>91trips</u> PM	<u>4-6pm</u> PM

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

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

 X No, Traffic Access Study Required.

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

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

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

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

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

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



Applicant's Signature

10/13/2022

Date



Engineers, Surveyors, Planners, Scientists

MEMO-DRAFT

Date: December 21, 2022

To: Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: One Alliance Place

Copies: Joseph Begeny, Mayor; William Dorman, Public Service Director

On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the Major Site Plan for the One Alliance Place project on Brice Road. The following summarizes our findings and recommendations with respect to this development.

ROADWAY ACCESS AND SITE PARKING

1. EMH&T understands this project is a redevelopment of the former Kmart building/parcel located at the southeast corner of East Main Street and Brice Road. The redevelopment will generally occur north of the existing Union Savings Bank and existing retail strip center and south of the existing Taco Bell and McDonald's restaurants. The bank, retail strip center and the two noted restaurants will remain. The McDonald's restaurant is located on the parcel owned by the developer but will continue operation as part of a lease (as we understand it).
2. The development will have two access points:
 - a. The north access from East Main Street will be the improvement of an existing access point in generally the same location, just east of McDonald's. The driveway will be a full access point with a 26-foot north-south private roadway shown with 14 on-street parking spaces and a drop-off area. The driveway onto East Main Street will need to be per City of Reynoldsburg standard drawings.
 - b. The southern/western access on Brice Road will consist of an improvement to an existing full access point, located just north of the Union Savings Bank. The roadway will be in the east-west direction and will connect to the roadway noted in 2a. This roadway will have 8-foot wide medians and 13-foot wide one-way lanes with openings for turning movements at designated locations. The lane widths and openings will need to be confirmed with the fire department.
 - c. Note that two existing access points onto Brice Road, located approximately 180 and 425 feet south of East Main Street respectively, will be removed with the project.
3. Parking spaces have been shown as 9-ft x 18-ft, and drive aisles adjacent to the spaces range from 22-feet to 26-feet, all of which are acceptable.
4. The parking garage has two 23-foot wide access points, which are acceptable. However, please provide additional information regarding the garage:
 - a. How many levels is the garage intended to be? How many spaces will be per level?
 - b. Where will the ramp system(s) be located and how will circulation be planned?
 - c. Are the access points one-way or two-way access?

- d. The ADA spaces are shown centrally located on the western wall. Where will these patrons enter/exit the garage? The spaces should be as close as possible to the provided accessible path.
5. The concrete loading dock area shows a truck dock and additional pavement area for truck maneuvering. Please provide a truck turning exhibit to demonstrate the pavement area shown is sufficient.
6. The McDonald's will have internal access points to the private north-south roadway and the parking lot drive aisle located north of the proposed building.
7. There are two 30-foot long spaces shown in the front (south) parking field. Are these intended to be loading spaces? Would these be better located north of the building near the dock?
8. In regard to the provided parking calculations, the required number of parking spaces appears to be met, including the required overall number of ADA spaces. However, it appears that at least one more ADA space is required to be shown in the surface lot south of the building. Please review and update as needed.
9. All existing sidewalk along the project frontage of Brice Road and East Main Street shall be replaced as part of the project and shown as such on the PGU plan.
 - a. ADA compliant ramps or at-grade crossings of the driveways will be required, including installation of detectable warnings.
10. The project proposes straight concrete curb in the parking lot and along driveways, which is acceptable.
11. Please provide the pavement sections with the PGU plan.
12. Confirm with the fire department regarding apparatus turning in the parking lot and along the roadways.
13. Please provide further detail of how the new roadway/curb will interface with the existing parking lot, striping and drive aisles along the south side of project. Will work need to be done on the adjacent property?

UTILITIES

14. The project is proposing 8-inch watermain along the proposed roadways with fire hydrants. The watermain will be connected to existing 8-inch watermain on East Main Street and Brice Road. The watermain will be within 20-foot wide easements and will be considered public.
 - a. The main building will have a water service connection from the existing watermain on Brice Road. Final details of the service to be shown on the PGU plan.
 - b. The development plans show the existing watermain on East Main Street on the southern side of the street while record plans show it on the north side.
 - c. The development plans show the existing watermain on Brice Road on the eastern side of the street while record plans show it on the west side.
15. The utility plan shows an 8-inch sanitary sewer extension into the site from an existing 8-inch main located on the east side of Brice Road. 6-inch service laterals will be extended from the new sewer main to service the proposed main building and parking garage. The service for McDonald's will be re-connected to the new main as part of the project.
 - a. The new sewer main will require a minimum 20-foot easement be shown and dedicated to the City for operation and maintenance.
16. On the PGU plan, please include existing locations and notations of any existing sewer services that will be abandoned/removed.
17. The developer's consultant has submitted a sanitary sewer study to determine if any overall improvements will be required to the City's sewer system based on the development's impact to the existing sewer's capacity or functionality. EMH&T will continue to work with the developer's consultant and the City to review the study and make any final recommendations for improvements.

18. Site light locations are noted on the plan and photometric calculations have been included but are difficult to read. Please submit a clearer version to review. The site lights will be LED.
19. It is recommended that the project begin coordination with the gas company that owns/maintains the existing gas line near/under the north entrance. The City's experience with this provider shows that it may take time to fully coordinate the proposed development with them.

STORMWATER

20. Please provide a stormwater narrative/report documenting how stormwater management will be handled for the site, or if redevelopment credit will be sued to waive all or portions of detention requirements.
21. Due to disturbing more than one acre, water quality treatment will still be needed per Ohio EPA requirements and this information needs to be shown and documented as noted above.
22. An existing storm easement is noted going through the center of the project. Please provide notes that this easement will be vacated. In addition, a new easement may be required over proposed storm sewer that conveys the same area that the existing pipe does now. This can be further discussed with the PGU plan.
23. The use of an inverted crown section for the private street is noted. Please note that the City will not take ownership of these streets with an inverted crown if requested in the future due to the drainage configuration.

DETAILS / SPECIFICATIONS

24. Where applicable, refer to Reynoldsburg Standard Construction Drawings, particularly for items such as curb and sidewalk or any other work within public right-of-way.

TRAFFIC IMPACT STUDY

25. The project requires a Traffic Impact Study (TIS) based on anticipated traffic which will be generated by the uses. EMH&T has performed a cursory review of the provided TIS and notes the following improvements are recommended in the study to be included in the Phase 1 improvements:
 - a. Install a traffic signal at the proposed entrance on Brice Road.
 - b. Construct a northbound right-turn lane at the proposed access point on Brice Road.
 - c. Restripe the existing two-way center turn lane to be a dedicated southbound left-turn lane at the proposed access point on Brice Road.
 - d. Construct an eastbound right-turn lane at the proposed access point on East Main Street.
 - e. Restripe the existing two-way center turn lane to be a dedicated westbound left-turn lane at the proposed access point on East Main Street.
26. EMH&T has no initial comments based on the cursory review but will be performing a technical review of the TIS and expects that any further comments will be minor in nature. Any adjustments anticipated would be to technical details such as turn lane lengths, which can be handled during the PGU review process.

Reynoldsburg

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

App./Case#: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

I. PROPERTY INFORMATION

PLANNING COMMISSION APPLICATION

Property Address/Name of Plat: 6321 E. Main, 1284 Brice			FOR MAP AMENDMENT ONLY	
Description of Location: Former K-mart site, corner of Main and Brice			Proposed Zoning Dist.:	
Parcel ID#(s): 060-001113-00 060-001145-00			Size of Area to be Rezoned:	
Number of Lots: 2 (existing)	Present Zoning: Brice and Main District (BMD)	Present Use: Commercial	Existing Structures:	
Complete Where Applicable: Engineer/Surveyor: Eng. & Surv.: American Structurepoint				
Builder/Developer: Dvpr: The Christian and Missionary Alliance				

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): THE CHRISTIAN AND MISSIONARY ALLIANCE	Property Owner Address: One Alliance Place Reynoldsburg, OH 43068
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III. APPLICANT INFORMATION

Applicant Name: The Christian and Missionary Alliance Attn: Robb Childs	Applicant Email: childs@cmalliance.org Alt.: rick.fay@ohm-advisors.com
Applicant Address: One Alliance Place Reynoldsburg, OH 43068	Applicant Phone Number: 503.750.6590
☒ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer	

IV. PROJECT TYPE

☐ District Change (Rezoning)
\$750 Residential
\$1000 Non-Residential

☐ Amendment of Development Plan
\$500

☒ Major Site Plan
\$3500 (Application Fee: \$500
Review Fee: \$3000 [min.])

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

Applicant Signature: Robb Childs Date: **December 14, 2022**
*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

OFFICE USE ONLY

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



Engineers, Surveyors, Planners, Scientists

December 22, 2022

Mr. Eric Meyer
Development Director
City of Reynoldsburg
7232 East Main Street
Reynoldsburg, Ohio 43068

Subject: Major Site Plan Review for One Alliance Place
6321 East Main Street & 1284 Brice Road
The Christian and Missionary Alliance

Dear Eric,

Enclosed is our review of the application material submitted by OHM for the above referenced property.

Project Summary

- The subject property, currently known as the former K-Mart Site, is located at 6321 East Main Street & 1284 Brice Road
- The site is located within the 'Brice & East Main Street District', as defined in the Reynoldsburg Zoning Code section 1103.15
- The purpose and intent of the 'Brice & East Main Street District' is to support urban, mixed-use, transit-oriented developments that are walkable and compact, while reducing regulatory barriers.
- The applicant received approval for two variance requests, one for a reduction in required open space and another for a reduction in the number of required loading spaces from the BZBA on November 17, 2022. The applicant is now seeking approval of a Major Site Plan for the site.

Zoning Review – Major Site Plan (Section 1109.19, Site Plan and Design Review)

1. **Zoning:** The zoning of the subject property and all adjacent properties are within the Brice and Main District (BMD).
2. **Lot Coverage (Max.):** The minimum lot coverage is 50%. The maximum lot coverage including impervious surface is 80%.
 - a. The proposed lot coverage including impervious area is shown as 73%.
3. **Setbacks:** The minimum front yard setback is 5' from the ROW. The maximum front yard setback is 20' from the ROW. The minimum side yard setback is 10' from the lot line and 10' between buildings. The minimum rear yard setback is 10' from the lot line and 10' between buildings.
 - a. Currently the plan meets all setback requirements per code.
4. **Parking:** No part of any parking lot shall be located closer than 5' to a public ROW. The zoning code requires 1 parking space for each 4 seats of an event center (161 spaces required), 1 parking space for each 200 SF of retail/food service (80 spaces required) and 1 parking space for each 250 SF of office (326 spaces required). Transit Proximity: The required minimum number of off-street parking spaces may be reduced by up to 10% if more than 50% of the subject property is located within 1,200' of any public transit stop.

- a. The project is eligible for the 10% transit proximity reduction.
 - b. The required number of parking spaces is 511 spaces (including a 10% reduction) and the plan provides 647 spaces, including 16 accessible spaces.
5. **Building Height:** The minimum building height is 22'. The maximum building height is 75'.
 - a. Plans show a building height of 61', a rooftop utility screen height of 68' and the stair tower height at 72' for the One Alliance Place Building.
 - b. Plans show a maximum building height of 40' for the parking garage.
6. **Parking Garage:** An application for minor and major site plan and design plan review shall be submitted and include an architectural plan, including exterior building materials, colors, and lighting features that address applicable district requirements.
 - a. Additional information regarding the parking garage shall be provided by the applicant. (see recommendations #1 below)
7. **Signage:** Information regarding signage shall be provided at a later date. (see recommendations #2 below)
8. **Tree Replacement:** There are no existing trees located within the subject property.
9. **Street Tree Requirement:** It shall be required in all zones and districts that applicants plant trees along public streets of their development. The maximum spacing between trees shall be 45' for large trees.
 - a. Plans show large trees proposed at a 45' spacing along Brice Road.
10. **Interior Lot Landscape:** Required landscape must be calculated, as follows: 1). All commercial structures, including commercial-related parking, loading and trash storage areas over 50,000 SF require a total trunk diameter of 20", plus 1" of trunk diameter for every 4,000 SF over 50,000 SF or fraction thereof. (36" of trees required) 2). All office uses, institutional uses, convalescent and nursing homes and child daycare facilities, including related parking, loading and trash storage areas 49,501 SF and more require a trunk diameter of 25", plus 2" of trunk diameter for every 3,000 SF over 49,501 SF or fraction thereof. (34" of trees required)
 - a. 70" of trees required @ 2.5" per tree, equals 28 trees required. Plans show 29 trees provided.
 - b. Additional information regarding building uses and square footage shall be provided by the applicant. (see recommendations #3 below)
11. **Buffer Requirement:** All adjacent properties are within the Brice and Main District (BMD) and therefor require no buffer.
12. **Parking Area Landscaping:** For every 10 parking spaces or fraction thereof, the applicant shall provide not less than 200 SF (maximum 500 SF) of interior landscaped parking lot areas containing at least 1 tree with a minimum diameter of 2" and 4 shrubs. (3,100 SF of interior landscape required)
 - a. 3,100 Sf of interior landscape provided within 8 areas, each containing 1 tree and 4 shrubs.

13. **Parking Perimeter Landscaping:** All parking lots shall provide perimeter landscaping. Parking lots shall have perimeter landscaping of a minimum width of 10' exclusive of vehicle overhang. The perimeter landscaping shall consist of a continuous evergreen hedge, evergreen trees, earthen mound or a combination thereof as required to provide a continuous opaque screen a minimum of 36" in height within one year of installation. The perimeter landscape shall also contain a minimum of 1 deciduous tree per 50' of parking perimeter. (19 trees required)
- a. 19 trees provided
 - b. Continuous opaque screening has been provided
14. **Screening and Landscaping for Service Structures:** The submitted plans illustrates elevations and material selection for the dumpster enclosure and screening.
15. **Exterior Lighting:** The average horizontal illumination level on the ground shall not exceed three footcandles (3FC). The light level along the property line adjacent to a residentially-zoned or used property shall not exceed an average intensity of one-half footcandle (0.5FC) The height of parking lot lighting shall not exceed 20' above grade shall direct light downward, i.e. cut-off type fixtures.
- a. The proposed lighting plan provides an average below the 3FC requirement.
 - b. Submitted plans identify that the luminaire is a cut-off style fixture, 14' in height and dark grey in color.

Zoning Recommendations

Approval is recommended for the One Alliance Place Major Site Plan with the following conditions:

1. The applicant shall provide a typical elevation and/or character imagery outlining the design intent for the parking garage describing materials, finishes and the maximum building height of 40'.
2. No information regarding signage has been provided by the applicant at this time. The applicant shall provide details of the signage including location, type, height, color, materials and illumination at a later date for an administrative review. If issues cannot be resolved through the administrative review process, then a formal submittal and Planning & Zoning Board review will be required.
3. Before a permit is issued for vertical construction, the applicant shall provide a detailed floor plan outlining and confirming specific uses and their associated square footages as reflected in this application.

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

EVANS, MECHWART, HAMBLETON & TILTON, INC.



Jim Dziatkowicz, PLA
Director of Landscape Architecture and Planning

Cc: Ryan Andrews, PE, EMH&T
Scott Shaffer, PE, EMH&T
File

Attachment: 2022-12-22 Major Site Plan Review - Alliance (App# 2022-5482, 1284 Brice Rd, Alliance)

CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO

MAJOR SITE PLAN
FOR
One Alliance Place

1284 BRICE ROAD
REYNOLDSBURG, OH 43068

Submitted: 12/14/2022

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Client:
The Christian and Missionary Alliance
One Alliance Place
Reynoldsburg, OH 43068

Planner, Architect, Landscape Architect:
OHM Advisors
580 North Fourth Street, Suite 610
Columbus, OH 43215
Phone: 614.418.0600
Fax: 614.418.0614

Civil Engineer:
American Structurepoint
2550 Corporate Exchange Drive
Suite 300
Columbus, OH 43231
Phone: 614-901-2235

MEP:
KORDA
1650 Watermark Dr.
Columbus, Ohio 43215
Phone: 614.487.1650

DESCRIPTION OF 10.175 ACRES

Situated in the State of Ohio, County of Franklin, City of Reynoldsburg, being located in Half-Section 20, Section 13, Township 12, Range 21, Refugee Lands, and being all of those 1.081 acre and 9.093 acre tracts of land described in deeds to **The Christian and Missionary Alliance**, of record in Instrument Numbers 202112080223092 and 202106140103619 respectively, all records referenced herein are on file at the Office of the Recorder for Franklin County, Ohio, and being further bounded and described as follows:

BEGINNING at the northwest corner of said 1.081 acre tract, being at the intersection of the existing centerlines of right-of-way of Main Street (U.S. 40) and Brice Road;

Thence **North 89 degrees 06 minutes 38 seconds East**, along the centerline of right-of-way of Main Street and along the north line of said 1.081 acre tract, a distance of **180.09 feet** to the northeast corner of said 1.081 acre tract;

Thence **South 04 degrees 47 minutes 28 seconds West**, along the east line of said 1.081 acre tract, a distance of **45.22 feet** to a point on the existing south right-of-way line for Main Street (width varies), being at a northwest corner of said 9.083 acre tract;

Thence along the existing south right-of-way lines for said Main Street and the north lines of said 9.083 acre tract along the following three (3) description courses:

- 1. **North 89 degrees 06 minutes 38 seconds East**, a distance of **111.98 feet** to a point;
- 2. **South 02 degrees 43 minutes 06 seconds West**, a distance of **2.00 feet** to a point;
- 3. **North 89 degrees 06 minutes 38 seconds East**, a distance of **218.91 feet** to a northeast corner of said 9.083 acre tract;

Thence **South 03 degrees 58 minutes 00 seconds West**, along an east line of said 9.083 acre tract, a distance of **179.54 feet** to northeast corner of said 9.083 acre tract;

Thence **South 87 degrees 14 minutes 31 seconds East**, along a north line of said 9.083 acre tract, a distance of **160.26 feet** to a northeast corner of said 9.083 acre tract;

Thence **South 03 degrees 45 minutes 00 seconds West**, along an east line of said 9.083 acre tract, a distance of **50.35 feet** to a point;

Thence **South 04 degrees 26 minutes 21 seconds West**, along an east line of said 9.083 acre tract, a distance of **487.95 feet** to a southeast corner of said 9.083 acre tract;

Thence **North 85 degrees 35 minutes 23 seconds West**, along a south line of said 9.083 acre tract, a distance of **305.67 feet** to a southeast corner of said 9.083 acre tract;

Thence **South 04 degrees 22 minutes 45 seconds West**, along an east line of said 9.083 acre tract, a distance of **49.49 feet** to a southeast corner of said 9.083 acre tract;

Thence **North 85 degrees 34 minutes 29 seconds West**, along a south line of said 9.083 acre tract, a distance of **325.26 feet** to the southwest corner of said 9.083 acre tract, being on the existing east right-of-way line for Brice Road (width varies);

Thence along the west lines of said 9.083 acre tract along the following three (3) described courses:

- 1. **North 04 degrees 26 minutes 33 seconds East**, a distance of **311.68 feet** to a point;
- 2. **North 07 degrees 31 minutes 43 seconds East**, a distance of **92.88 feet** to a point;

- 3. **North 07 degrees 11 minutes 26 seconds East**, a distance of **104.29 feet** to a northwest corner of said 9.083 acre tract, being on the south line of said 1.081 acre tract;

Thence **North 85 degrees 44 minutes 43 seconds West**, along the south line of said 1.081 acre tract, a distance of **50.00 feet** to the southwest corner of said 1.081 acre tract, being on the centerline of right-of-way of Brice Road;

Thence **North 04 degrees 26 minutes 33 seconds East**, along the centerline of right-of-way of Brice Road and along the west line of said 1.081 acre tract, a distance of **254.18 feet** to the **POINT OF BEGINNING** for this description.

The above description contains a total area of **10.175 acres**, all of which is located within Franklin County Auditor’s parcel numbers 060-001113 and 060-001145.

Bearings described herein are based on a bearing of North 89 degrees 06 minutes 38 seconds East for the centerline of right-of-way of Main Street (U.S. 40), measured from Grid North, referenced to the Ohio State Plane Coordinate System (South Zone) and the North American Datum of 1983 (2011 Adjustment), as established utilizing a GPS survey and an NGS OPUS solution.

This description is intended for zoning purposes only.

ALTA/NSPS LAND TITLE SURVEY

STATE OF OHIO,
COUNTY OF FRANKLIN,
CITY OF REYNOLDSBURG,
HALF-SECTION 20, SECTION 13,
TOWNSHIP 12, RANGE 21
REFUGEE LANDS



BASIS OF BEARINGS

Bearings described hereon are based on a bearing of North 89 degrees 06 minutes 38 seconds East for the centerline of right-of-way of Main Street (U.S. 40), measured from Grid North, referenced to the Ohio State Plane Coordinate System (South Zone) and the North American Datum of 1983 (2011 Adjustment), as established utilizing a GPS survey and an NGS OPUS solution.

GENERAL PROPERTY INFORMATION

Owners of Record: The Christian and Missionary Alliance

Current Tax PIDs: 060-001113, 060-001145

Current Tax District: City of Reynoldsburg

Current Deed Reference: I.N. 202112080223092, I.N. 202106140103619

Current Site Address: 6321 E. Main Street, 1284 Brice Road

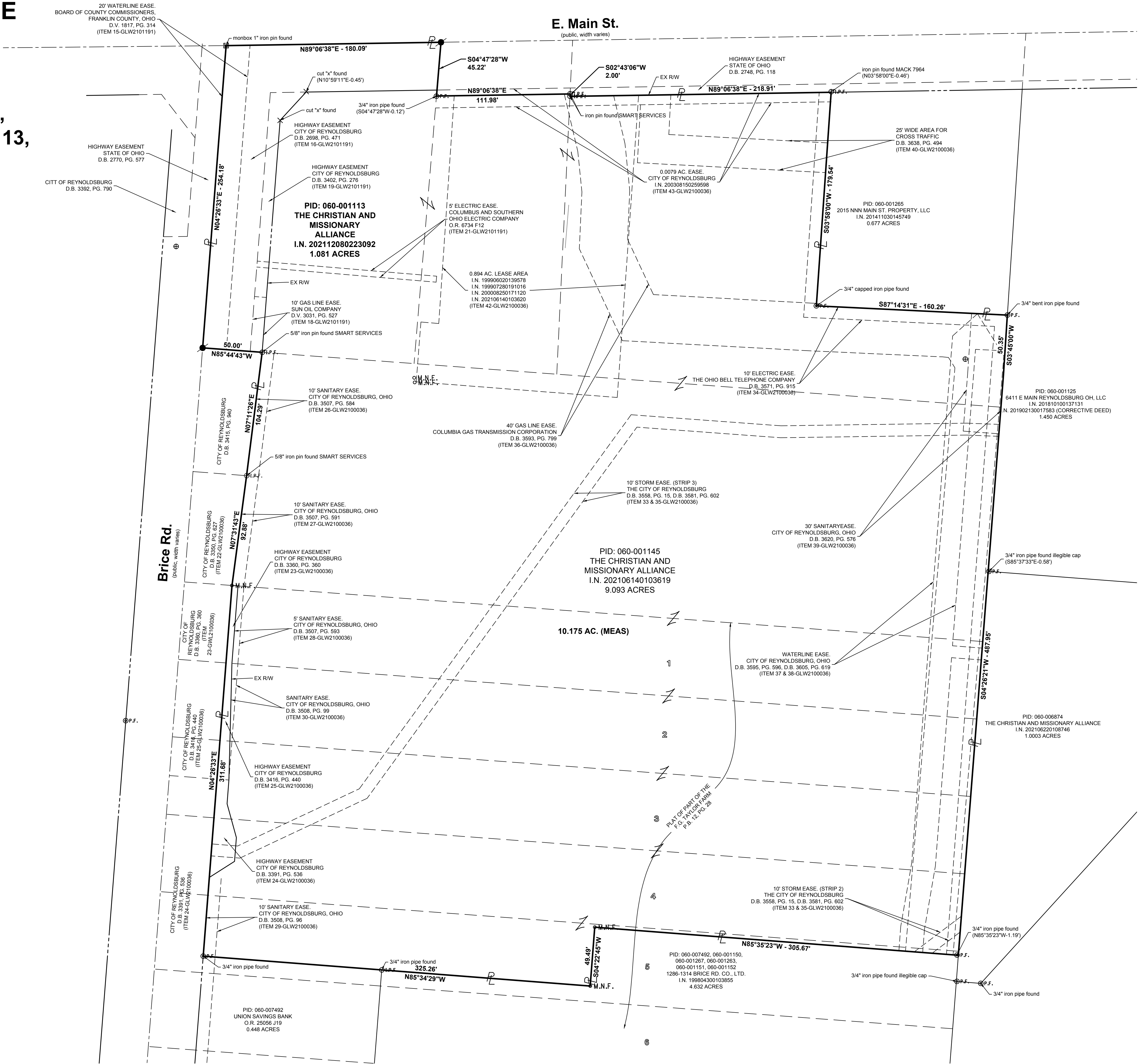
To: The Christian and Missionary Alliance; Commonwealth Land Title Insurance Company; and all of their respective successors and/or assigns as their interests may appear.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 8, 9, 11(a), 11(b), 13, 14, 16, 17, 18 and 19 of Table A thereof. The original field work was completed on September 5, 2022.

Date of Plat or Map: October 25, 2022

This document is not valid unless imprinted with a land surveyor's seal.

Michael J. Ward Date
Professional Land Surveyor 8808



THE CHRISTIAN & MISSIONARY ALLIANCE

AMERICAN STRUCTUREPOINT INC.

2550 Corporate Exchange Dr., Ste. 300 | Columbus, Ohio 43231
TEL: 614.901.2235 | FAX: 614.901.2236
www.structurepoint.com

ALTANSPS LAND TITLE SURVEY FOR

ALLIANCE PLACE DEVELOPMENT

CITY OF REYNOLDSBURG, COUNTY OF FRANKLIN, STATE OF OHIO

REVISIONS	DATE	SHEET NO.	DESCRIPTION

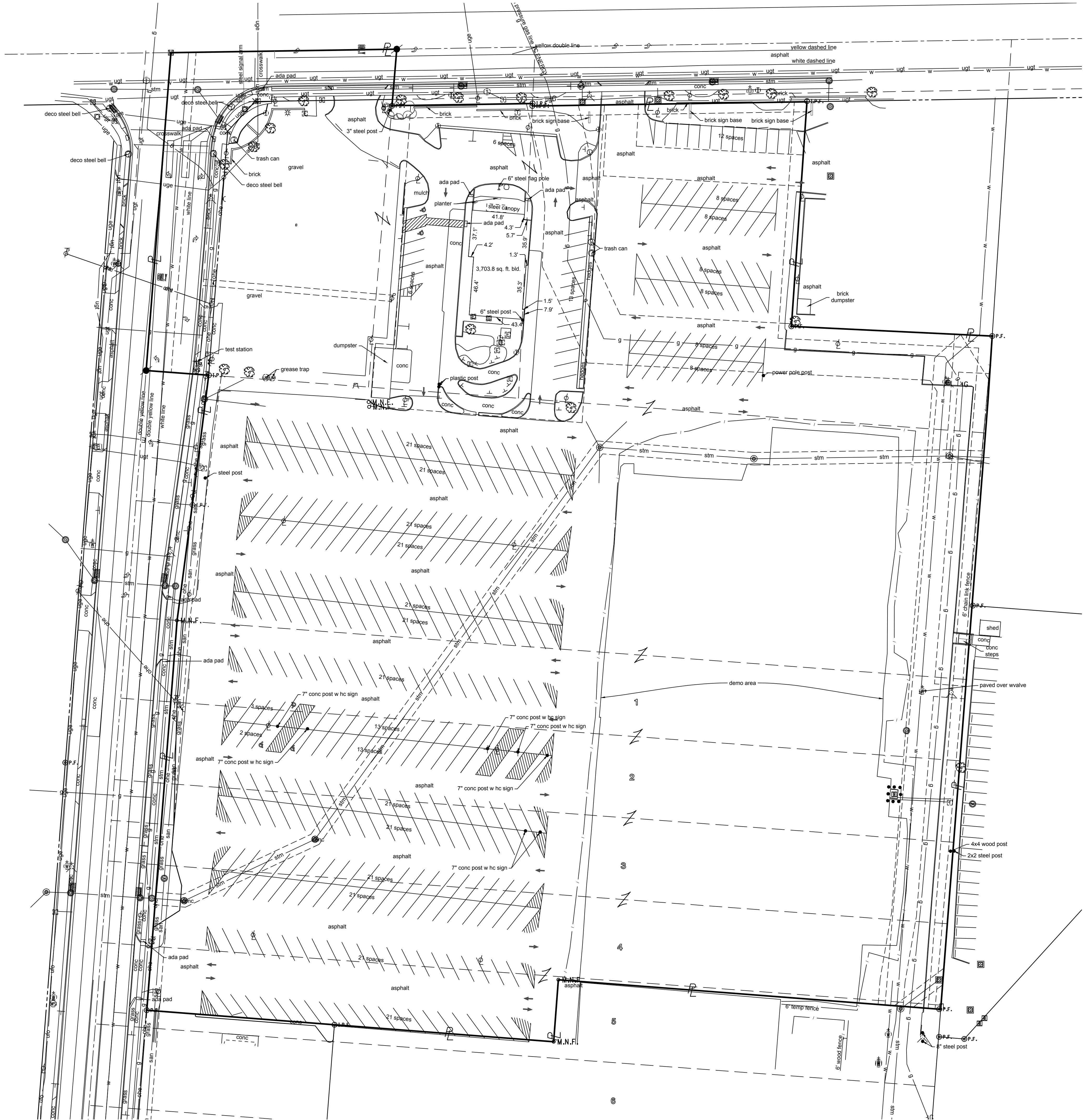
DATE:	10/26/2022
DRAWN BY:	MJW
CHECKED BY:	MJW
JOB NUMBER:	2021.03393

PLOT SCALE: 1"=100.00' DATE: 10/26/22 12:38 PM EDITED BY: MWARD DRAWING FILE: O:\2021\03393.DWG DRAWINGS\SURVEY\202103393 SV\2022-10-26.LTS.DWG

-----	stm	Storm Sewer
-----	san	Sanitary Sewer
-----	con	Easement
-----	set	Setbacks
-----	rw	Right of Way
-----	cl	Centerline
-----	g	Gas Line
-----	ugt	Buried Telephone
-----	uge	Buried Electric
-----	ohe	Overhead Electric
-----	exb	Existing Boundary
-----	w	Water Line
-----	l	Lot Line
-----	f	Fence

- ×

Cross Cut Found
- Curb Inlet
- Drainage Inlet Round
- Drainage Inlet Square
- Electric Box
- Electric Transformer
- Fire Hydrant
- Flag Pole
- Gas Marker
- Guy Wire
- Iron Pin & Cap Found
- Iron Pin Found
- Iron Pin Set
- Light Pole
- Mag Nail Found
- MAG Spike Set
- Monument Box Found
- Paint Arrow Left
- Paint Arrow Right
- Paint Arrow Straight
- Paint Only
- Post
- Power & Telephone Pole
- Power Pole
- Rock
- Sanitary Manhole
- Sign
- Sign Luminaire
- Signal Pedestal
- Storm Manhole
- Stump
- Telephone Manhole
- Telephone Pedestal
- Traffic Pull Box
- Tree
- Unidentified Manhole
- Miscellaneous Object (see note)
- Unknown Pole
- Unknown Well
- Utility Valve (Misc)
- Water Service Valve
- Water Valve
- Yard Light



THE CHRISTIAN & MISSIONARY ALLIANCE

AMERICAN
STRUCTUREPOINT
INC.
2550 Corporate Exchange Dr. Ste 300 | Columbus, Ohio 43231
TEL: 614.901.2235 | FAX: 614.901.2236
www.structurepoint.com

ALTANSPS LAND TITLE SURVEY
FOR
ALLIANCE PLACE DEVELOPMENT
CITY OF REYNOLDSBURG, COUNTY OF FRANKLIN, STATE OF OHIO

REVISIONS	DATE	SHEET NO.	DESCRIPTION

DATE: 10/26/2022

DRAWN BY: MJW

CHECKED BY: MJW

JOB NUMBER: 2021.03393

2 OF 3

Packet Pg. 149

Attachment: 22 1214-One Alliance Place_Major Site Plan Application_Combined (App# 2022-5482, 1284 Brice Rd, Alliance)

EXHIBIT "A" - LEGAL DESCRIPTION

(GLW2101191)

Situated in the State of Ohio, County of Franklin, and in the City of Reynoldsburg, to-wit:

Half Section 20, Section 13, Township 12 North, Range 21 West, and being a part of 1.88 acre tract deed to M.C. Schatzman, in Deed Book 2622, Page 138, Recorder's Office, Franklin County, Ohio, and being more particularly described as follows:

Beginning at a spike at the intersection of the center line of Main Street (U.S. 40), with the center line of Brice Road, said spike being at the northwesterly corner of said 1.88 acre tract; thence North 85°0' East, along the northerly line of said 1.88 acre tract, and along the center line of said Main Street (U.S. 40), a distance of 180.09 feet to a spike, passing spikes on line at 40.18 feet and 160.18 feet; thence South 0°21' West, across said 1.88 acre tract, and parallel to the westerly line of said 1.88 acre tract, and parallel to the center line of said Brice Road, a distance of 270.07 feet to an iron pin in the southerly line of said

1.88 acre tract, and in the northerly line of the H.B. Tussing, Jr., 1.492 acre tract (Deed Book 2255, Page 321), passing an iron pin on line in the southerly right of way line of said Main Street (U.S. 40), at 40.18 feet; thence North 89°39' West along the southerly line of said 1.88 acre tract, and along the northerly line of said 1.492 acre tract, a distance of 179.31 feet to a spike in the center line of said Brice Road, and at the southwestery corner of said 1.492 acre tract, passing an iron pin on line in the proposed easterly right of way line of said Brice Road at 139.31 feet, passing a found iron pin on line at 161.91 feet; thence North 0°21' East, along the westerly line of said 1.88 acre tract, and along the center line of said Brice Road, a distance of 254.18 feet to the place of beginning, passing spikes on line at 94.00 feet and 214.00 feet, containing 1.081 acres, more or less.

SUBJECT TO THE FOLLOWING:

Easement for highway purposes.

Being part of half Section 20, Section 13, Township 12, Range 21; and being part of The Sun Oil Company 1.081 acre tract, of record in Deed Book 2708, Page 20, all references being to records of the Recorder's Office, Franklin County, Ohio, and bounded and described as follows:

Beginning at a point in the centerline of Brice Road at the Southwestery corner of the said 1.081 acre tract; Thence along the Southerly line of the said 1.081 acre tract, South 89°39' East, 40.0 feet to a point in the Easterly right of way of Brice Road, and the True Place of Beginning; Thence along the said right of way, North 0°21' East, (Being 40 feet easterly at right angles from a centerline of Brice Road), 217.75 feet to a point in the southerly right of way of Main Street; Thence along the said right of way, North 85°00' East, (Being 40 feet southerly at right angles from the centerline of Main Street), 30.00 feet to a point; Thence South 38°13'24" West 32.37 feet to a point; Thence South 0°21' West, (Being 50 feet Easterly at right angles from the centerline of Brice Road), 195.0 feet to a point in the said 1.081 acre tract; Thence along the said line, North 89°39' West, 10.0 feet to the True Place of Beginning, containing 0.055 acres, more or less.

PPN: 060-001113

(GLW2100038)

Situated in the County of Franklin, State of Ohio, City of Reynoldsburg, being located in Half Section 20, Section 13, Township 12, Range 21, Refugee Lands, and being parts of Lots Nos. 1 through 5, inclusive, of "F.G. TAYLOR'S EXECUTOR'S SUBDIVISION" as recorded in Plat Book 12, Page 28, together with parts of the tracts conveyed to Laura T. McClarren (see Deed Book 1055, Page 653); Patti A. Anders (see Deed Book 3313, Page 363); Constance G. Neiss and Bruce A. Gilbert (see Deed Book 3497, Pages 962 and 965); and all of the tract conveyed to Homer B. Jr. and Mary Louise Tussing (see Deed Book 2594, Page 399), all references being to records of the Recorder's Office, Franklin County, Ohio, and being more particularly bounded and described as follows:

Beginning at an iron pin at the intersection of the easterly right-of-way line of Brice Road with the northerly line of Lot No. 1 of "F.G. TAYLOR'S EXECUTOR'S SUBDIVISION", said iron pin being located 40.0 feet easterly at right angles from the centerline of Brice Road;

thence along the easterly right-of-way line of Brice Road, North 7° 41' 54" East, 89.09 feet to an iron pin at an angle point in said right-of-way line, said angle point being located 45.0 feet easterly at right angles from the centerline of Brice Road;

thence continuing along the easterly right-of-way line of Brice Road, North 7° 11' 58" East, 105.41 feet to a iron pin at the point of intersection of said right-of-way line with the southerly line of the 1.081 acre tract conveyed to the Sun Oil Company by deed of record in deed Book 2708, Page 20, said iron pin being located 50.0 feet easterly at right angles from the centerline of Brice Road;

thence along the southerly line of said 1.081 acre tract, South 85° 31' 14" East, 129.46 feet to an iron pin at the southeasterly corner of the said Sun Oil Company tract;

thence along the easterly line of said tract, North 4°29' 19" East, 225.21 feet to the point of intersection of said line with the southerly right-of-way line of East Main Street;

thence along the southerly right-of-way line of East Main Street, North 89° 08' 37" East (being parallel to and 45.0 feet southerly from the centerline of East Main Street), 112.17 feet to an angle point in said right-of-way line;

thence South 4° 28' 52" West, 2.01 feet to an angle point in said right-of-way line;

thence North 89° 08' 37" East (being parallel to and 47.0 feet southerly at right angles from the centerline of East Main Street), 218.93 feet to a point;

thence South 3° 43' 48" West (being parallel to the easterly line of the said Constance G. Neiss and Bruce A. Gilbert tract), 180.00 feet to a point;

thence South 87° 16' 26" East, 159.51 feet to a point in the easterly line of the said Neiss and Gilbert tract, being the westerly line of the 0.910 acre tract conveyed to Dallas R. and Nelle M. Tobin by deed of record in Deed Book 2015, page 209;

thence along the westerly line of the said Tobin tract, South 3° 43' 48" West,

49.47 feet to an iron pin found at the southwestery corner of said tract, being the northwesterly corner of the 10.768 acre tract conveyed to George R. and K.B. Clymer by deed of record in Deed Book 3370, page 148; thence along the westerly line of the said Clymer tract, South 4° 39' 29" West, 488.41 feet to a point in the easterly line of Lot No. 5 of "F.G. TAYLOR'S EXECUTOR'S SUBDIVISION";

thence across said Lot No. 5, North 85° 31' 08" West, 304.59 feet to a point;

thence South 4° 28' 52" West, 49.5 feet to a point; thence North 85° 31'08" West, 325.50 feet to a point in the easterly right-of- way line of Brice Road;

thence along the easterly right-of-way line of Brice Road, North 4° 28' 52" East (being -parallel to and 40.0 feet easterly from the centerline of Brice Road), 314.22 feet to the place of beginning, containing 9.093 acres, more or less.

TOGETHER WITH the beneficial easements contained in Easement Agreement by and between KM Reynoldsburg Development Company and Patti A. Anders, filed for record March 3, 1978, in Deed Book 3638, Page 494, of the Franklin County, Ohio Records.

SURVEYOR'S NOTES

1. This plat of an **ALTANSPS LAND TITLE SURVEY** is based upon the Commonwealth Land Title Insurance Company owner's policies of title insurance having Policy Nos. GLW2101191 (effective date of December 8, 2021) and GLW2100036 (effective date of June 14, 2021).

2. The following notes are keyed the Exceptions in Schedule B of the above referenced owner's policy of title insurance having Policy No. GLW2101191 and pertain only to the location of the item in relation to the subject premises. The undersigned makes no assumptions or assertions as to what rights exist or do not exist as described in the below documents.

No comment is made regarding the following Exceptions in Schedule B: 1-11, 17, 20, 23 & 24

Item 12: Easement to The Ohio Fuel Supply Co., filed for record October 29, 1910, in Misc. Volume 7, Page 507, of the Franklin County, Ohio, Records.
Surveyor's Notes: *May affect subject property, unable to determine exact location.*

Item 13: Deed of Easement to Scioto Valley Traction Co., filed for record March 20, 1924, in Deed Volume 773, Page 323, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, nothing to plat.*

Item 14: Easement of Ohio-Midland Light and Power Comapny, filed for record February 16, 1937, in Deed Volume 1051, Page 425, of the Franklin County, Ohio Records.
Surveyor's Notes: *May affect subject property, unable to determine exact location.*

Item 15: Easement for Water Line, Water Improvement No. 455 Sewer District Truro No. 2, to The Board of County Commissioners, Franklin County, Ohio, filed for record June 23, 1954, in Deed Volume 1817, Page 314, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 16: Deed of Easement to The City of Reynoldsburg, filed for record December 10, 1965, in Deed Volume 2698, Page 471, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 18: Right-of-Way to Columbia Gas of Ohio, Inc., filed for record December 19, 1969, in Deed Volume 3031, Page 527 of the Franklin County, Ohio Records, and generally depicted on the ALTANSPS Land Title Survey prepared by American Surveying And Mapping, Inc., entitled "6321 East Main Street, Franklin County, Reynoldsburg, Ohio" dated August 19, 2021, last revised October 26, 2021 and assigned Project No. 2113255-33238 (the "Survey").
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 19: Easement as set forth in Entry, filed for record March 26, 1974, in Deed Volume 3402, Page 276, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 21: Easement to Columbus and Southern Ohio Electric Company, filed for record December 20, 1985, in OR Volume 6734, Page F12, of the Franklin County, Ohio Records and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 22: Reservations, restrictions, covenants, limitations, easements, and/or conditions, as established in instrument, filed for record June 18, 2008, in Instrument No. 200806180093814, of the Franklin County, Ohio Records.

Amended and Restated Use and Operating Restriction, filed for record October 26, 2010 and recorded in Instrument No. 201010260142473 of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, nothing to plat.*

Item 25: Easement Agreement by and between KM Reynoldsburg Development Company, and Gilbert Brice Road Co., filed for record December 22, 1976 in Deed Volume 3558, Page 3, and as the same was modified by a Release of Easement filed for record October 24, 1985 in Official Record Volume 6448, Page I01, of the Franklin County, Ohio Records.
Surveyor's Notes: *Item contains a temporary easement, not shown on survey, appears to have been released via O.R. 6448 I01.*

Item 26: The following matters disclosed by the Survey:

a. Encroachment of curb from the Land onto the adjoining property along the easterly boundary line, now or formerly owned by Christian & Missionary Alliance by 10.1 feet;

b. Apparent cross access to and from the property to the east, now or formerly owned by Christian & Missionary Alliance, without benefit of easement;
Surveyor's Notes: *Referenced "Survey" not provided to surveyor.*

3. The follwin notes are keyed the Exceptions in Schedule B of the referenced owner's policy of title insurance having Policy No. GLW2100036 and pertain only to the location of the item in relation to the subject premises. The undersigned makes no assumptions or assertions as to what right exist or do not exist as described in the below documents.

No comment is made regarding the following Exceptions in Schedule B: 1-13, 16, 17, 19, 31, 32, 41, 44, 45 & 46

Item 14: Deed of Easement granted to Scioto Valley Traction Co. filed for record March 22, 1924, in Deed Book 773, Page 323, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, blanket in nature, nothing to plat.*

Item 15: Easement granted to Ohio Midland Light and Power Company, filed for record February 24, 1937, in Deed Book 1051, Page 425, of the Franklin County, Ohio Records.
Surveyor's Notes: *May affect subject property, unable to determine exact location.*

Item 18: Easement granted to Ohio-Midland Light and Power Company, filed for record December 9, 1958, in Deed Book 2146, Page 634, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, blanket in nature, nothing to plat.*

Item 20: Right of Way granted to Columbia Gas of Ohio, Inc., filed for record September 24, 1969, in Deed Book 3011, Page 668, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, located on Lot 1 of Plat of Part of the F.G. Taylor Farm, as recorded in Plat Book 12, Page 28, unable to determine exact location (poor original), for gas line within Brice Road.*

Item 21: Right of Way granted to Columbia Gas of Ohio, Inc., filed for record September 24, 1969, in Deed Book 3011, Page 672, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, unable to determine exact location (poor original), for gas line within Brice Road.*

Item 22: Easement as contained within the entry filed for record July 17, 1973, in Deed Book 3350, Page 627, of the Franklin County, Ohio Records.
Surveyor's Notes: *Does not affect subject property, located within Brice Road Right-of-Way, shown on survey, temporary easement not shown.*

Item 23: Easement as contained within the entry filed for record August 21, 1973, in Deed Book 3360, Page 360, of the Franklin County, Ohio Records, and generally depicted on the ALTANSPS Land Title Survey prepared by American Surveying & Mapping, Inc., entitled "1284 BRICE RD & 6323 E MAIN ST, FRANKLIN COUNTY, REYNOLDSBURG, OHIO" dated March 9, 2021, and assigned Project No. 2112144_30204 (the "Survey").
Surveyor's Notes: *Affects subject property, shown on survey, fee parcel within Brice Road Right-of-Way.*

Item 24: Easement as contained in entry filed for record January 15, 1974, in Deed Book 3391, Page 536, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey, fee parcel within Brice Road Right-of-Way.*

Item 25: Easement as contained within the amended entry filed for record June 17, 1974, in Deed Book 3416, Page 440, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey, fee parcel within Brice Road Right-of-Way.*

Item 26: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 3, 1976, in Deed Book 3507, Page 584, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 27: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 3, 1976, in Deed Book 3507, Page 591, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 28: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 3, 1976, in Deed Book 3507, Page 593, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 29: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 8, 1976, in Deed Book 3508, Page 96, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 30: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 8, 1976, in Deed Book 3508, Page 99, of the Franklin County, Ohio Records.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 33: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record December 27, 1976, in Deed Book 3558, Page 15, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 34: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record March 29, 1977, in Deed Book 3571, Page 915, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 35: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record May 13, 1977, in Deed Book 3581, Page 602, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 36: Right of Way granted to Columbia Gas Transmission Corporation, filed for record July 7, 1977, in Deed Book 3593, Page 799, of the Franklin County, Ohio Records, and generally depicted on the Survey (As to Parcel I).
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 37: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record July 15, 1977, in Deed Book 3595, Page 596, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 38: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record August 31, 1977, in Deed Book 3605, Page 876, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 39: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record November 15, 1977, in Deed Book 3620, Page 876, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 40: Subject to the terms and conditions of the Easement Agreement by and between KM Reynoldsburg Development Company and Patti A. Anders, filed for record March 3, 1978, in Deed Book 3638, Page 494, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

Item 42: Memorandum of Sublease by and between KMart Corporation and McDonald's Corporation, filed for record June 2, 1999, in Instrument No. 199906020139578, and re-recorded July 28, 1999, in Instrument No. 199907280191016, of the Franklin County, Ohio Records.

Supplement to Sublease dated July 25, 2000 and recorded August 25, 2000 as Instrument No. 200008250171120, of the Franklin County, Ohio Records.

As affected by Assignment Agreement by and between Jayne Bentzen and The Christian And Missionary Alliance, a Colorado nonprofit corporation dated May 13, 2021 and filed for record June 14, 2021 in Instrument No. 202106140103820, of the Franklin County, Ohio Records.
Surveyor's Notes: *Lease area affects subject property, shown on survey.*

Item 43: Deed of Easement granted to the City of Reynoldsburg, Ohio, filed for record August 15, 2003, in Instrument No. 200308150259598, of the Franklin County, Ohio Records, and generally depicted on the Survey.
Surveyor's Notes: *Affects subject property, shown on survey.*

4. The purpose of this survey was to prepare an ALTANSPS Land Title Survey for the site.

5. This plat of an **ALTANSPS LAND TITLE SURVEY** represents the conditions of the site on: September 5, 2022 (date of latest field activity).

6. The accuracy of any flood hazard data shown on this survey is subject to map scale uncertainty and to any other uncertainty in location or elevation on the referenced Flood Insurance Rate Map. Flood Insurance Rate Map having Community-Panel Number 39049C0354K (effective date June 17, 2008) of the National Flood Insurance Program indicates this site to be within zone "X" (areas determined to be outside 500-year floodplain).

The subject properties are adjacent to, and have direct vehicular access, to the rights-of-ways for Brice Road (public) and E. Main Street (public).

7. Discussion of Certain ALTA Table A Items:

Item 6: No zoning information provided by client.

Item 9: There are currently 393 delineated parking spaces, of which 5 are designated as handicapped spaces, on the subject property.

Item 11: The locations of any underground utilities shown on this plat are based upon above ground evidence (including, but not limited to, manholes, inlets, and marks made on the ground by others) or plan information provided by the utility owners and are speculative in nature. There may be underground utilities for which there is no above ground evidence, for which the above ground evidence was not observed (i.e. buried or paved over), or for which no plans were provided.

Observed evidence of Gas, Electric, Water, Telecommunications (which may or may not include telephone, cable TV and fiber optic lines), Sanitary Sewer and Storm Drainage exist on or adjacent to the subject property.

Item 16: No observed evidence of building construction or earth moving work currently exists on site.

Item 17: The undersigned has not been made aware of any proposed changes to the public right-of-way width or location. There is no evidence of recent sidewalk construction.

Item 18: The undersigned is aware of the following offsite easements or servitudes:

Easement Agreement by and between KM Reynoldsburg Development Company and Patti A. Anders, of record in Deed Book 3638, Page 494 (Item 40-GLW2100036)

8. American Structurepoint, Inc. makes no warranty, either expressed or implied, as to our staking, findings, recommendations, plans, specifications, or professional advice except that the work was performed pursuant to generally accepted standards of practice and degree of care exercised by members of the same profession on projects of comparable size and complexity. As used in this survey, the word certify (certified, certification, and/or certificate) shall be interpreted as meaning a professional opinion regarding the conditions of those facts and/or findings which are the subject of the certification and does not constitute a warranty or guarantee, either express or implied.

9. This Plat of an ALTANSPS LAND TITLE SURVEY represents a survey made under my supervision and in compliance with the Minimum Standards for Boundary Surveys as established by Chapter 4733-37 of the Ohio Administrative Code with corners established as shown and is true and correct to the best of my knowledge.

THE CHRISTIAN & MISSIONARY ALLIANCE

AMERICAN STRUCTUREPOINT INC.



2550 Corporate Exchange Dr., Ste. 300 | Columbus, Ohio 43231
TEL: 614.901.2235 | FAX: 614.901.2236
www.structurepoint.com

ALTANSPS LAND TITLE SURVEY FOR
ALLIANCE PLACE DEVELOPMENT
CITY OF REYNOLDSBURG, COUNTY OF FRANKLIN, STATE OF OHIO

REVISIONS	DATE	SHEET NO.	DESCRIPTION

DATE:	10/26/2022
DRAWN BY:	MJW
CHECKED BY:	MJW
JOB NUMBER:	2021.03393

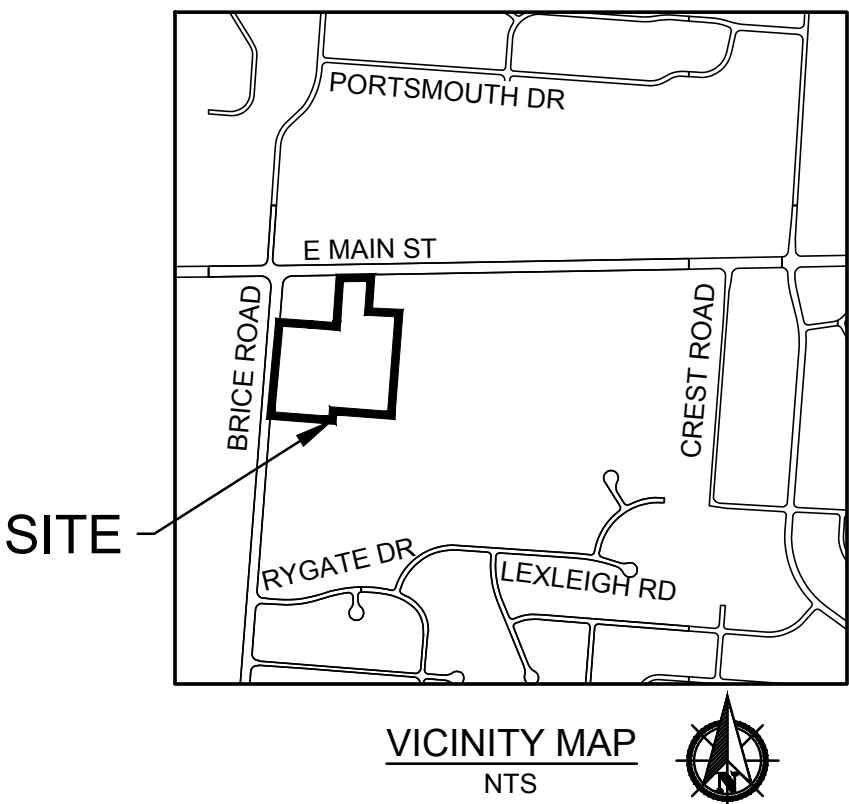
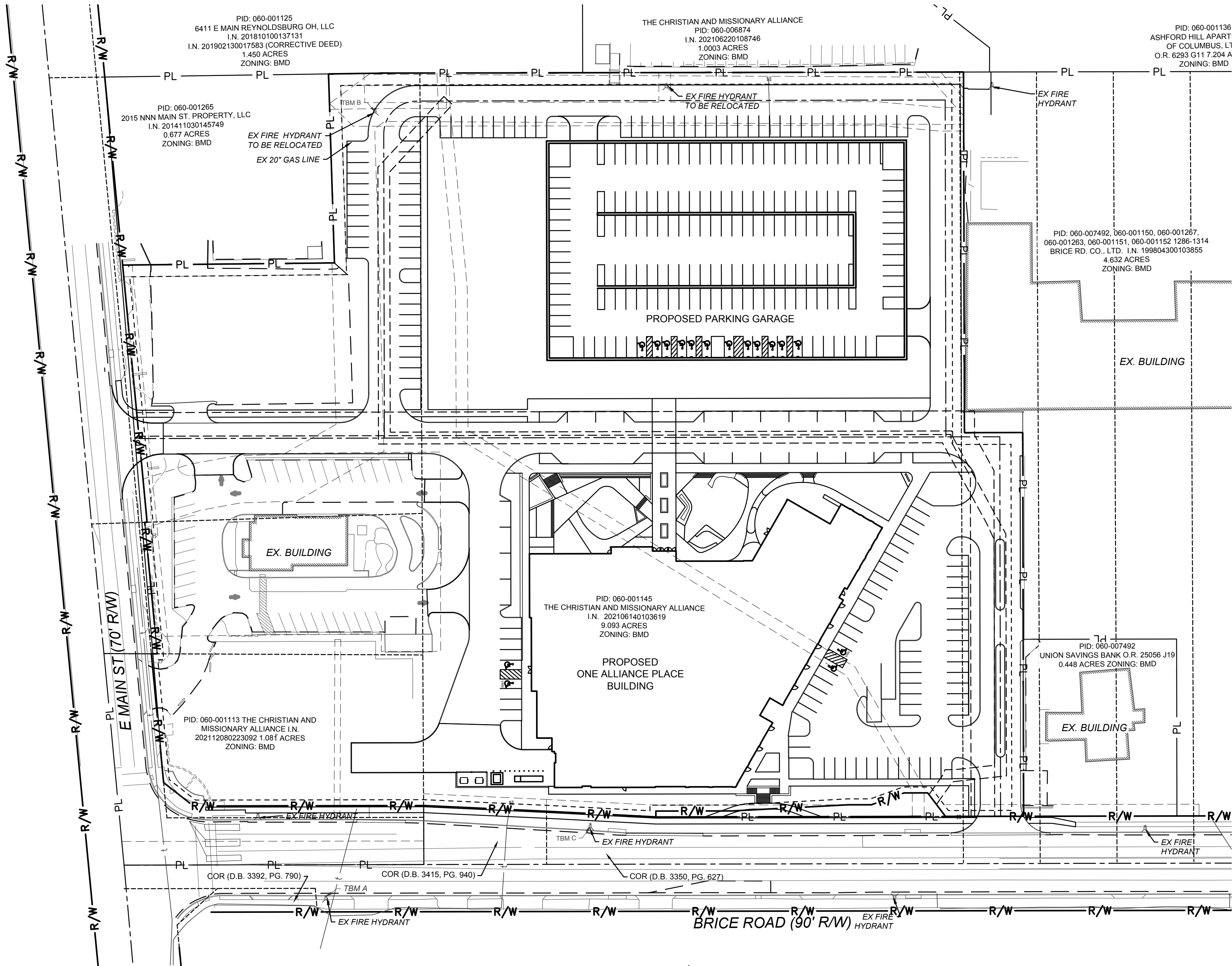
SHEET INDEX

- 1 - TITLE SHEET
2 - EXISTING CONDITIONS NOTES
3 - EXISTING CONDITIONS PLAN
4 - SITE PLAN
5 - UTILITY PLAN
6 - GRADING PLAN

SITE DATA

ZONING:	
PROPERTY OWNER:	CHRISTIAN & MISSIONARY ALLIANCE
PARCEL ID:	060-001145-00
SITE ACREAGE:	7.5 ACRES
EXISTING ZONING:	BRICE AND MAIN DISTRICT (BMD)
PROPOSED ZONING:	BMD
FEMA FLOODPLAIN:	39049C0354K; 06/17/2008
SITE LAYOUT DATA:	
MINIMUM DRIVE AISLE WIDTH:	22'
STANDARD PARKING STALL:	9'X18'
ADA PARKING STALL:	8'X18'
BUILDING SETBACK/BUFFER:	5' MIN, 20' MAX (FRONT SETBACK)
	10' (REAR/SIDE SETBACK)
BUILDING DATA:	
TOTAL AREA BUILDING:	1.09 ACRES (47289 SF)
BUILDING HEIGHT*:	61'
ROOFTOP UTILITY SCREEN HEIGHT*:	68'
STAIR TOWER HEIGHT*:	72'
STORIES*:	3
*SEE ARCHITECTURAL ELEVATIONS	
GARAGE DATA:	
TOTAL AREA:	1.30 ACRES (56730 SF)
GARAGE HEIGHT:	36'-0"
STORIES:	3
PARKING DATA:	
REQUIRED:	511 SPACES (1 PER 4 SEATS @ 644 SEATS=161 SP) (1 PER 200 SF. @ 15,974 SF. = 80 SP) (1 PER 250 SF. @ 81,308 SF = 326 SP) (10% TRANSIT PROXIMITY REDUCTION FACTOR)
PROVIDED:	647 SPACES (492 STRUCTURE PARKING, INCLUDING 12 ADA SPACES) (155 SURFACE/STREET PARKING, INCLUDING 4 ADA SPACES)
LANDSCAPE DATA:	
EXISTING IMPERVIOUS AREA:	7.5 ACRES
PROPOSED IMPERVIOUS AREA:	5.5 ACRES
GREENSPACE:	2.0 ACRES
LOT COVERAGE:	73%

MAJOR SITE PLAN FOR
ONE ALLIANCE PLACE
1284 BRICE RD
REYNOLDSBURG, OHIO, 43068



BASIS OF BEARING

BEARINGS SHOWN HEREON ARE MEASURED FROM GRID NORTH, REFERENCED TO THE OHIO STATE PLANE COORDINATE SYSTEM (SOUTH ZONE) AND THE NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENTS), AS ESTABLISHED UTILIZING A GPS SURVEY AND AN NGS OPUS SOLUTION.

ELEVATION DATUM

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, AS ESTABLISHED UTILIZING A LEVEL CIRCUIT ORIGINATING ON FCGS.

BENCHMARKS

- BM A**
CHISLED "X" SET ON THE EAST BOLT OF FIRE HYDRANT LOCATED ON THE WEST SIDE OF BRICE ROAD AT THE SOUTH PROPERTY LINE OF FLOWERRAMA.
ELEVATION = 860.82
- BM B**
CHISLED "X" SET ON THE SOUTH BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF PARKING LOT OF OLD KMART BUILDING BEHIND TACO BELL.
ELEVATION = 864.62
- BM C**
INFO. CHISLED "X" SET ON THE WEST BOLT OF FIRE HYDRANT LOCATED ON THE EAST SIDE OF BRICE ROAD IN FRONT OF UNION SAVINGS BANK +/- 500 FEET SOUTH OF MAIN STREET.
ELEVATION = 850.07

UTILITY CONTACTS

- AMERICAN ELECTRIC POWER (AEP)**
CONTACT: ROBERT COOPER
PHONE: (614) 883-6854
EMAIL: RDCOOPER@AEP.COM
- COLUMBIA GAS OF OHIO**
CONTACT: DONYEL GIBSON
290 W NATIONWIDE BV, 3RD FLOOR
COLUMBUS, OH 43215
PHONE: (614) 460-5400 EXT 3028

CHARTER COMMUNICATIONS

CONTACT: KEVIN D RICH
PHONE: (614) 481-5263
EMAIL: KEVIN.RICH1@CHARTER.COM

AT&T

CONTACT: ROGER MIKESEL
PHONE: (614) 223-7162

CITY OF REYNOLDSBURG
WATER/WASTEWATER

CONTACT: PAUL HELLMAN
PHONE: (614) 322-4503
E-MAIL: PHELLMAN@CI.REYNOLDSBURG.OH.US

CITY OF REYNOLDSBURG STREET

CONTACT: KEITH KUNDTZ
PHONE: (614) 322-5800
EMAIL: KKUNDTZ@CI.REYNOLDSBURG.OH.US

OWNER/ DEVELOPER
THE CHRISTIAN AND MISSIONARY ALLIANCE
6421 E MAIN ST
REYNOLDSBURG, OHIO 43068
CONTACT: ROBB CHILDS
PHONE: 714-265-2184
EMAIL: CHILDSR@CMALLIANCE.ORG

ENGINEER

AMERICAN STRUCTUREPOINT
2550 CORPORATE EXCHANGE DRIVE, SUITE 300
COLUMBUS, OHIO 43231
CONTACT: GARRETT BAKER
PHONE: 614-901-2235
EMAIL: GBAKER@STRUCTUREPOINT.COM

ARCHITECT

OHM ADVISORS
580 N 4TH ST #610
COLUMBUS, OHIO 43215
CONTACT: ANTHONY PELINO
PHONE: 614-474-1145
EMAIL: ANTHONY.PELINO@OHM-ADVISORS.COM



REGISTERED ENGINEER
MATTHEW J. LILIE, E-86125, P.E.

Ohio Utilities Protection Service
Call 811
before you dig

MAJOR SITE PLAN
FOR
ONE ALLIANCE PLACE
REYNOLDSBURG, OHIO, 43068
TITLE SHEET

DESCRIPTION

SHEET NO.

DATE

REVISIONS

APPROVAL PENDING NOT FOR CONSTRUCTION
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	12/13/2022
DRAWN BY:	LG
CHECKED BY:	MJL
JOB NUMBER:	2021.03393

PLOT SCALE: 1"=1 EDIT DATE: 12/13/22 - 9:58 AM EDITED BY: LOJELINK DRAWING FILE: O:\2021\03393D - DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\MAJOR SITE PLAN\2021_03393 TS.DWG

SURVEYOR'S NOTES

1. THIS PLAT OF AN **ALTANSPS LAND TITLE SURVEY** IS BASED UPON THE COMMONWEALTH LAND TITLE INSURANCE COMPANY OWNER'S POLICIES OF TITLE INSURANCE HAVING POLICY NOS. GLW2101191 (EFFECTIVE DATE OF DECEMBER 8, 2021) AND GLW2100036 (EFFECTIVE DATE OF JUNE 14, 2021).
2. THE FOLLOWING NOTES ARE KEYED THE EXCEPTIONS IN SCHEDULE B OF THE ABOVE REFERENCED OWNER'S POLICY OF TITLE INSURANCE HAVING POLICY NO. GLW2101191 AND PERTAIN ONLY TO THE LOCATION OF THE ITEM IN RELATION TO THE SUBJECT PREMISES. THE UNDERSIGNED MAKES NO ASSUMPTIONS OR ASSERTIONS AS TO WHAT RIGHTS EXIST OR DO NOT EXIST AS DESCRIBED IN THE BELOW DOCUMENTS.

NO COMMENT IS MADE REGARDING THE FOLLOWING EXCEPTIONS IN SCHEDULE B: 1-11, 17, 20, 23 & 24

ITEM 12: EASEMENT TO THE OHIO FUEL SUPPLY CO., FILED FOR RECORD OCTOBER 29, 1910, IN MISC. VOLUME 7, PAGE 507, OF THE FRANKLIN COUNTY, OHIO, RECORDS.
SURVEYOR'S NOTES: MAY AFFECT SUBJECT PROPERTY, UNABLE TO DETERMINE EXACT LOCATION.

ITEM 13: DEED OF EASEMENT TO SCIOTO VALLEY TRACTION CO., FILED FOR RECORD MARCH 20, 1924, IN DEED VOLUME 773, PAGE 323, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, NOTHING TO PLOT.

ITEM 14: EASEMENT OF OHIO-MIDLAND LIGHT AND POWER COMAPNY, FILED FOR RECORD FEBRUARY 16, 1937, IN DEED VOLUME 1051, PAGE 425, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: MAY AFFECT SUBJECT PROPERTY, UNABLE TO DETERMINE EXACT LOCATION.

ITEM 15: EASEMENT FOR WATER LINE, WATER IMPROVEMENT NO. 455 SEWER DISTRICT TRURO NO. 2, TO THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY, OHIO, FILED FOR RECORD JUNE 23, 1954, IN DEED VOLUME 1817, PAGE 314, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 16: DEED OF EASEMENT TO THE CITY OF REYNOLDSBURG, FILED FOR RECORD DECEMBER 10, 1965, IN DEED VOLUME 2698, PAGE 471, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 18: RIGHT-OF-WAY TO COLUMBIA GAS OF OHIO, INC., FILED FOR RECORD DECEMBER 19, 1969, IN DEED VOLUME 3031, PAGE 527 OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE ALTANSPS LAND TITLE SURVEY PREPARED BY AMERICAN SURVEYING AND MAPPING, INC., ENTITLED "6321 EAST MAIN STREET, FRANKLIN COUNTY, REYNOLDSBURG, OHIO" DATED AUGUST 19, 2021, LAST REVISED OCTOBER 26, 2021 AND ASSIGNED PROJECT NO. 2113255-33238 (THE "SURVEY").
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 19: EASEMENT AS SET FORTH IN ENTRY, FILED FOR RECORD MARCH 26, 1974, IN DEED VOLUME 3402, PAGE 276, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 21: EASEMENT TO COLUMBUS AND SOUTHERN OHIO ELECTRIC COMPANY, FILED FOR RECORD DECEMBER 20, 1985, IN OR VOLUME 6734, PAGE F12, OF THE FRANKLIN COUNTY, OHIO RECORDS AND GENERALLY DEPICTED ON THE SURVEY.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 22: RESERVATIONS, RESTRICTIONS, COVENANTS, LIMITATIONS, EASEMENTS, AND/OR CONDITIONS, AS ESTABLISHED IN INSTRUMENT, FILED FOR RECORD JUNE 18, 2008, IN INSTRUMENT NO. 200806180093814, OF THE FRANKLIN COUNTY, OHIO RECORDS.

AMENDED AND RESTATED USE AND OPERATING RESTRICTION, FILED FOR RECORD OCTOBER 26, 2010 AND RECORDED IN INSTRUMENT NO. 201010260142473 OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, NOTHING TO PLOT.

ITEM 25: EASEMENT AGREEMENT BY AND BETWEEN KM REYNOLDSBURG DEVELOPMENT COMPANY, AND GILBERT BRICE ROAD CO., FILED FOR RECORD DECEMBER 22, 1976 IN DEED VOLUME 3558, PAGE 3, AND AS THE SAME WAS MODIFIED BY A RELEASE OF EASEMENT FILED FOR RECORD OCTOBER 24, 1985 IN OFFICIAL RECORD VOLUME 6448, PAGE 101, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: ITEM CONTAINS A TEMPORARY EASEMENT, NOT SHOWN ON SURVEY, APPEARS TO HAVE BEEN RELEASED VIA O.R. 6448 101.

ITEM 26: THE FOLLOWING MATTERS DISCLOSED BY THE SURVEY:

A. ENCROACHMENT OF CURB FROM THE LAND ONTO THE ADJOINING PROPERTY ALONG THE EASTERLY BOUNDARY LINE, NOW OR FORMERLY OWNED BY CHRISTIAN & MISSIONARY ALLIANCE BY 10.1 FEET;

B. APPARENT CROSS ACCESS TO AND FROM THE PROPERTY TO THE EAST, NOW OR FORMERLY OWNED BY CHRISTIAN & MISSIONARY ALLIANCE, WITHOUT BENEFIT OF EASEMENT;
SURVEYOR'S NOTES: REFERENCED "SURVEY" NOT PROVIDED TO SURVEYOR.

3. THE FOLLWIN NOTES ARE KEYED THE EXCEPTIONS IN SCHEDULE B OF THE REFERENCED OWNER'S POLICY OF TITLE INSURANCE HAVING POLICY NO. GLW2100036 AND PERTAIN ONLY TO THE LOCATION OF THE ITEM IN RELATION TO THE SUBJECT PREMISES. THE UNDERSIGNED MAKES NO ASSUMPTIONS OR ASSERTIONS AS TO WHAT RIGHT EXIST OR DO NOT EXIST AS DESCRIBED IN THE BELOW DOCUMENTS.

NO COMMENT IS MADE REGARDING THE FOLLOWING EXCEPTIONS IN SCHEDULE B: 1-13, 16, 17, 19, 31, 32, 41, 44, 45 & 46

ITEM 14: DEED OF EASEMENT GRANTED TO SCIOTO VALLEY TRACTION CO. FILED FOR RECORD MARCH 22, 1924, IN DEED BOOK 773, PAGE 323, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, BLANKET IN NATURE, NOTHING TO PLOT.

ITEM 15: EASEMENT GRANTED TO OHIO MIDLAND LIGHT AND POWER COMPANY, FILED FOR RECORD FEBRUARY 24, 1937, IN DEED BOOK 1051, PAGE 425, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: MAY AFFECT SUBJECT PROPERTY, UNABLE TO DETERMINE EXACT LOCATION.

ITEM 18: EASEMENT GRANTED TO OHIO-MIDLAND LIGHT AND POWER COMPANY, FILED FOR RECORD DECEMBER 9, 1958, IN DEED BOOK 2146, PAGE 634, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, BLANKET IN NATURE, NOTHING TO PLOT.

ITEM 20: RIGHT OF WAY GRANTED TO COLUMBIA GAS OF OHIO, INC., FILED FOR RECORD SEPTEMBER 24, 1969, IN DEED BOOK 3011, PAGE 668, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, LOCATED ON LOT 1 OF PLAT OF PART OF THE F.G. TAYLOR FARM, AS RECORDED IN PLAT BOOK 12, PAGE 28, UNABLE TO DETERMINE EXACT LOCATION (POOR ORIGINAL), FOR GAS LINE WITHIN BRICE ROAD.

ITEM 21: RIGHT OF WAY GRANTED TO COLUMBIA GAS OF OHIO, INC., FILED FOR RECORD SEPTEMBER 24, 1969, IN DEED BOOK 3011, PAGE 672, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, UNABLE TO DETERMINE EXACT LOCATION (POOR ORIGINAL), FOR GAS LINE WITHIN BRICE ROAD.

ITEM 22: EASEMENT AS CONTAINED WITHIN THE ENTRY FILED FOR RECORD JULY 17, 1973, IN DEED BOOK 3350, PAGE 627, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: DOES NOT AFFECT SUBJECT PROPERTY, LOCATED WITHIN BRICE ROAD RIGHT-OF-WAY, SHOWN ON SURVEY, TEMPORARY EASEMENT NOT SHOWN.

ITEM 23: EASEMENT AS CONTAINED WITHIN THE ENTRY FILED FOR RECORD AUGUST 21, 1973, IN DEED BOOK 3360, PAGE 360, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE ALTANSPS LAND TITLE SURVEY PREPARED BY AMERICAN SURVEYING & MAPPING, INC., ENTITLED "1284 BRICE RD & 6323 E MAIN ST, FRANKLIN COUNTY, REYNOLDSBURG, OHIO" DATED MARCH 9, 2021, AND ASSIGNED PROJECT NO. 2112144 30204 (THE "SURVEY").
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY, FEE PARCEL WITHIN BRICE ROAD RIGHT-OF-WAY.

ITEM 24: EASEMENT AS CONTAINED IN ENTRY FILED FOR RECORD JANUARY 15, 1974, IN DEED BOOK 3391, PAGE 536, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY, FEE PARCEL WITHIN BRICE ROAD RIGHT-OF-WAY.

ITEM 25: EASEMENT AS CONTAINED WITHIN THE AMENDED ENTRY FILED FOR RECORD JUNE 17, 1974, IN DEED BOOK 3416, PAGE 440, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY, FEE PARCEL WITHIN BRICE ROAD RIGHT-OF-WAY.

ITEM 26: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 3, 1976, IN DEED BOOK 3507, PAGE 584, OF THE FRANKLIN COUNTY, OHIO RECORDS.
SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 27: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 3, 1976, IN DEED BOOK 3507, PAGE 591, OF THE FRANKLIN COUNTY, OHIO RECORDS.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 28: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 3, 1976, IN DEED BOOK 3507, PAGE 593, OF THE FRANKLIN COUNTY, OHIO RECORDS.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 29: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 8, 1976, IN DEED BOOK 3508, PAGE 96, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 30: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 8, 1976, IN DEED BOOK 3508, PAGE 99, OF THE FRANKLIN COUNTY, OHIO RECORDS,.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 33: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD DECEMBER 27, 1976, IN DEED BOOK 3558, PAGE 15, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 34: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MARCH 29, 1977, IN DEED BOOK 3571, PAGE 915, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 35: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD MAY 13, 1977, IN DEED BOOK 3581, PAGE 602, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 36: RIGHT OF WAY GRANTED TO COLUMBIA GAS TRANSMISSION CORPORATION, FILED FOR RECORD JULY 7, 1977, IN DEED BOOK 3593, PAGE 799, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY (AS TO PARCEL I).

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 37: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD JULY 15, 1977, IN DEED BOOK 3595, PAGE 596, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 38: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD AUGUST 31, 1977, IN DEED BOOK 3605, PAGE 876, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 39: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD NOVEMBER 15, 1977, IN DEED BOOK 3620, PAGE 876, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 40: SUBJECT TO THE TERMS AND CONDITIONS OF THE EASEMENT AGREEMENT BY AND BETWEEN KM REYNOLDSBURG DEVELOPMENT COMPANY AND PATTI A. ANDERS, FILED FOR RECORD MARCH 3, 1978, IN DEED BOOK 3638, PAGE 494, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 42: MEMORANDUM OF SUBLEASE BY AND BETWEEN KMART CORPORATION AND MCDONALD'S CORPORATION, FILED FOR RECORD JUNE 2, 1999, IN INSTRUMENT NO. 199906020139578, AND RE-RECORDED JULY 28, 1999, IN INSTRUMENT NO. 199907280191016, OF THE FRANKLIN COUNTY, OHIO RECORDS.

SUPPLEMENT TO SUBLEASE DATED JULY 25, 2000 AND RECORDED AUGUST 25, 2000 AS INSTRUMENT NO. 200008250171120, OF THE FRANKLIN COUNTY, OHIO RECORDS.

AS AFFECTED BY ASSIGNMENT AGREEMENT BY AND BETWEEN JAYNE BENTZEN AND THE CHRISTIAN AND MISSIONARY ALLIANCE, A COLORADO NONPROFIT CORPORATION DATED MAY 13, 2021 AND FILED FOR RECORD JUNE 14, 2021 IN INSTRUMENT NO. 202106140103620, OF THE FRANKLIN COUNTY, OHIO RECORDS.

SURVEYOR'S NOTES: LEASE AREA AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

ITEM 43: DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, FILED FOR RECORD AUGUST 15, 2003, IN INSTRUMENT NO. 200308150259598, OF THE FRANKLIN COUNTY, OHIO RECORDS, AND GENERALLY DEPICTED ON THE SURVEY.

SURVEYOR'S NOTES: AFFECTS SUBJECT PROPERTY, SHOWN ON SURVEY.

4. THE PURPOSE OF THIS SURVEY WAS TO PREPARE AN ALTANSPS LAND TITLE SURVEY FOR THE SITE.

5. THIS PLAT OF AN **ALTANSPS LAND TITLE SURVEY** REPRESENTS THE CONDITIONS OF THE SITE ON: SEPTEMBER 5, 2022 (DATE OF LATEST FIELD ACTIVITY).

6. THE ACCURACY OF ANY FLOOD HAZARD DATA SHOWN ON THIS SURVEY IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP. FLOOD INSURANCE RATE MAP HAVING COMMUNITY-PANEL NUMBER 39049C0354K (EFFECTIVE DATE JUNE 17, 2008) OF THE NATIONAL FLOOD INSURANCE PROGRAM INDICATES THIS SITE TO BE WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN).

THE SUBJECT PROPERTIES ARE ADJACENT TO, AND HAVE DIRECT VEHICULAR ACCESS, TO THE RIGHTS-OF-WAYS FOR BRICE ROAD (PUBLIC) AND E. MAIN STREET (PUBLIC).

7. DISCUSSION OF CERTAIN ALTA TABLE A ITEMS:

ITEM 6: NO ZONING INFORMATION PROVIDED BY CLIENT.

ITEM 9: THERE ARE CURRENTLY 393 DELINEATED PARKING SPACES, OF WHICH 5 ARE DESIGNATED AS HANDICAPPED SPACES, ON THE SUBJECT PROPERTY.

ITEM 11: THE LOCATIONS OF ANY UNDERGROUND UTILITIES SHOWN ON THIS PLAT ARE BASED UPON ABOVE GROUND EVIDENCE (INCLUDING, BUT NOT LIMITED TO, MANHOLES, INLETS, AND MARKS MADE ON THE GROUND BY OTHERS) OR PLAN INFORMATION PROVIDED BY THE UTILITY OWNERS AND ARE SPECULATIVE IN NATURE. THERE MAY BE UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE, FOR WHICH THE ABOVE GROUND EVIDENCE WAS NOT OBSERVED (I.E. BURIED OR PAVED OVER), OR FOR WHICH NO PLANS WERE PROVIDED.

OBSERVED EVIDENCE OF GAS, ELECTRIC, WATER, TELECOMMUNICATIONS (WHICH MAY OR MAY NOT INCLUDE TELEPHONE, CABLE TV AND FIBER OPTIC LINES), SANITARY SEWER AND STORM DRAINAGE EXIST ON OR ADJACENT TO THE SUBJECT PROPERTY.

ITEM 16: NO OBSERVED EVIDENCE OF BUILDING CONSTRUCTION OR EARTH MOVING WORK CURRENTLY EXISTS ON SITE.

ITEM 17: THE UNDERSIGNED HAS NOT BEEN MADE AWARE OF ANY PROPOSED CHANGES TO THE PUBLIC RIGHT-OF-WAY WIDTH OR LOCATION. THERE IS NO EVIDENCE OF RECENT SIDEWALK CONSTRUCTION.

ITEM 18: THE UNDERSIGNED IS AWARE OF THE FOLLOWING OFFSITE EASEMENTS OR SERVIDUTES:

EASEMENT AGREEMENT BY AND BETWEEN KM REYNOLDSBURG DEVELOPMENT COMPANY AND PATTI A. ANDERS, OF RECORD IN DEED BOOK 3638, PAGE 494 (ITEM 40-GLW2100036)

8. AMERICAN STRUCTUREPOINT, INC. MAKES NO WARRANTY, EITHER EXPRESSED OR IMPLIED, AS TO OUR STAKING, FINDINGS, RECOMMENDATIONS, PLANS, SPECIFICATIONS, OR PROFESSIONAL ADVICE EXCEPT THAT THE WORK WAS PERFORMED PURSUANT TO GENERALLY ACCEPTED STANDARDS OF PRACTICE AND DEGREE OF CARE EXERCISED BY MEMBERS OF THE SAME PROFESSION ON PROJECTS OF COMPARABLE SIZE AND COMPLEXITY. AS USED IN THIS SURVEY, THE WORD CERTIFY (CERTIFIED, CERTIFICATION, AND/OR CERTIFICATE) SHALL BE INTERPRETED AS MEANING A PROFESSIONAL OPINION REGARDING THE CONDITIONS OF THOSE FACTS AND/OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESS OR IMPLIED.

9. THIS PLAT OF AN ALTANSPS LAND TITLE SURVEY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION AND IN COMPLIANCE WITH THE MINIMUM STANDARDS FOR BOUNDARY SURVEYS AS ESTABLISHED BY CHAPTER 4733-37 OF THE OHIO ADMINISTRATIVE CODE WITH CORNERS ESTABLISHED AS SHOWN AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	12/13/2022
DRAWN BY:	LG
CHECKED BY:	MJL
JOB NUMBER:	2021.03393

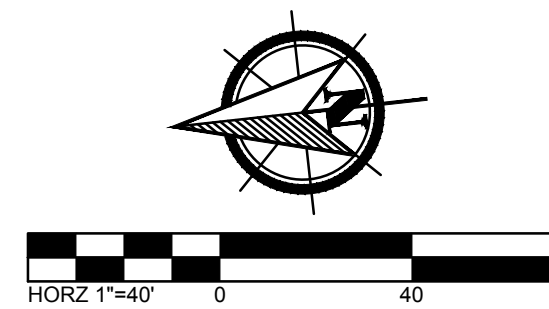
2/6

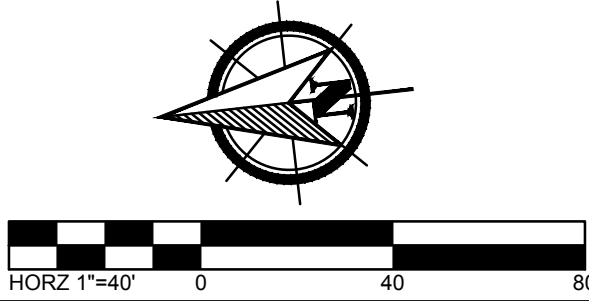
MAJOR SITE PLAN
FOR
ONE ALLIANCE PLACE
REYNOLDSBURG, OHIO, 43068
EXISTING CONDITIONS
NOTES

**AMERICAN
STRUCTUREPOINT
INC.**

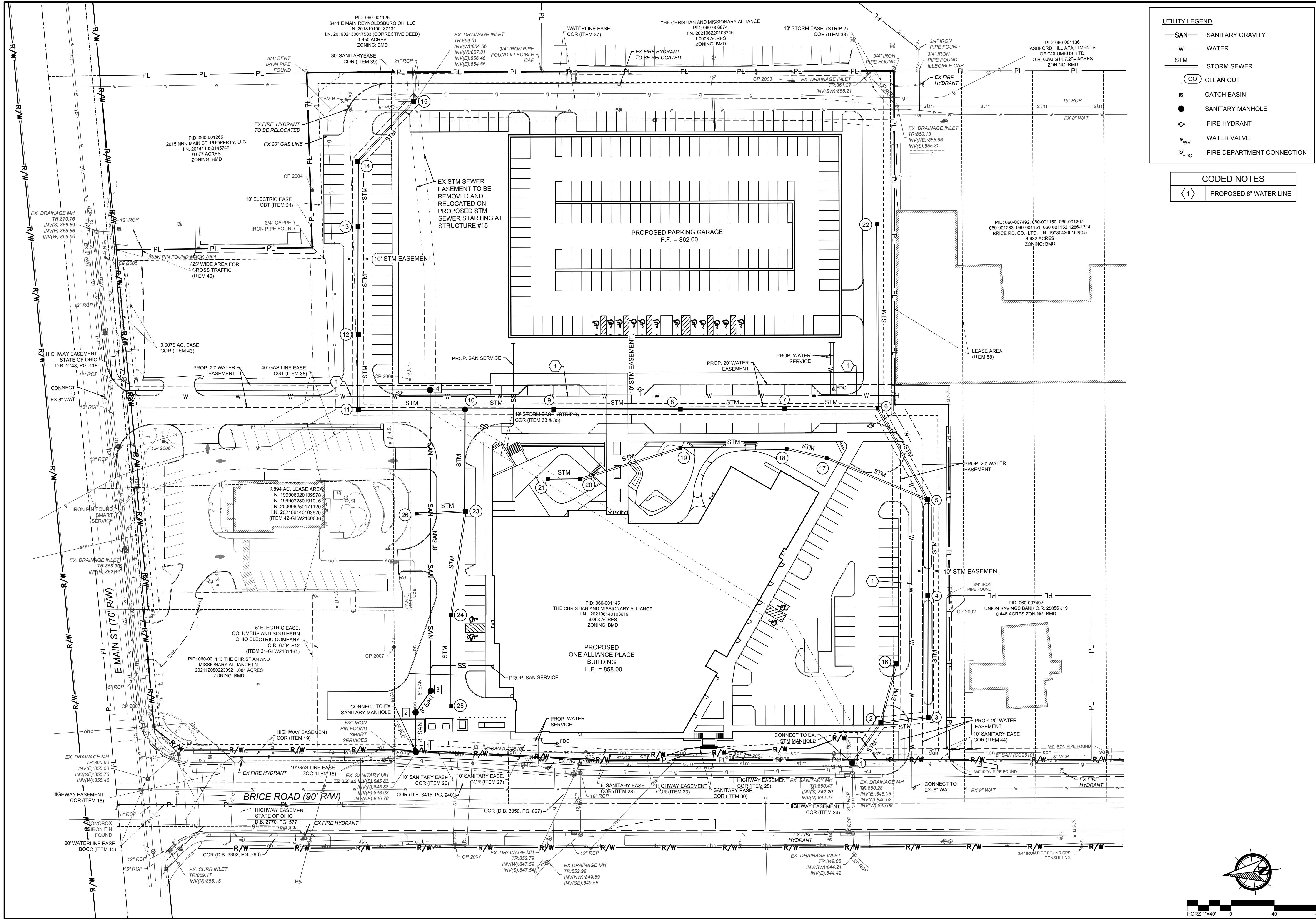
**THE ALLIANCE**

2550 Corporate Exchange Dr., Ste. 300 | Columbus, Ohio 43231
TEL: 614.472.2600 | FAX: 614.471.2226
www.structurepoint.com





PLOT SCALE: 1"=100' DATE: 12/13/2022 9:24 AM EDITED BY: LOELINK DRAWING FILE: C:\2021\03393D DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\MAJOR SITE PLAN\2021_03393D UP.DWG



UTILITY LEGEND

- SAN SANITARY GRAVITY
- W WATER
- STM STORM SEWER
- CO CLEAN OUT
- CATCH BASIN
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- FIRE DEPARTMENT CONNECTION

CODED NOTES

1 PROPOSED 8" WATER LINE

THE ALLIANCE

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MAJOR SITE PLAN FOR
ONE ALLIANCE PLACE
REYNOLDSBURG, OHIO, 43068
UTILITY PLAN

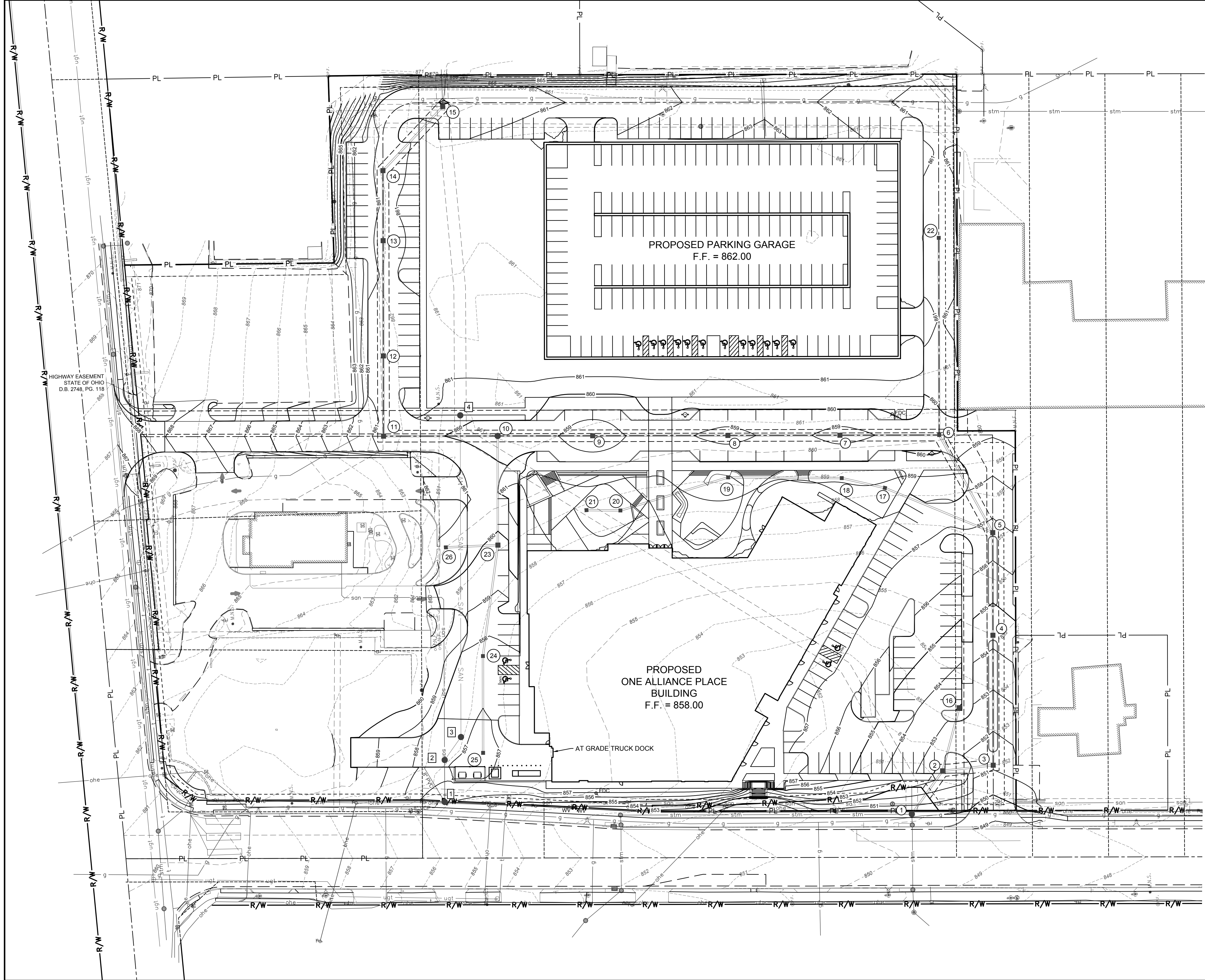
REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION

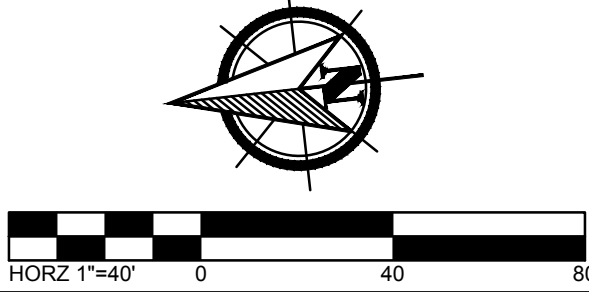
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OR REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 12/13/2022
DRAWN BY: LG
CHECKED BY: MJL
JOB NUMBER: 2021.03393

PLOT SCALE: 1"=40' DATE: 12/13/22 - 8:07 AM EDITED BY: LOELINK DRAWING FILE: C:\2021\03393D - DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\MAJOR SITE PLAN\2021_03393D.GP DWG



- GRADING LEGEND**
- 860 — PROPOSED MAJOR CONTOUR
 - 859 — PROPOSED MINOR CONTOUR
 - - 860 - - EXISTING MAJOR CONTOUR
 - - 859 - - EXISTING MINOR CONTOUR



MAJOR SITE PLAN
FOR
ONE ALLIANCE PLACE
REYNOLDSBURG, OHIO, 43068
GRADING PLAN

REVISIONS	DATE	SHEET NO.	DESCRIPTION

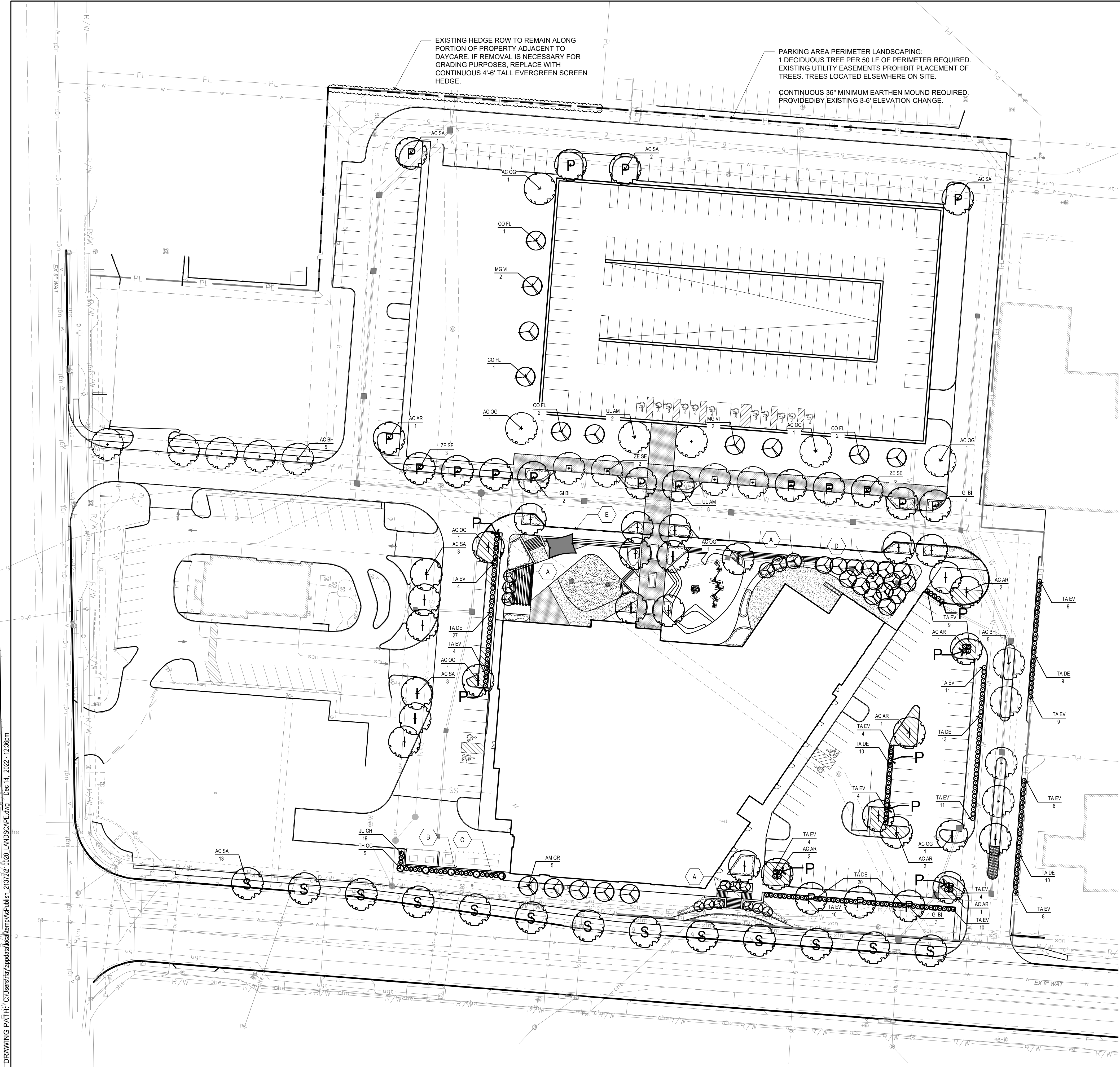
APPROVAL PENDING NOT FOR CONSTRUCTION
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 12/18/2022
DRAWN BY: LG
CHECKED BY: MJL
JOB NUMBER: 2021.03393

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DRAWING PATH: C:\Users\rayapp\appdata\local\temp\AcP\lsh121372610020 LANDSCAPE.dwg Dec 14, 2022 - 12:36pm



PLANT LIST: BRICE ROAD STREET TREES						
QTY	CODE	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CONDITION	SPACING
13	AC SA	Acer saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	2.5" CAL.	B & B	PER PLAN

PLANT LIST: SHADE TREES						
QTY	CODE	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CONDITION	SPACING
10	AC BH	Acer rubrum 'Bowhall'	BOWHALL RED MAPLE	2.5" CAL.	B & B	PER PLAN
10	AC OG	Acer rubrum 'October Glory'	OCTOBER GLORY MAPLE	2.5" CAL.	B & B	PER PLAN
10	AC SA	Acer saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	2.5" CAL.	B & B	PER PLAN
10	AC AR	Acer x freemanii 'Armstrong'	ARMSTRONG MAPLE	2.5" CAL.	B & B	PER PLAN
9	GI BI	Ginkgo biloba 'Princeton Sentry'	PRINCETON SENTRY GINKGO	2.5" CAL.	B & B	PER PLAN
10	UL AM	Ulmus americana 'Princeton'	PRINCETON AMERICAN ELM	2.5" CAL.	B & B	PER PLAN
10	ZE SE	Zelkova serrata 'Green Vase'	GREEN VASE ZELKOVA	2.5" CAL.	B & B	PER PLAN

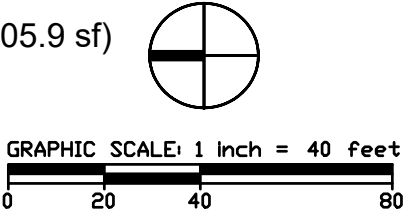
PLANT LIST: ORNAMENTAL TREES						
QTY	CODE	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CONDITION	SPACING
5	AM GR	Amelanchier x grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY	1.5" CAL.	B & B	PER PLAN
6	CO FL	Cornus florida	WHITE FLOWERING DOGWOOD	1.5" CAL.	B & B	PER PLAN
4	MG VI	Magnolia virginiana	SWEETBAY MAGNOLIA	1.5" CAL.	B & B	PER PLAN

PLANT LIST: SHRUBS						
QTY	CODE	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CONDITION	SPACING
19	JU CH	Juniperus chinensis 'Sea Green'	SEA GREEN JUNIPER	18"	B & B	PER PLAN
76	TA DE	Taxus x media 'Densiflora'	DENSE YEW	24"	B & B	PER PLAN
92	TA EV	Taxus x media 'Everlow'	EVERLOW YEW	18"	B & B	PER PLAN
5	TH OC	Thuja occidentalis 'Smaragd'	EMERALD ARBORVITAE	6'-0"	B & B	PER PLAN

LANDSCAPE CODE SUMMARY TABLE			
CODE SECTION	REQUIRED	PROVIDED	KEY
1105.07 Landscape and Buffering	(G) Street Tree Requirements It shall be required in all zones and districts that applicants plant trees along public streets of their development. Trees shall be planted in such manner, type, quantity and locations as approved by the Planning and Zoning Administrator or the Planning Commission in conjunction with the site plan and design review process, as defined by the following conditions, and that any undeveloped street or existing street with undeveloped frontage shall conform to these requirements at the time of the development. (1) Trees planted shall be on the list of approved street trees maintained by the City of Reynoldsburg. (2) The minimum spacing between this and other trees shall be 35 feet for large trees (mature height of fifty feet (50') or more), twenty-five feet (25') for medium trees (mature height of between thirty and fifty feet (30'-50') and fifteen feet (15') for small trees (range from ten to thirty feet (10'-30') at maturity). (3) The maximum spacing between trees shall be forty-five feet (45') for large trees, thirty-five feet (35') for medium trees, and twenty-five feet (25') for small trees.	Brice Rd. Large Trees (Green Mountain Sugar Maple) w/ spacing @ 45' o.c.	S
1105.07 Landscape and Buffering	(H) Interior Lot Landscaping All commercial structures, including commercial-related parking, loading and trash storage areas... Over fifty thousand (50,000) square feet : a total trunk diameter of twenty inches (20"), plus one inch (1") of trunk diameter for every four thousand (4,000) square feet over fifty thousand (50,000) square feet or fraction thereof. (40,866.75 sf of commercial building space + 74,616.60 sf of commercial related parking) = 115,483.35 sf. of commercial structures = 37 inches of trees required Office Use Requirement: All office uses... Forty-nine thousand, five hundred and one (49,501) square feet and more: a total trunk diameter of twenty-five inches (25"), plus two inches (2") of trunk diameter for every three thousand (3,000) square feet over forty-nine thousand and five hundred (49,500) square feet or fraction thereof. (6,610.75 sf of office building space + 56,730 sf of office related parking) = 63,340.75 sf. of office structures = 34 inches of trees required	72.5 inches provided (29) trees @ 2.5" each	I
1105.07 Landscape and Buffering	(I.ii.) Property Buffer Requirements N/A due to all adjacent properties being within the BMD zoning district. (J) Parking Area Landscape Standards (i.) For every ten (10) parking spaces or fraction thereof, the applicant shall provide not less than two hundred (200) square feet (maximum of 500 sf per area) of interior landscaped parking lot areas containing at least one (1) tree with a minimum diameter of two inches (2") and four (4) shrubs. 155 spaces/10 = 15.5 x 200 = 3100 sf minimum of interior landscape area required. 1 tree per area 4 shrubs per area (v.) All parking lots shall provide perimeter landscaping. Parking lots shall have perimeter landscaping of a minimum width of ten feet (10') exclusive of vehicle overhang. The perimeter landscaping shall consist of a continuous evergreen hedge, evergreen trees, earthen mound or a combination thereof as required to provide a continuous opaque screen, a minimum of thirty-six inches (36") in height, within one (1) year of installation. The perimeter landscape shall also contain a minimum of one (1) deciduous tree per fifty (50) linear feet of parking perimeter. 947.92 LF of parking perimeter / 50 = 19 trees required	3100 sf Interior Landscape Area provided in (8) 200-500 sf areas. 4 shrubs per area = 32 shrubs 1 tree per area (trees placed from required Interior Lot Landscaping trees)	P

CODED NOTES

- A ORNAMENTAL PLANTINGS
- B SERVICE STRUCTURE SCREEN WALL
- C EVERGREEN SHRUB SCREENING
- D ORNAMENTAL TREE BOSQUE
- E OPEN SPACE (23,968.5 sf) = 5.4% OF GROSS PARCEL AREA (443,205.9 sf)



ARCHITECTS ENGINEERS PLANNERS

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STATE OF OHIO

RICHARD D. FAY
1301301

REGISTERED LANDSCAPE ARCHITECT

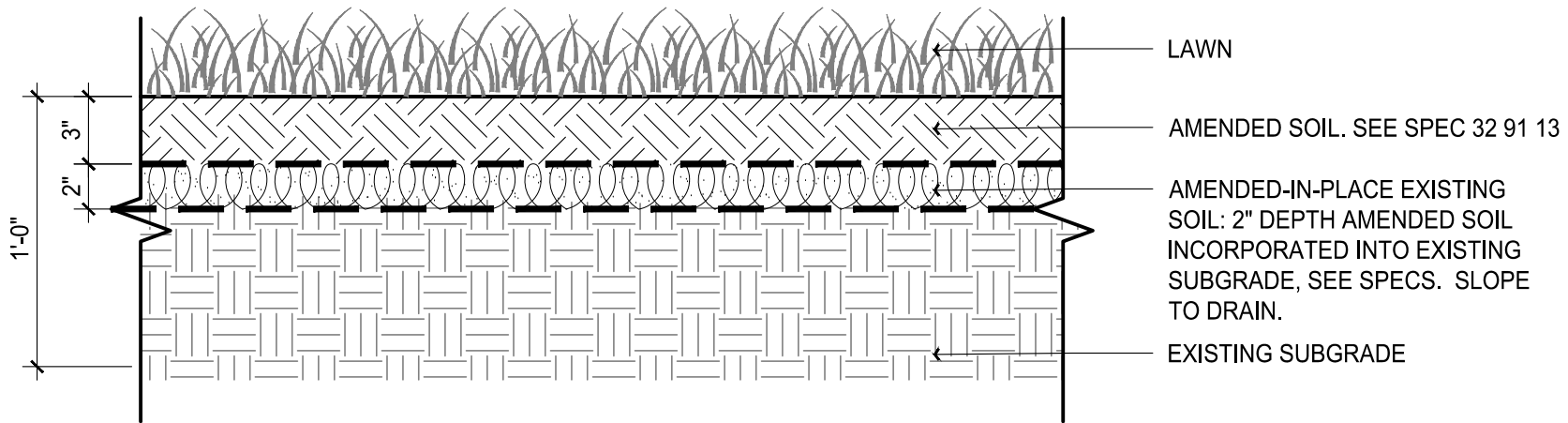
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

ISSUE: MAJOR SITE PLAN REVISIONS

THE CHRISTIAN AND MISSIONARY ALLIANCE
ONE ALLIANCE PLACE
LANDSCAPE PLAN

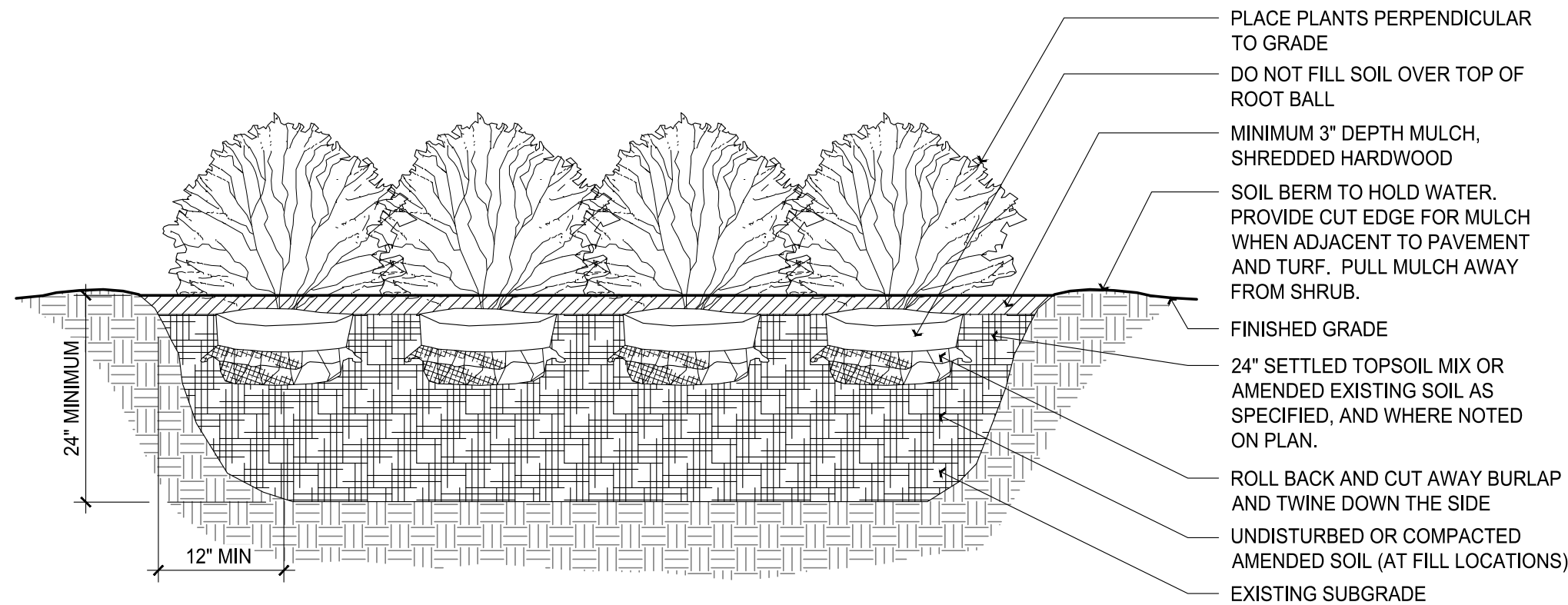
DATE: 12/14/22
PROJ NUMBER: 666210020
CADD: ZB
COUNTY: FRANKLIN COUNTY
MUNICIPALITY: CITY OF REYNOLDSBURG

DRAWING PATH: C:\Users\ray.agp\appdata\local\temp\AcP\publish_21372200010_DTLS.dwg Dec 14, 2022 - 12:50pm



1 SEEDED LAWN

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

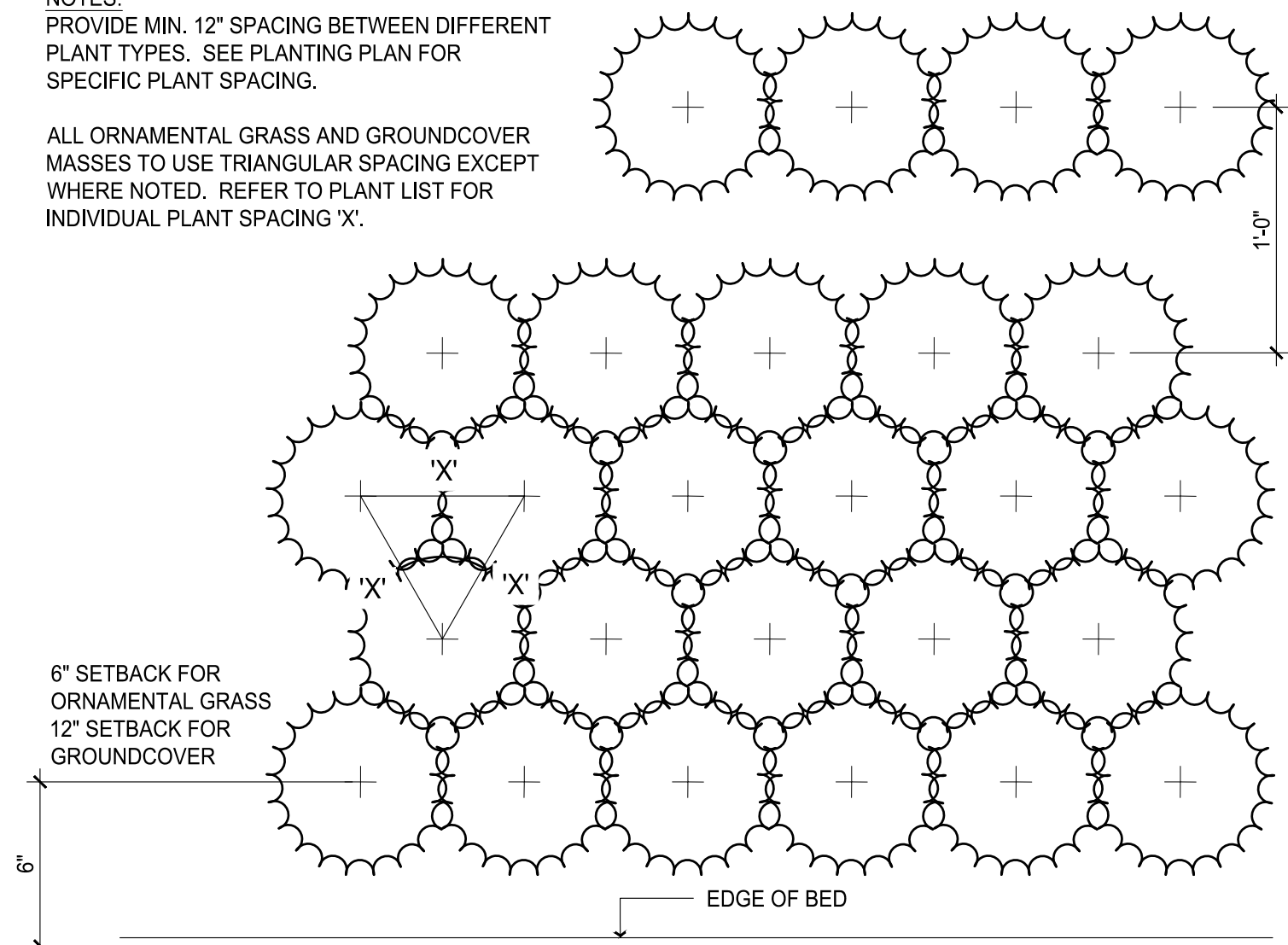


2 SHRUB / ORNAMENTAL GRASS PLANTING

SCALE: 1" = 1'-0"

NOTES:
PROVIDE MIN. 12" SPACING BETWEEN DIFFERENT PLANT TYPES. SEE PLANTING PLAN FOR SPECIFIC PLANT SPACING.

ALL ORNAMENTAL GRASS AND GROUNDCOVER MASSES TO USE TRIANGULAR SPACING EXCEPT WHERE NOTED. REFER TO PLANT LIST FOR INDIVIDUAL PLANT SPACING 'X'.

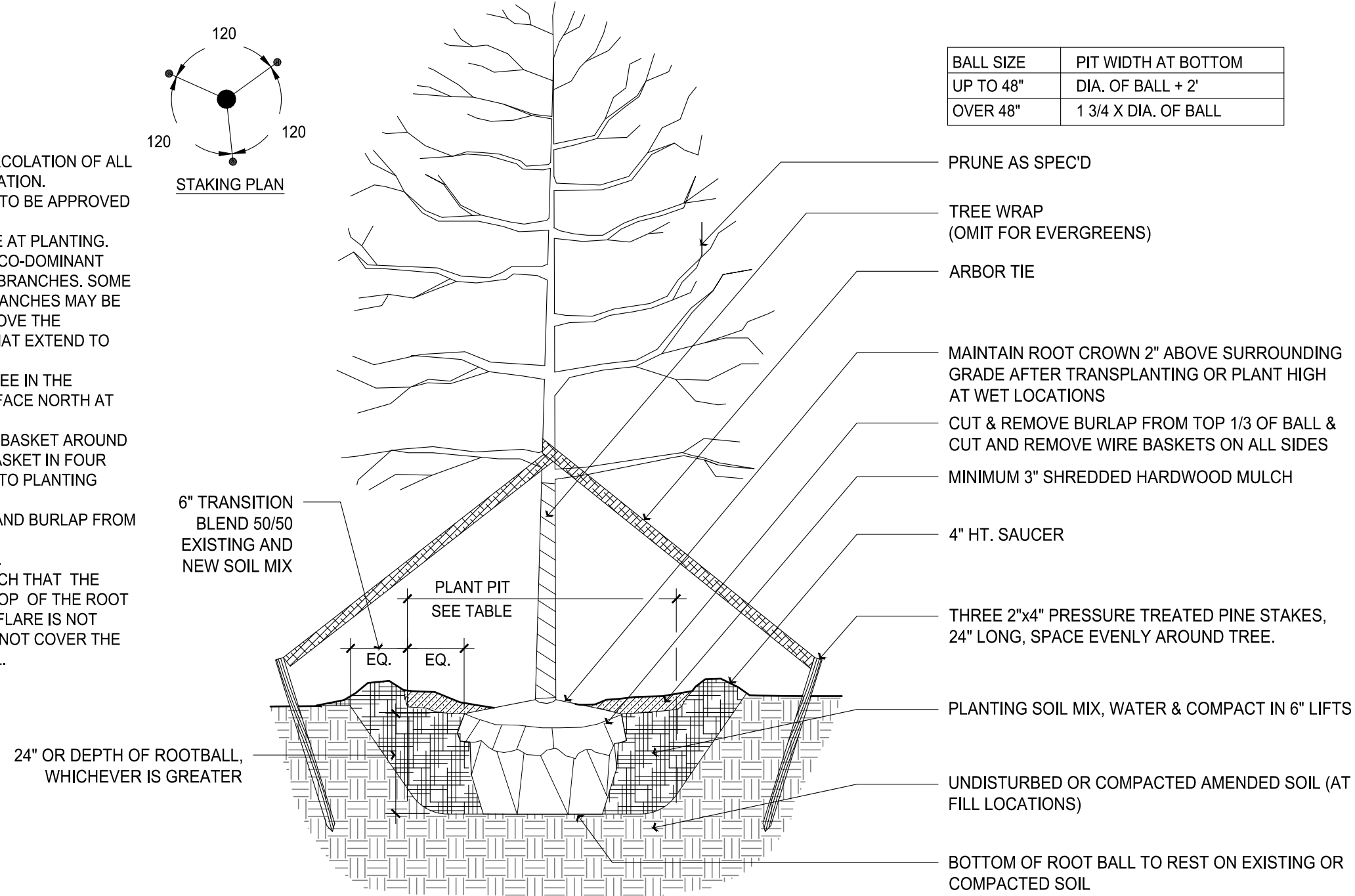


3 PLANT SPACING

SCALE: 1" = 1'-0"

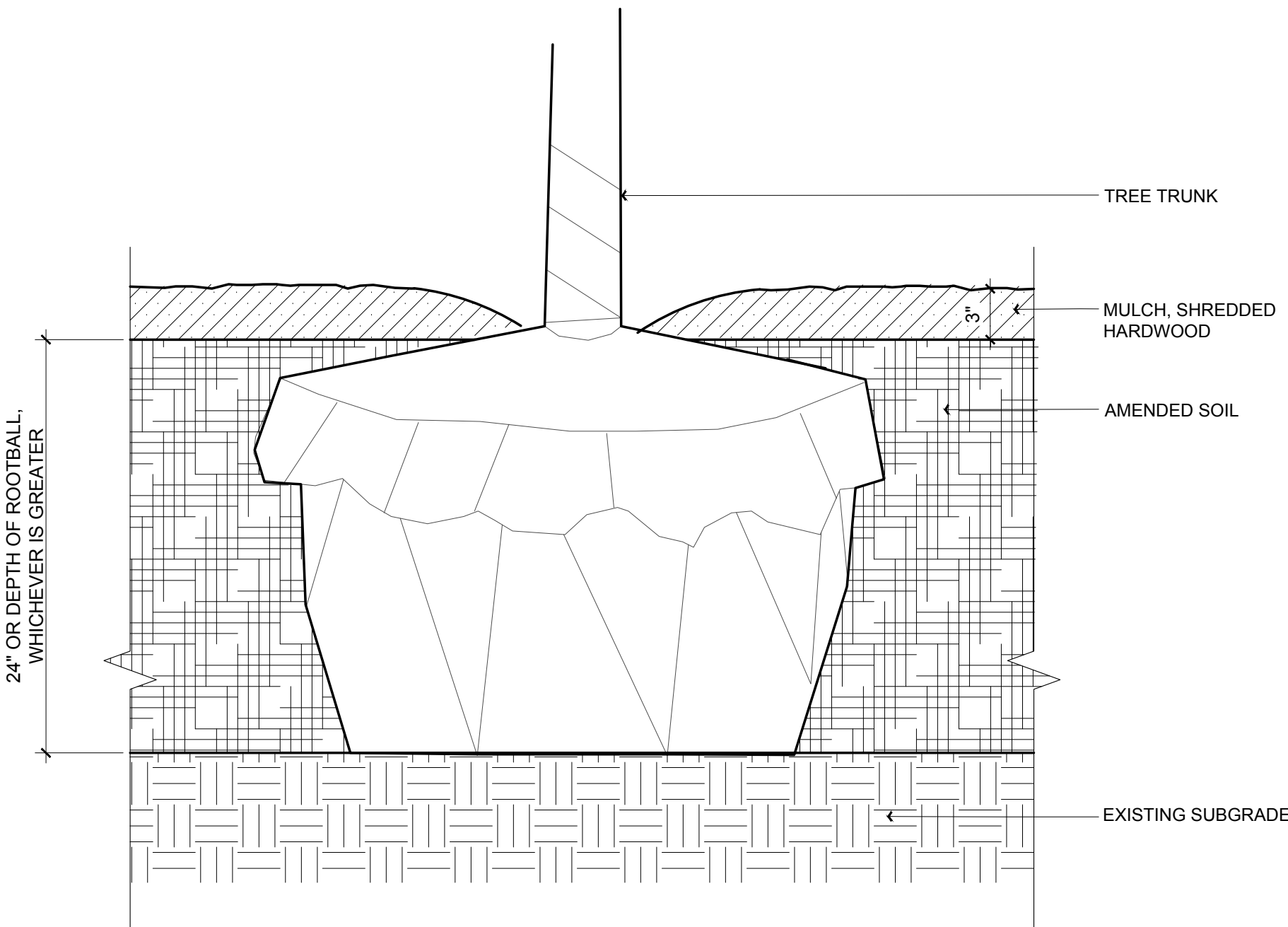
NOTES:

- CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
- FINAL TREE STAKING PLACEMENT TO BE APPROVED BY OWNER.
- DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED, HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
- MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.
- IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT THE WIRE BASKET IN FOUR PLACES AND FOLD DOWN (8 IN.) INTO PLANTING HOLE.
- REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM TOP HALF OF ROOTBALL.
- SET TREE PLUMB IN PLANTING PIT.
- EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.



4 TREE PLANTING

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



5 TREE PLANTING BED

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

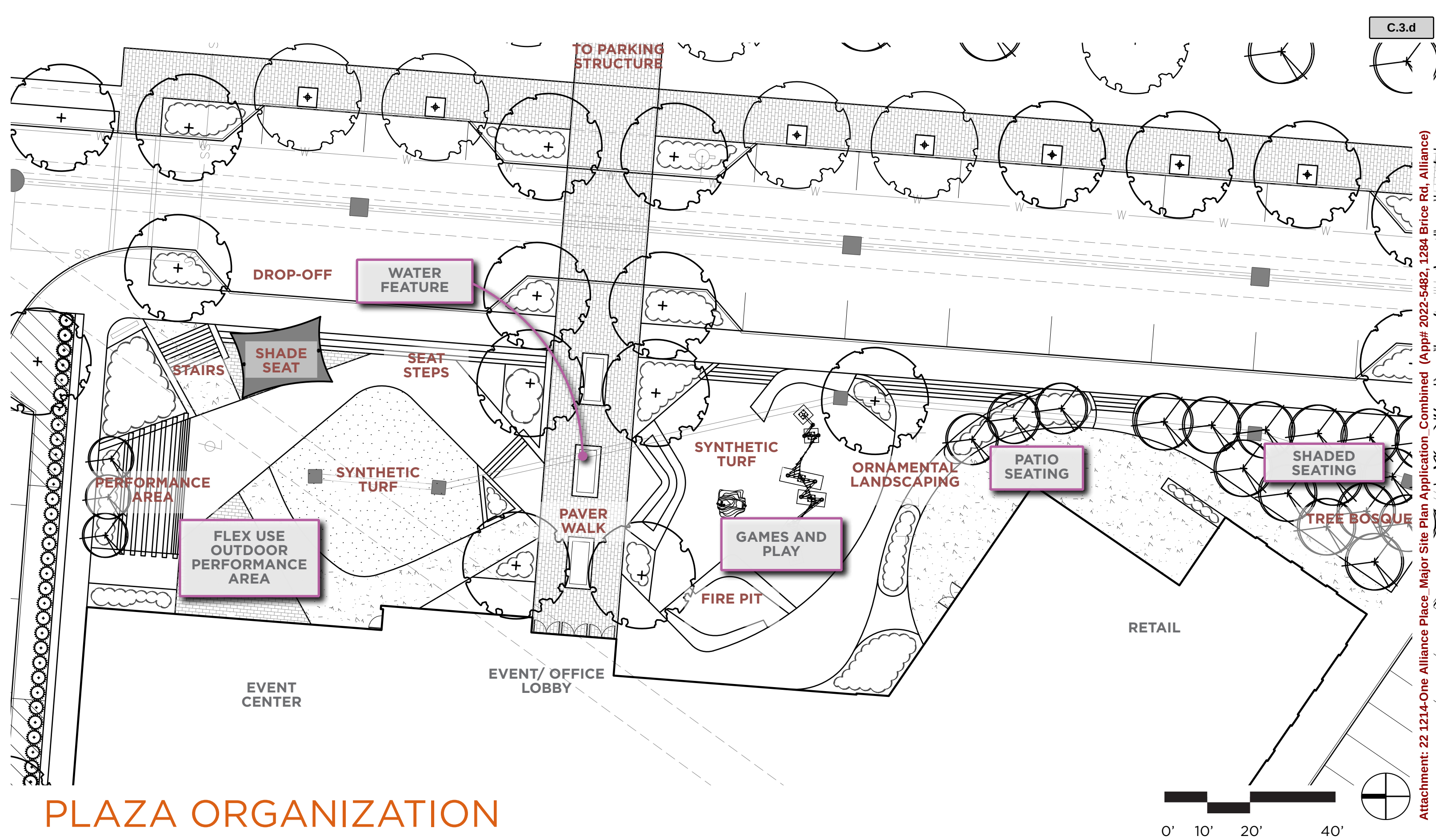
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STATE OF OHIO
RICHARD D. FAY
1301301
REGISTERED LANDSCAPE ARCHITECT
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

ISSUE	MAJOR SITE PLAN
REVISIONS	

THE CHRISTIAN AND MISSIONARY ALLIANCE
ONE ALLIANCE PLACE
LANDSCAPE DETAILS

DATE: 12/14/22
PROJ NUMBER: 665210020
PROJ MGR: RF
CADD: ZB
COUNTY: FRANKLIN COUNTY
MUNICIPALITY: CITY OF REYNOLDSBURG



PLAZA ORGANIZATION

ALLIANCE PLACE | REYNOLDSBURG, OHIO

12/14/2022



ARCHITECTURAL PAVING



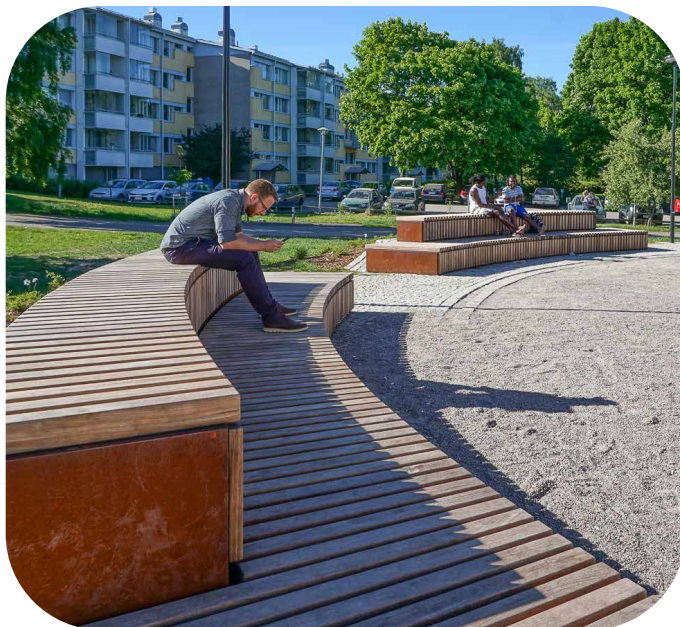
PICNIC TABLES



WATER FEATURE



MULTIGENERATIONAL PLAY



SEAT STEPS



FIRE PIT



OUTDOOR GAMES

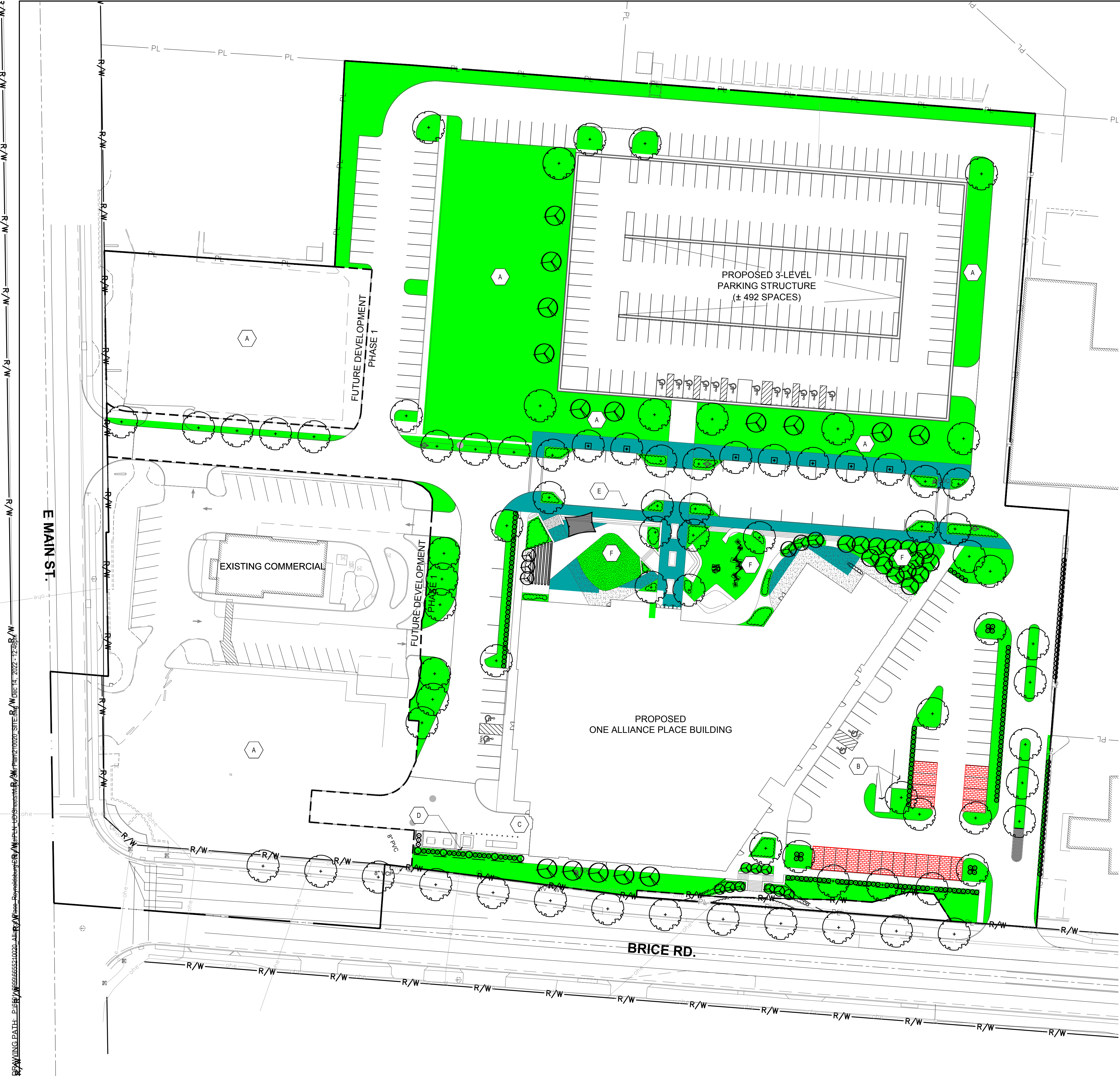


MOVEABLE SEATING

CHARACTER IMAGES

ALLIANCE PLACE | REYNOLDSBURG, OHIO

12/14/2022



SITE DATA TABLE

GROSS PARCEL AREA:	10.2 AC (443,205.9 sf.)
NET PARCEL AREA:	9.7 AC (422740.3sf.)
PHASE 1 DEVELOPMENT AREA:	7.5 AC (326,775.3 sf.)
POST-DEVELOPED IMPERVIOUS:	5.5 AC (238,350.4 sf.)
POST-DEVELOPED PERVIOUS:	2.0 AC (88,424.9 sf.)
IMPERVIOUS % OF DEVELOPMENT ACREAGE:	73.0%
PERVIOUS % OF DEVELOPMENT ACREAGE:	27.0%

KEY

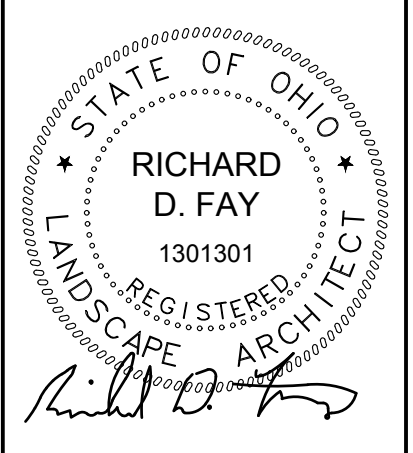
- LAWN/PLANT BED (76,219.7 sf)
- PERMEABLE PAVER SIDEWALK (10,821.8 sf)
- PERMEABLE PAVER PARKING SPACES (3,402 sf)

CODED NOTES

- A FUTURE DEVELOPMENT
- B DESIGNATED DELIVERY VEHICLE SPACES
- C LOADING DOCK
- D TRASH AND UTILITY ENCLOSURE
- E VEHICLE DROP-OFF
- F PLAZA



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CONSTRUCTION

ISSUE: MAJOR SITE PLAN
REVISIONS
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DATE: 12/14/22

PROJ NUMBER: 6665210020

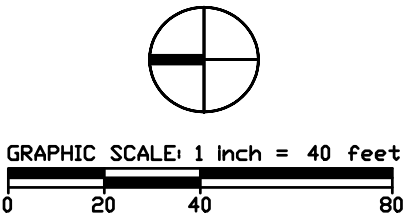
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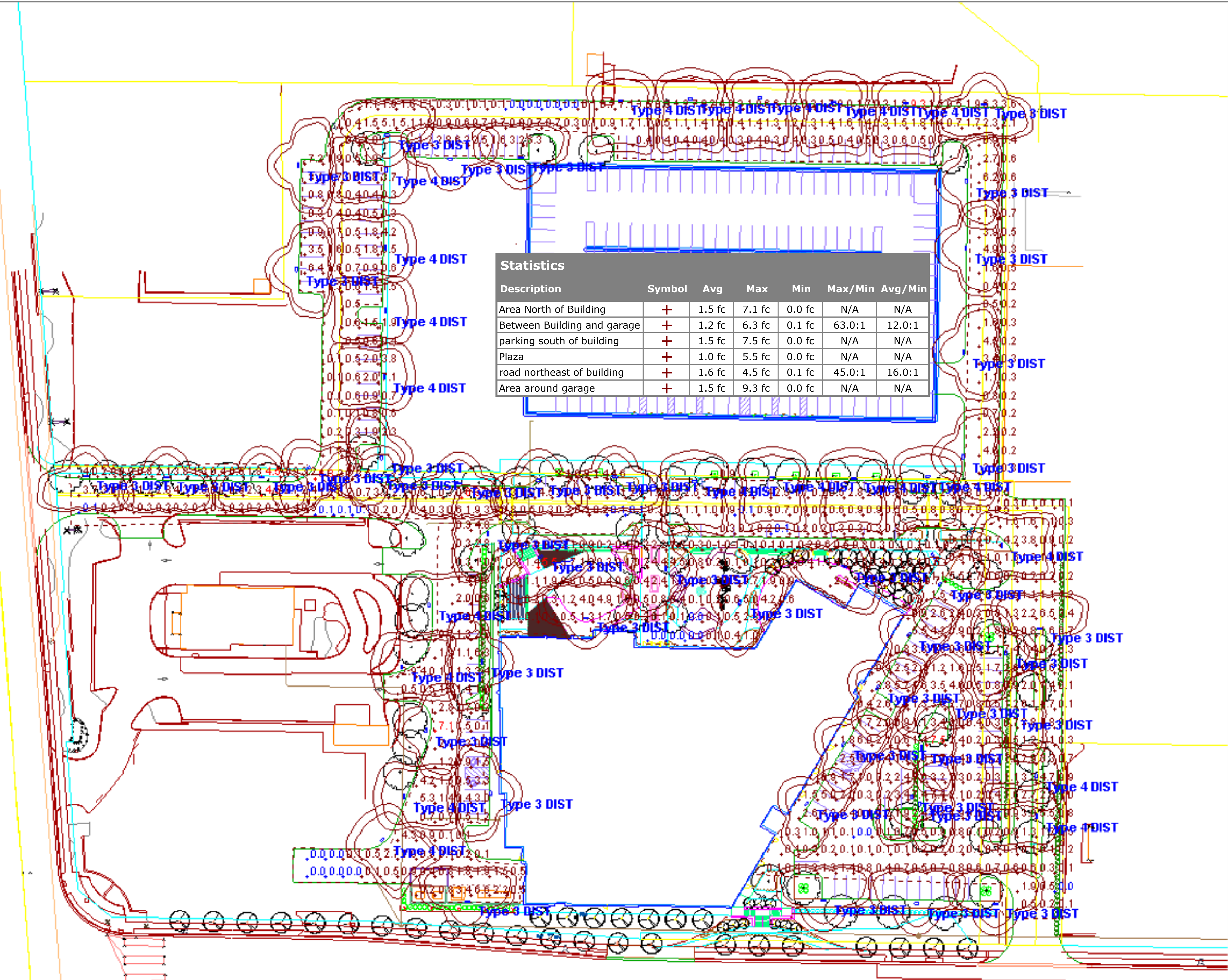
CADD: ZB

COUNTY: FRANKLIN COUNTY

MUNICIPALITY: CITY OF REYNOLDSBURG

THE CHRISTIAN AND MISSIONARY ALLIANCE
ONE ALLIANCE PLACE
IMPERVIOUS COVERAGE





Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Area North of Building	+	1.5 fc	7.1 fc	0.0 fc	N/A	N/A
Between Building and garage	+	1.2 fc	6.3 fc	0.1 fc	63.0:1	12.0:1
parking south of building	+	1.5 fc	7.5 fc	0.0 fc	N/A	N/A
Plaza	+	1.0 fc	5.5 fc	0.0 fc	N/A	N/A
road northeast of building	+	1.6 fc	4.5 fc	0.1 fc	45.0:1	16.0:1
Area around garage	+	1.5 fc	9.3 fc	0.0 fc	N/A	N/A

Attachment: 22 1214-One Alliance Place Major Site Plan Application Combined (Appr 2022-5482, 1284 Brice Rd. Alliance)

Designer
Date
12/05/2022
Scale
Not to Scale
Drawing No.
Summary

Rama Area Light

Spec Sheet | RAL



Designed by Gonzalo Mila, Rama offers a minimalist design, universal aesthetic, and broad versatility. Directional lighting reduces light pollution and puts light where it is needed, and energy-efficient, warm white LEDs with a clear or frosted lens provide excellent performance and a great visual experience. Single or multiple luminaires that can be mounted in different positions on a range of pole heights make Rama suitable for any outdoor space. A simple clamping mechanism allows Rama luminaires to be retrofitted to existing 5" poles. With multiple distribution types and drive currents, Rama provides appropriate light levels for a variety of outdoor spaces and lighting requirements.

Housing & Materials

Cast aluminum construction with tempered glass diffuser lens. Hinged electrical access lid gives access to internal electrical components. All hardware is stainless steel.

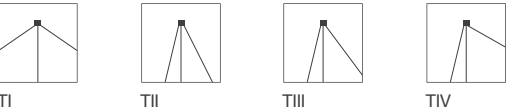
Electrical

120V through 277V 50/60 Hz electronic driver. 0-10V dimming. -40°C start temperature. Available with optional ANSI C136.41 twist lock receptacle or Wattstopper FSP-211 photo/motion. Rama ships prewired and fully assembled.

Light Engine

High powered LEDs mounted to a RoHS compliant circuit board with PMMA optics affixed to each LED on the board. Available in 2700K, 3000K, and 4000K. >80 CRI across all available color temperatures.

Distributions



Warranty

Urbidermis Santa & Cole guarantees the composition and performance features of all material that shape the product for a period of three years. Electrical components including LED boards and electronic drivers are guaranteed for a period of five years.

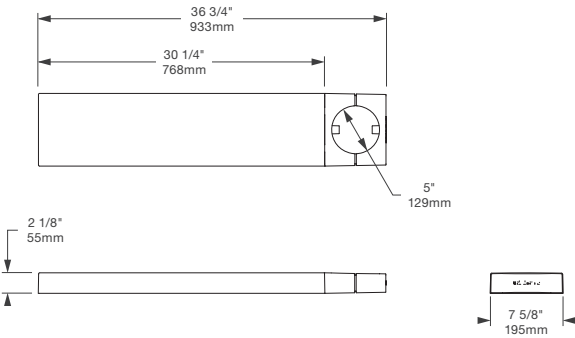
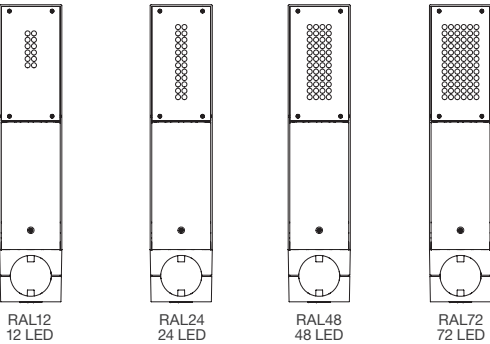
Certification

UL Listed for Wet Location, CE, International Dark Sky Approved, RoHS Compliant



Designed by Gonzalo Mila for Urbidermis Santa & Cole

LED Configurations

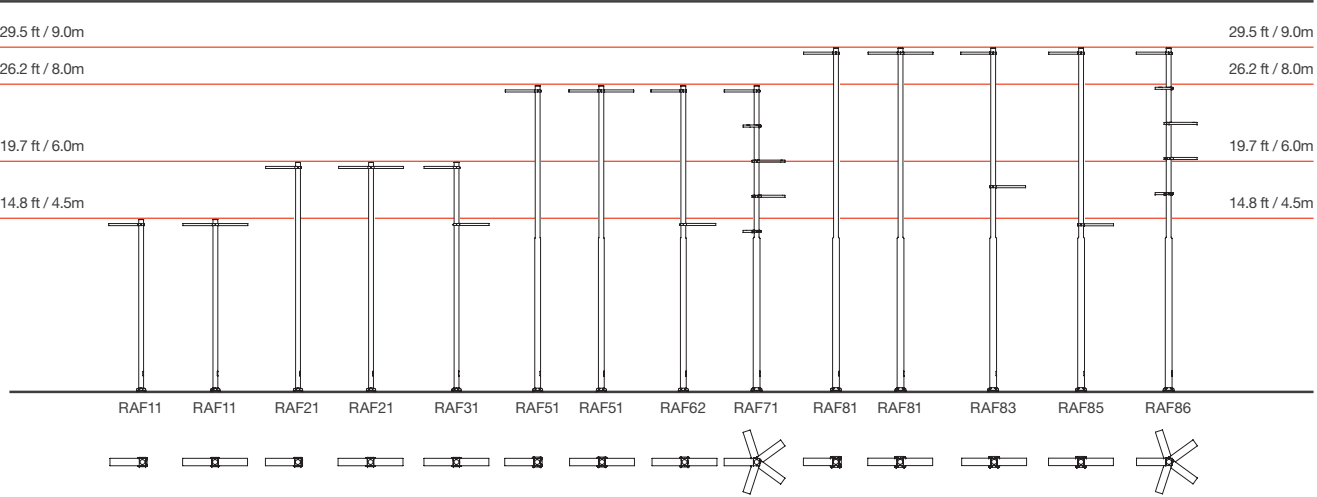


Weight: 20lbs (luminaire only)
EPA: 1.06ft²

TM21 L70(10k): 50,000hrs
Protection Class: IP66

Rama Area Light

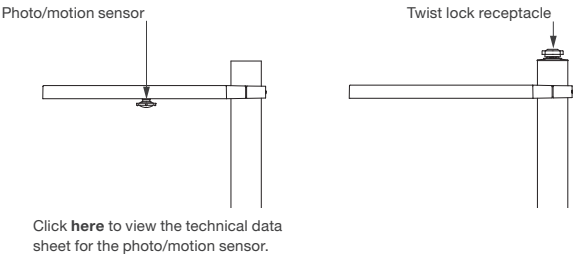
Spec Sheet | RAL



See customer drawings for luminaire mounting height details.

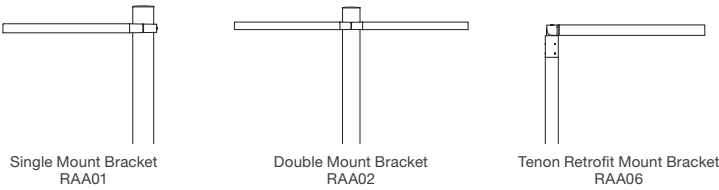
Pole

Manufactured from seamless 6063 aluminum alloy and heat treated to produce a T6 temper. Flush mounted hand hole cover includes two magnicoated fasteners. Base plate is cast aluminum A356 alloy heat treated to a T6 temper and includes four cast aluminum nut covers. Mounting template and anchor hardware is also included. Anchor bolts conform to ASTM F1554 Grade 55 and are provided with two hex nuts and two flat washers. Bolts have an "L" bend on one end and are galvanized a minimum of 12" on the threaded end.



Mounting

The luminaire attaches to a 5" diameter section of pole using a cast aluminum two-piece compression clamp. For single mount applications, a cast aluminum back clamp is secured to the luminaire using stainless steel screws. For double mount applications, the luminaires are mounted directly (back-to-back) to each other. For tenon mount retrofit applications, the luminaire slip fits a 2-3/8 O.D. tenon and is secured by 6 stainless steel set screws.



Rama Area Light

Spec Sheet | RAL



Performance Data

Model	System Power	LED Quantity	CCT	Drive Current	Type I (TI) IES Type I			Type II (TII) IES Type II		
					Delivered Lumens*	Efficacy*	BUG Rating	Delivered Lumens*	Efficacy*	BUG Rating
RAL12A3xx	14	12	2700K 80 CRI	350	1349	95	B1-U0-G1	1481	105	B1-U0-G1
RAL12B3xx	20			500	1835	91	B1-U0-G1	2014	100	B1-U0-G1
RAL12C3xx	28			700	2392	84	B1-U0-G1	2624	92	B1-U0-G1
RAL12A1xx	14		3000K 80 CRI	350	1349	95	B1-U0-G1	1481	105	B1-U0-G1
RAL12B1xx	20			500	1835	81	B1-U0-G1	2014	100	B1-U0-G1
RAL12C1xx	28			700	2392	84	B1-U0-G1	2624	92	B1-U0-G1
RAL12A2xx	14		4000K 80 CRI	350	1552	112	B1-U0-G1	1703	122	B1-U0-G1
RAL12B2xx	20			500	2111	106	B1-U0-G1	2316	117	B1-U0-G1
RAL12C2xx	28			700	2751	98	B1-U0-G1	3018	108	B1-U0-G1
RAL24A3xx	27	24	2700K 80 CRI	350	2656	99	B1-U0-G1	2914	109	B1-U0-G1
RAL24B3xx	38			500	3612	95	B2-U0-G2	3963	104	B2-U0-G2
RAL24C3xx	54			700	4707	87	B2-U0-G2	5165	96	B2-U0-G2
RAL24A1xx	27		3000K 80 CRI	350	2656	99	B1-U0-G1	2914	109	B1-U0-G1
RAL24B1xx	38			500	3614	95	B2-U0-G2	3963	104	B2-U0-G2
RAL24C1xx	54			700	4707	87	B2-U0-G2	5165	96	B2-U0-G2
RAL24A2xx	26		4000K 80 CRI	350	3054	116	B2-U0-G2	3351	127	B2-U0-G2
RAL24B2xx	38			500	4154	111	B2-U0-G2	4559	121	B2-U0-G2
RAL24C2xx	53			700	5414	102	B2-U0-G2	5940	112	B2-U0-G2
RAL48A3xx	51	48	2700K 80 CRI	350	5366	105	B2-U0-G2	5888	115	B2-U0-G2
RAL48B3xx	73			500	7299	100	B3-U0-G3	8009	109	B3-U0-G3
RAL48C3xx	103			700	9811	92	B3-U0-G3	10437	101	B3-U0-G3
RAL48A1xx	51		3000K 80 CRI	350	5366	105	B2-U0-G2	5888	115	B2-U0-G2
RAL48B1xx	73			500	7299	100	B3-U0-G3	8099	109	B3-U0-G3
RAL48C1xx	103			700	9511	92	B3-U0-G3	10437	101	B3-U0-G3
RAL48A2xx	50		4000K 80 CRI	350	6172	122	B3-U0-G3	6772	134	B3-U0-G3
RAL48B2xx	72			500	8395	117	B3-U0-G3	9212	128	B3-U0-G3
RAL48C2xx	102			700	10939	108	B3-U0-G3	12004	118	B3-U0-G3
RAL72A3xx	77	72	2700K 80 CRI	350	7924	103	B3-U0-G3	8695	112	B3-U0-G3
RAL72B3xx	110			500	10779	98	B3-U0-G3	11827	107	B3-U0-G3
RAL72C3xx	156			700	14046	90	B3-U0-G3	15412	99	B3-U0-G3
RAL72A1xx	77		3000K 80 CRI	350	7924	103	B3-U0-G3	8695	112	B3-U0-G3
RAL72B1xx	110			500	10779	98	B3-U0-G3	11827	107	B3-U0-G3
RAL72C1xx	156			700	14046	90	B3-U0-G3	15412	99	B3-U0-G3
RAL72A2xx	76		4000K 80 CRI	350	9114	120	B3-U0-G3	10001	131	B3-U0-G3
RAL72B2xx	109			500	12397	114	B3-U0-G3	13603	125	B3-U0-G3
RAL72C2xx	153			700	16155	106	B4-U0-G4	17727	116	B4-U0-G4

This data is subject to change.
*Apply 0.93 multiplier for opal / diffused lens option.

Rama Area Light

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Performance Data (cont.)

Model	System Power	LED Quantity	CCT	Drive Current	Type III (TIII) IES Type III			Type IV (TIV) IES Type IV		
					Delivered Lumens*	Efficacy*	BUG Rating	Delivered Lumens*	Efficacy*	BUG Rating
RAL12A3xx	14	12	2700K 80 CRI	350	1394	99	B0-U0-G0	1450	103	B0-U0-G0
RAL12B3xx	20			500	1897	94	B0-U0-G0	1973	98	B1-U0-G1
RAL12C3xx	28			700	2471	87	B1-U0-G1	2571	91	B1-U0-G1
RAL12A1xx	14		3000K 80 CRI	350	1394	99	B0-U0-G0	1450	103	B0-U0-G0
RAL12B1xx	20			500	1897	94	B0-U0-G0	1973	98	B1-U0-G1
RAL12C1xx	28			700	2471	87	B1-U0-G1	2571	91	B1-U0-G1
RAL12A2xx	14		4000K 80 CRI	350	1604	115	B0-U0-G0	1668	120	B1-U0-G1
RAL12B2xx	20			500	2181	110	B1-U0-G1	2269	115	B1-U0-G1
RAL12C2xx	28			700	2842	102	B1-U0-G1	2957	106	B1-U0-G1
RAL24A3xx	27	24	2700K 80 CRI	350	2744	103	B1-U0-G1	2854	107	B1-U0-G1
RAL24B3xx	38			500	3732	98	B1-U0-G1	3882	102	B1-U0-G1
RAL24C3xx	54			700	4864	90	B1-U0-G1	5059	94	B1-U0-G1
RAL24A1xx	27		3000K 80 CRI	350	2744	103	B1-U0-G1	2854	107	B1-U0-G1
RAL24B1xx	38			500	3732	98	B1-U0-G1	3882	102	B1-U0-G1
RAL24C1xx	54			700	4864	90	B1-U0-G1	5059	94	B1-U0-G1
RAL24A2xx	26		4000K 80 CRI	350	3156	120	B1-U0-G1	3283	125	B1-U0-G1
RAL24B2xx	38			500	4293	114	B1-U0-G1	4465	119	B1-U0-G1
RAL24C2xx	53			700	5594	106	B1-U0-G1	5819	110	B1-U0-G1
RAL48A3xx	51	48	2700K 80 CRI	350	5545	108	B1-U0-G1	5769	113	B1-U0-G1
RAL48B3xx	73			500	7542	103	B1-U0-G1	7845	108	B2-U0-G2
RAL48C3xx	103			700	9828	95	B2-U0-G2	10223	99	B3-U0-G3
RAL48A1xx	51		3000K 80 CRI	350	5545	108	B1-U0-G1	5768	113	B1-U0-G1
RAL48B1xx	73			500	7542	103	B1-U0-G1	7845	108	B2-U0-G2
RAL48C1xx	103			700	9828	95	B2-U0-G2	10223	99	B2-U0-G2
RAL48A2xx	50		4000K 80 CRI	350	6378	127	B1-U0-G1	6634	132	B2-U0-G2
RAL48B2xx	72			500	8675	121	B1-U0-G2	9023	126	B2-U0-G2
RAL48C2xx	102			700	11304	111	B2-U0-G2	11758	116	B2-U0-G2
RAL72A3xx	77	72	2700K 80 CRI	350	8189	106	B1-U0-G1	8518	111	B2-U0-G2
RAL72B3xx	110			500	11138	101	B2-U0-G2	11586	105	B2-U0-G2
RAL72C3xx	156			700	14514	93	B2-U0-G2	15097	97	B3-U0-G3
RAL72A1xx	77		3000K 80 CRI	350	8189	106	B1-U0-G1	8518	111	B2-U0-G2
RAL72B1xx	110			500	11138	101	B2-U0-G2	11586	105	B2-U0-G2
RAL72C1xx	156			700	14541	93	B2-U0-G2	15097	97	B3-U0-G3
RAL72A2xx	76		4000K 80 CRI	350	9418	124	B2-U0-G2	9797	129	B2-U0-G2
RAL72B2xx	109			500	12811	118	B2-U0-G2	13325	123	B3-U0-G3
RAL72C2xx	153			700	16694	109	B2-U0-G2	17364	114	B3-U0-G3

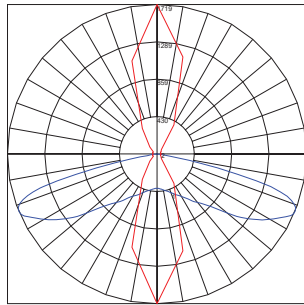
This data is subject to change.
*Apply 0.93 multiplier for opal / diffused lens option.

Rama Area Light

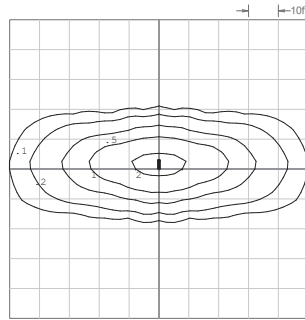
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RAL12B2TI

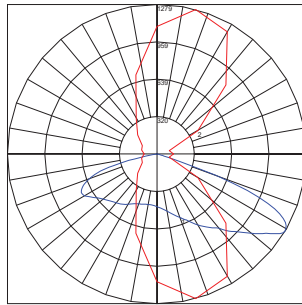


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Located at Horizontal Angle=90,
Vertical Angle=67

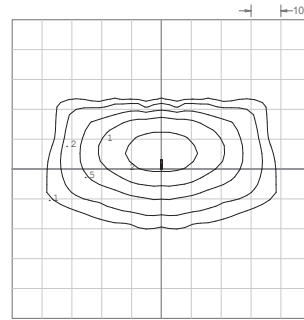


4.2m (13.8ft) pole, single luminaire depicted.

RAL12B2TII

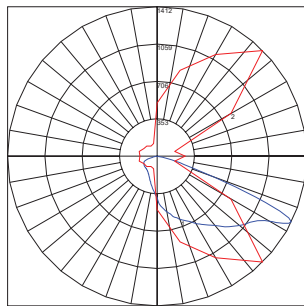


Maximum Candela=1278.64
Located at Horizontal Angle=75,
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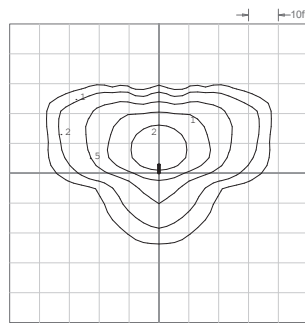


4.2m (13.8ft) pole, single luminaire depicted.

RAL12B2TIII

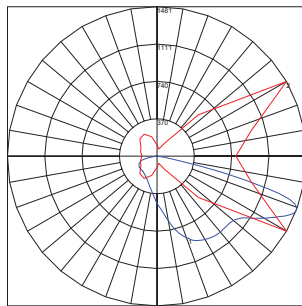


Maximum Candela=1411.5
Located at Horizontal Angle=45,
Vertical Angle=64

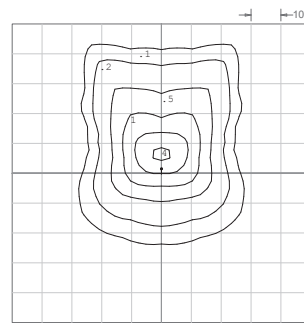


4.2m (13.8ft) pole, single luminaire depicted.

RAL12B2TIV

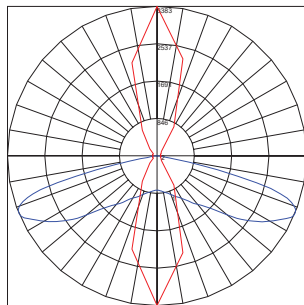


Maximum Candela=1480.85
Located at Horizontal Angle=30,
Vertical Angle=69

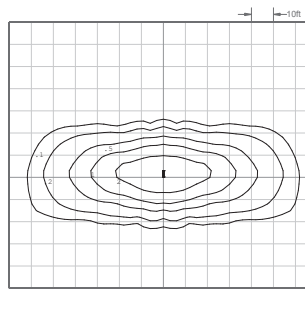


4.2m (13.8ft) pole, single luminaire depicted.

RAL24B2TI

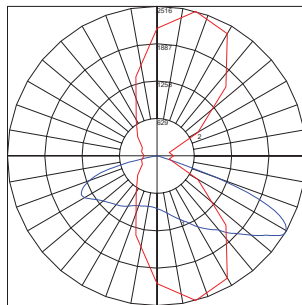


Maximum Candela=3382.95
Located at Horizontal Angle=90,
Vertical Angle=67

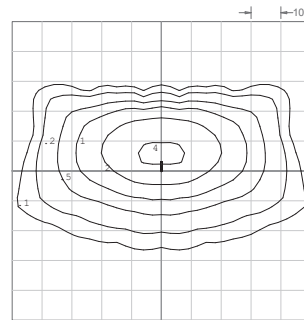


4.7m (15.4ft) pole, single luminaire depicted.

RAL24B2TII



Maximum Candela=2516.42
Located at Horizontal Angle=75,
Vertical Angle=59



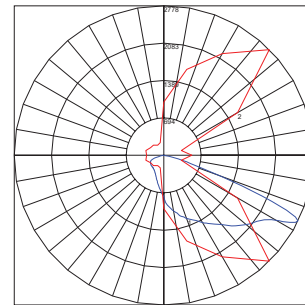
4.7m (15.4ft) pole, single luminaire depicted.

Rama Area Light

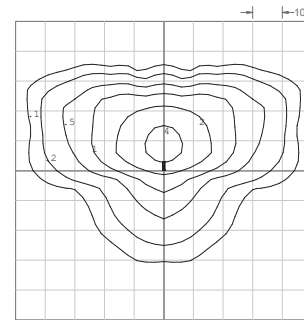
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RAL24B2TIII

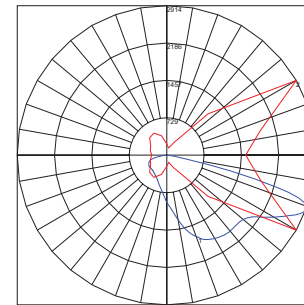


Maximum Candela=2777.89
Located at Horizontal Angle=45,
Vertical Angle=64

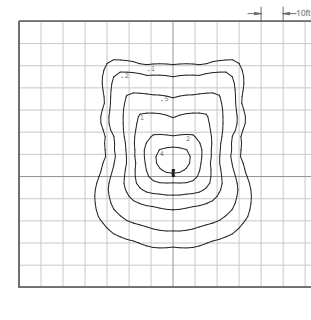


4.7m (15.4ft) pole, single luminaire depicted.

RAL24B2TIV

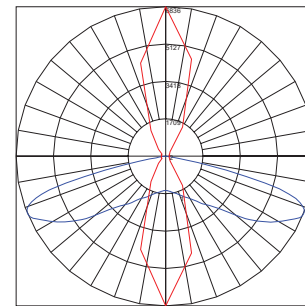


Maximum Candela=2914.38
Located at Horizontal Angle=30,
Vertical Angle=59

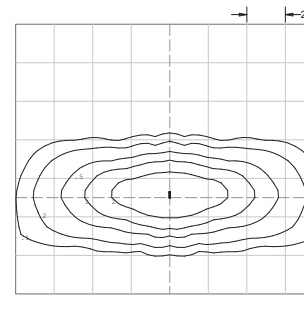


4.7m (15.4ft) pole, single luminaire depicted.

RAL48B2TI

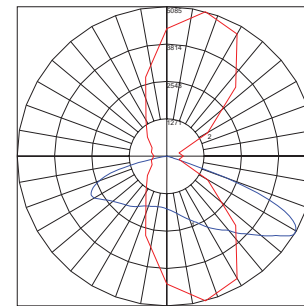


Maximum Candela=6836.02
Located at Horizontal Angle=90,
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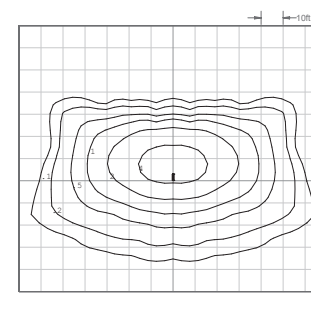


6.2m (19.7ft) pole, single luminaire depicted.

RAL48B2TII

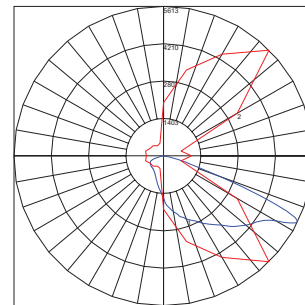


Maximum Candela=5085.01
Located at Horizontal Angle=75,
Vertical Angle=59

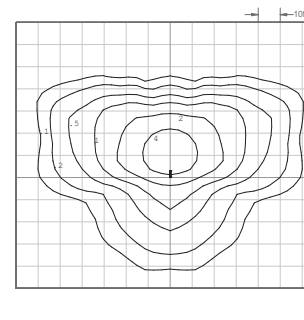


6.2m (19.7ft) pole, single luminaire depicted.

RAL48B2TIII

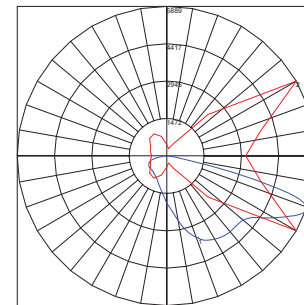


Maximum Candela=5613.36
Located at Horizontal Angle=45,
Vertical Angle=64

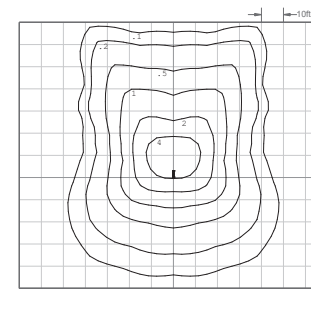


6.2m (19.7ft) pole, single luminaire depicted.

RAL48B2TIV



Maximum Candela=5889.17
Located at Horizontal Angle=30,
Vertical Angle=59



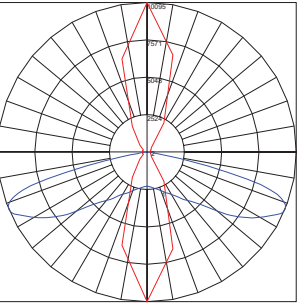
6.2m (19.7ft) pole, single luminaire depicted.

Rama Area Light

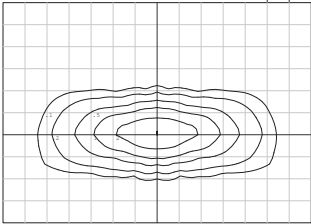
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RAL72B2TI

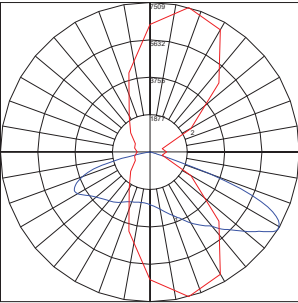


Maximum Candela=10095.2
Located at Horizontal Angle=90,
Vertical Angle=67

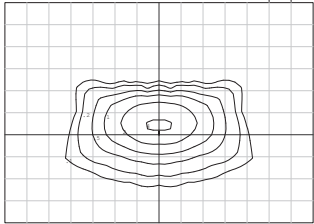


8.2m (26.9ft) pole, single luminaire depicted.

RAL72B2TII

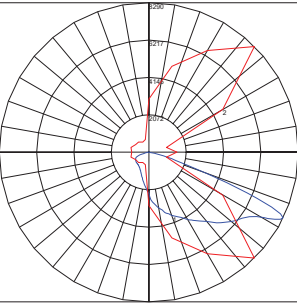


Maximum Candela=7509.37
Located at Horizontal Angle=75,
Vertical Angle=59

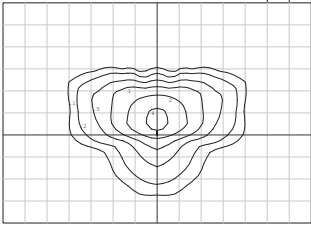


8.2m (26.9ft) pole, single luminaire depicted.

RAL72B2TIII

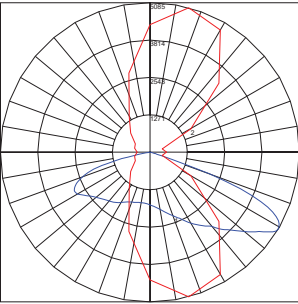


Maximum Candela=8289.62
Located at Horizontal Angle=45,
Vertical Angle=64

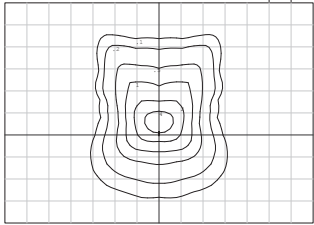


8.2m (26.9ft) pole, single luminaire depicted.

RAL72B2TIV



Maximum Candela=5085.01
Located at Horizontal Angle=75,
Vertical Angle=59



8.2m (26.9ft) pole, single luminaire depicted.

Rama Area Light

Spec Sheet | RAL



Luminaire

Product	LED Configuration	Drive Current	Color Temperature	Distribution	Lens	Photo/Motion Sensor
RAL	12	A (350mA)	1 (3000K)	T1 (Type 1)	Null (Clear)	NMS (No Motion Sensor)
	24	B (500mA)	2 (4000K)	TII (Type 2)	O (Opal/ Diffused)	MS1 (With Motion Sensor)
	48	C (700mA)	3 (2700K)	TIII (Type 3)		
	72			TIV (Type 4)		

Example: RAL – 12 – B – 1 – TII – O – MS1 – Powdercoat

Mounting Accessories

Product	Bracket
RAA	01 (Single Mount)
	02 (Double Mount)
	06 (Tenon Retrofit Mount)

Example: RAA – 01 – Powdercoat

Pole

Height	Pole No.	Mounting	Diameter	Wall Thickness	Weight
4.5m (14.8 ft)	RAF11	(1) or (2) Luminaires at Top	Straight 5" (127mm)	0.125" (3.175mm)	43 lbs
6.0m (19.7 ft)	RAF21	(1) or (2) Luminaires at Top	Straight 5" (127mm)	0.188" (4.775mm)	72 lbs
6.0m (19.7 ft)	RAF31	(1) Luminaire at Top, (1) Luminaire at 4.3m (14.1 ft)	Straight 5" (127mm)	0.188" (4.775mm)	72 lbs
8.0m (26.2 ft)	RAF51	(1) or (2) Luminaires at Top	Stepped 6" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	128 lbs
8.0m (26.2 ft)	RAF62	(1) Luminaire at Top, (1) Luminaire at 4.3m (14.1 ft)	Stepped 6" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	128 lbs
8.0m (26.2 ft)	RAF71	(5) Luminaires in Spiral Configuration	Stepped 6" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	128 lbs
9.0m (29.5 ft)	RAF81	(1) or (2) Luminaires at Top	Stepped 7" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	142 lbs
9.0m (29.5 ft)	RAF83	(1) Luminaire at Top, (1) Luminaire at 4.4m (14.4 ft)	Stepped 7" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	142 lbs
9.0m (29.5 ft)	RAF85	(1) Luminaire at Top, (1) Luminaire at 5.6m (18.4 ft)	Stepped 7" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	142 lbs
9.0m (29.5 ft)	RAF86	(5) Luminaires in Spiral Configuration	Stepped 7" (177.8mm) / 5" (127mm)	0.125" (3.175mm)	142 lbs

Control Options

Twist Lock Receptacle
T

Example: RAF54- T - Powdercoat

Rama Area Light

Material / Colors Sheet | RAL



Luminaire & Mounting Brackets*



Aluminum Silver Dusk

Powdercoated Metal (Gloss; Poles Only)**



Black Stormcloud

Powdercoated Metal (Metallic; Poles Only)**



Silver Titanium Mercury**

Designer Palette Architectural Series (Low Sheen; Poles Only)**



Matte Black Dusk

Rama Area Light

Material / Colors Sheet | RAL



Powdercoated Metal

Powdercoated Metal Pangard II® Polyester Powdercoat is a hard, yet flexible, finish that resists rusting, chipping, peeling and fading. In addition to colors shown, a wide selection of optional and custom colors may be specified for an upcharge.

* LED luminaire colors shown are the color options offered from Urbidermis Santa & Cole.

** All colors and patterns shown are approximate and may vary from sample and final.

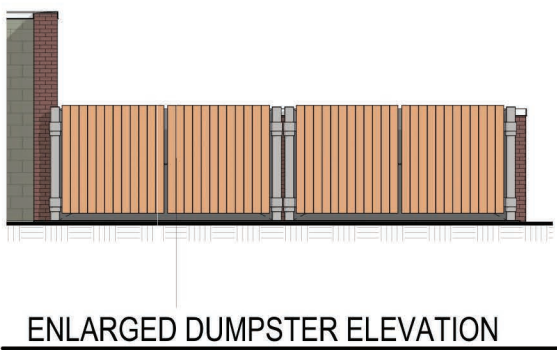
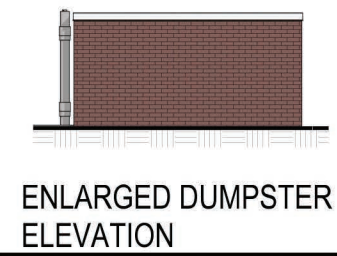
*** Mercury from Landscape Forms is our recommended color match for Aluminum Silver from Urbidermis Santa & Cole.

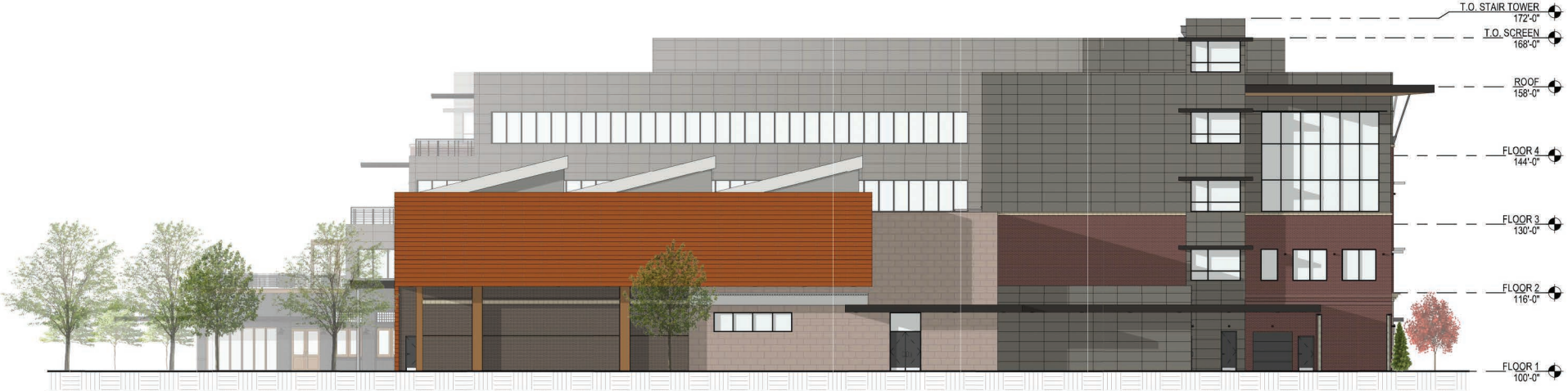
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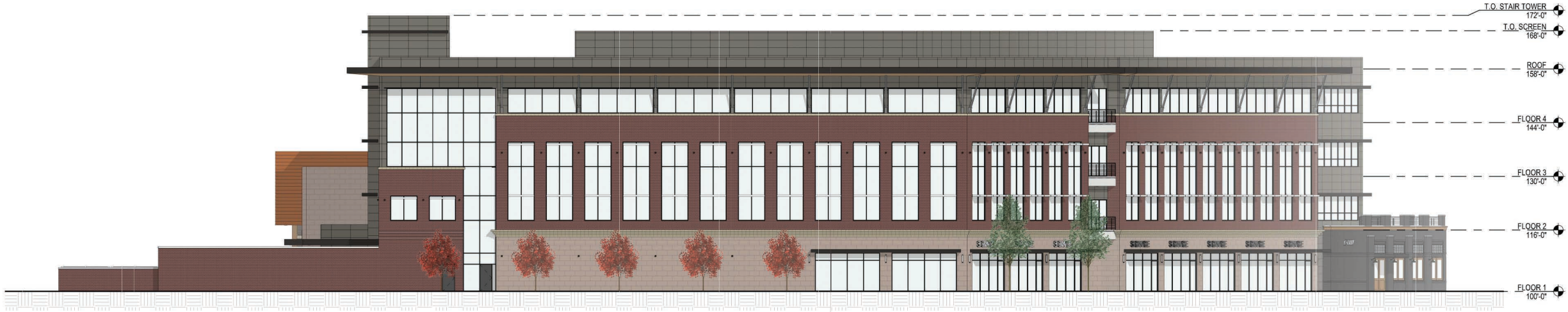
MATERIAL LEGEND	
	STONE
	RED BRICK
	METAL PANEL
	BLACK BRICK
	WOOD LAP SIDING
	ROMAN BRICK





NORTH ELEVATION

MATERIAL LEGEND	
	STONE
	RED BRICK
	METAL PANEL
	BLACK BRICK
	WOOD LAP SIDING
	ROMAN BRICK



WEST ELEVATION

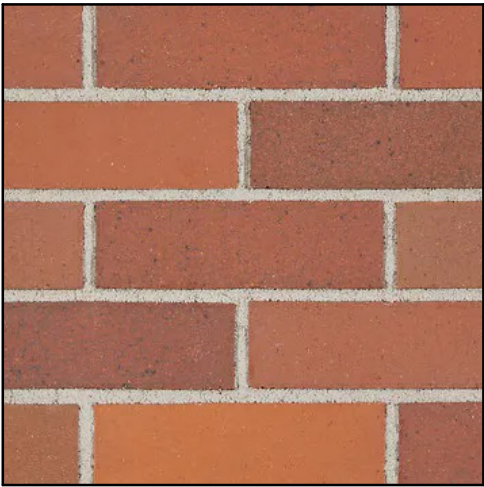


SOUTHWEST ELEVATION

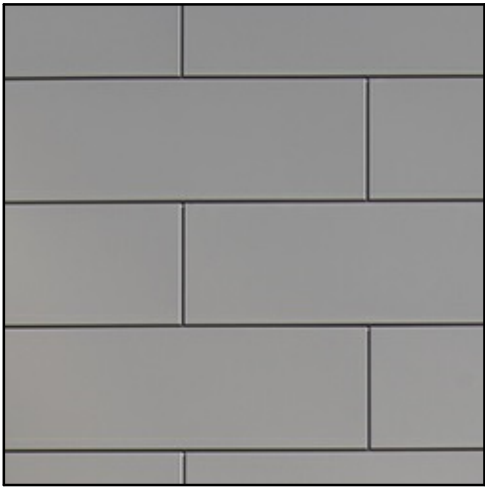
Attachment: 22 1214-One Alliance Place_Major Site Plan Application_Combined (App# 2022-5482, 1284 Brice Rd, Alliance)



STONE
CORONADO
URBANA SMOOTH - FRENCH WHITE



RED BRICK
THE BELDEN BRICK COMPANY
470-479 MEDIUM RANGE SMOOTH



METAL PANEL
EN-V ARCHITECTURAL METAL WALL PANELS
24" x 60", SLATE GRAY



BLACK BRICK
GLEN-GERY
COAL CITY BLACK



WOOD PANELS
PARKLEX PRODEMA
RUSTIK



ROMAN BRICK
GLEN-GERY
FLINT HILLS ROMAN MAXIMUS



SEA GULL LIGHTING
WALL LANTERN 8737401-71



VISA LIGHTING
RAVEN OW1348



REBELLE ARCHITECTURAL LIGHTING
TESSERA 3101LED



LUMENCIA
LLF9920/30



i2 SYSTEMS
GEN2 WASHER



ARCLUCE
RAY180 SHORT ELLIPTIC

Attachment: 22 1214-One Alliance Place_Major Site Plan Application_Combined (App# 2022-5482, 1284 Brice Rd, Alliance)

2023 Reynoldsburg Meetings

January						
S	M	T	W	T	F	S
1	X		3	4	5	6
7		8	9	10	11	12
13	14	15	X	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

February						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	X	21	22	23	24	25
26	27	28				

March						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	X	30	31			

June						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	X	20	21	22	23	24
25	26	27	28	29	30	

July						
S	M	T	W	T	F	S
						1
2	3	X	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September						
S	M	T	W	T	F	S
					1	2
3	X	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	X	11
12	13	14	15	16	17	18
19	20	21	22	X	X	25
26	27	28	29			

December						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	X	23
24	X	26	27	28	X	30
31						

	Planning and Zoning Board - 6:00 pm
	Council/Committee Mtgs 6:30 pm
X	Holiday- City Offices Closed

Section 3735.69 | Community reinvestment area housing council - powers and duties.

(A) A community reinvestment area housing council shall be appointed for each community reinvestment area. When the area is located within a municipal corporation, the council shall be composed of two members appointed by the mayor of the municipal corporation, two members appointed by the legislative authority of the municipal corporation, and **one member appointed by the planning commission of the municipal corporation.** The majority of the foregoing members shall then appoint two additional members who shall be residents of the political subdivision. When the area is located within an unincorporated area of a county, the council shall be composed of one member appointed by each member of the board of county commissioners of the county where the area is located and two members appointed by the county planning commission. The majority of the foregoing members shall then appoint two additional members who shall be residents of the political subdivision. Terms of the members of the council shall be for three years. An unexpired term resulting from a vacancy in the council shall be filled in the same manner as the initial appointment was made.

The council shall make an annual inspection of the properties within the community reinvestment area for which an exemption has been granted under section [3735.67](#) of the Revised Code. The council shall also hear appeals under section [3735.70](#) of the Revised Code.

(B) On or before the thirty-first day of March each year, any municipal corporation or county that has created a community reinvestment area under section [3735.66](#) of the Revised Code shall submit to the director of development a status report summarizing the activities and projects for which an exemption has been granted in that area.

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