

**CITY OF DELAWARE
PLANNING COMMISSION
AGENDA**

**CITY COUNCIL CHAMBERS
1 S. SANDUSKY ST.
7:00 P.M.**

REGULAR MEETING

OCTOBER 7, 2015

1. ROLL CALL
2. APPROVAL of the Motion Summary of the Planning Commission meeting held on September 2, 2015, as recorded and transcribed.
3. REGULAR BUSINESS
 - A. 2015-1511: A request by Speedway LLC for approval of a Preliminary Development Plan for an approximate 4,608 square foot Speedway Gas Station and Convenience Store on approximately 12.912 acres located on the northwest corner of US 23 North and Hills Miller Road on property zoned B-4 (General Business District).

Anticipated Process

 - a. The case would have to be removed from the table by the Commission.
 - b. Commission Action
 - B. 2015-1792: A request by Rockford Homes for approval of a Final Subdivision Plat for the The Estates at Braumiller Section 6 consisting of 26 single-family lots on 8.38 acres zoned R-2 (One Family Residential District) with text limitations and located on Willow Grove Drive and Treeline Way.

Anticipated Process

 - a. Staff Presentation
 - b. Applicant Presentation
 - c. Public comment (no public hearing)
 - d. Commission Action
4. PLANNING DIRECTOR'S REPORT
5. COMMISSION MEMBER COMMENTS AND DISCUSSION
6. NEXT REGULAR MEETING: November 4, 2015
7. ADJOURNMENT

**PLANNING COMMISSION
MOTION SUMMARY
September 2, 2015**

ITEM 1. Roll Call

Chairwoman Keller called the Planning Commission meeting to order at 7:00 p.m.

Members Present: George Mantzoros, Jim Halter, Colleen Tucker-Buck, Adam Lemke, Dean Prall, Vice-Chairman Stacy Simpson, and Chairwoman Lisa Keller

Staff Present: Bruce Pijanowski, Police Chief, Matt Weber, Deputy City Engineer, Jennifer Stachler, Assistant City Engineer, Dave Efland, Planning and Community Development Director, and Lance Schultz, Zoning Administrator

ITEM 2. Approval of the Motion Summary of the Planning Commission meeting held on August 5, 2015, as recorded and transcribed.

Motion: Mr. Halter moved to approve the Motion Summary for the July 1, 2015 meeting, seconded by Vice-Chairman Simpson. Motion passed by a 7-0 vote.

ITEM 3. REGULAR BUSINESS

A. Delaware County Courthouse

- (1) 2015-1550: A request by the Delaware County Board of Commissioners for approval of a Rezoning Amendment from R-3 (One Family Residential District) to B-2 (Central Business District) with Text Limitations for a New County Courthouse located at 110 North Sandusky Street just south of the Hayes Building on approximately 1.99 acres.
- (2) 2015-1551: A request by the Delaware County Board of Commissioners for approval of a Combined Preliminary and Final Development Plan for a New County Courthouse located at 110 North Sandusky Street just south of the Hayes Building on approximately 1.99 acres and zoned B-2 (Central Business District) with Text Limitations.
- (3) 2015-1552: A request by the Delaware County Board of Commissioners for approval of a Street Vacation for Marshall Court right-of-way and right-of-way along the southeastern portion of the site for a New County Courthouse located at 110 North Sandusky Street just south of the Hayes Building on approximately 1.99 acres and zoned B-2 (Central Business District) with Text Limitations.

Anticipated Process

a. Staff Presentation

Mr. Schultz reviewed the zoning map, and provided an aerial photograph of the site location. Demolition plans and the proposed site plan were reviewed. Also reviewed were the parking plans, access plans and building elevations.

b. Applicant Presentation

APPLICANT:

Tom Potts,
405 Capital Street
Charleston, West Virginia

c. Public comment (public hearing)

There was no public participation.

d. Commission Action

Motion: Mr. Halter moved to approve 2015-1550, along with all staff recommendations and conditions, seconded by Vice-Chairman Simpson. Motion approved by a 7-0 vote.

Motion: Mr. Halter moved to approve 2015-1551, along with all staff recommendations and conditions, seconded by Vice-Chairman Simpson. Motion approved by a 7-0 vote.

Motion: Mr. Halter moved to approve 2015-1552, along with all staff recommendations and conditions, seconded by Vice-Chairman Simpson. Motion approved by a 7-0 vote.

B. 2015-1305: A request by Redwood Acquisitions, LLC, for approval of a Final Development Plan for Phase 2 of The Preserve at Quail Pass for 141 single story apartment units on 22.35 acres located on the south side of Mill Run Crossing between the City Wetland Park and Glenn Road.

Anticipated Process

a. Staff Presentation

Mr. Schultz provided a presentation that included zoning map and location map. Mr. Schultz reviewed the Approved Preliminary Development Plan, and modifications for Phase 2 compared to Phase 1. Mr. Schultz reviewed the Final Development Plan for Phase 2. Landscaping plan and retention pond plans were reviewed, as well as discussion of the Glenn Road connection.

b. Applicant Presentation

APPLICANT:

John Lateulere
23775 Commerce Park Dr., Suite 7
Beachwood, Ohio

Mr. Lateulere discussed the project rent cost and flat rate water consumption.

c. Public comment (no public hearing)

There was no public participation.

d. Commission Action

Motion: Vice-Chairman Simpson moved to approve 2015-1305, along with all staff recommendations and conditions, seconded by Mr. Lemke. Motion approved by a 7-0 vote.

Speedway Case will not start before 7:45 pm

Chairwoman Keller called for a recess at 7:33 p.m. Chairwoman Keller reconvened the meeting at 7:45 p.m.

C. 2015-1511: A request by Speedway LLC for approval of a Preliminary Development Plan for an approximate 4,608 square foot Speedway Gas Station and Convenience Store on approximately 12.912 acres located on the northwest corner of US 23 North and Hills Miller Road on property zoned B-4 (General Business District).

Anticipated Process

a. Staff Presentation

Mr. Efland reviewed the Preliminary Development Plan and provided a presentation that included the location map, zoning map, and a description of what uses are permitted under the current zoning. Mr. Efland reviewed the proposed site plan and provided information on the location of the permanent conservation easement proposed to be on the property. Mr. Efland reviewed the access site from U.S. 23 and Hills Miller Road, and provided information on the approved traffic study that was reviewed by the City and County Engineer and O.D.O.T. Mr. Efland discussed improvements to be made by the applicant to U.S. 23 and Hills Miller Road

Mr. Weber reviewed the approved traffic study and discussed the two access points. Mr. Weber discussed the predicted level of service that was provided in

the study for the year 2035 at the U.S. 23 and Hills Miller Road intersection.

Mr. Efland discussed the proposed bike path and pedestrian connectivity. Mr. Efland reviewed the site configuration, which included the plans for a convenience store and fueling bays for both diesel and vehicles.

Mr. Efland discussed signage of "No Overnight Parking", and that this will be enforced by Speedway staff, as well as a condition for approval to allow the City of Delaware Police enforcement. Information was provided on the proposed signage plan at both access locations.

Mr. Efland reviewed the Preliminary Building Design and proposed tree removal and replacement plan. Mr. Efland provided information on the location of a major water line easement on the property. Mr. Efland discussed the shared backage road to allow for circulation around the site, and that this road will not be a public City street.

Mr. Mantzoros requested information on the possible placement of a flashing traffic sign. Mr. Weber will review the request.

b. Applicant Presentation

APPLICANT:

Christopher Warshaw
395 Springside Dr.
Akron, Ohio

Bryan Witt
500 Speedway Dr.
Enon, Ohio

Mr. Warshaw provided a presentation that included a review of the site plan, building elevations, landscaping plan, proceeds to the city tree fund, traffic study recommendations, alcohol and tobacco sales policy, and safety and security.

Mr. Halter questioned how staff will prevent overnight parking. Mr. Warshaw explained the lack of spaces to allow for parking. Mr. Whitt stated that staff will be instructed to contact local police for enforcement if necessary.

Mr. Prall requested if the conservation easement can be further extended into the west.

c. Public comment (no public hearing)

PUBLIC PARTICIPATION:

Robert Bohmer
Plassman, Rupp, Hagans, Newton & Bohmer
302 North Defiance St.
Archbold, Ohio

Mr. Bohmer stated that he represents some of the individuals opposed to the Speedway project and voiced his concerns regarding the conditions of the intersection of U.S. 23 and Hills Miller Road and the impact to the quality of life of residents on Hills Miller Road regarding the increase truck traffic.

John McGrail
268 Sylvan Dr.
Delaware, Ohio

Mr. McGrail addressed the Comprehensive Plan from 2003-2008 for future City growth north from Coover Road. Mr. McGrail discussed concerns regarding the traffic study and that the study underestimates traffic counts.

Jeanne Frentsos
333 Clear Run Road
Delaware, Ohio

Ms. Frentsos voiced her concerns on how the turn lane will impact Clear Run Rd, and concerns of drainage and environmental impact of runoff from Speedway.

Susan McGrail
268 Sylvan Dr.
Delaware, Ohio

Mrs. McGrail read a statement regarding impact on daycare, seniors, and schools. Mrs. McGrail voiced her concern that the CESO traffic study was completed when school was on summer break and that the traffic study needs to be recalculated to include this omitted traffic. Mrs. McGrail discussed the need for sidewalks for pedestrian safety.

Ted Heiskell
299 Sylvan Dr.
Delaware, Ohio

Mr. Heiskell voiced his concern with speed on U.S. 23 and those trying to make a left turn onto Hills Miller Road. Mr. Heiskell stated his concern on the truck refueling station.

Bill Bohmer
269 Sylvan Dr.
Delaware, Ohio

Mr. Bohmer provided an article from Frederick News-Post by Bethany Rodgers titled "Commission looks to prevent gas station from acting as truck stop."

Richard Lehner
2369 Troy Road
Delaware, Ohio

Mr. Lehner stated that he supports the installation of the fueling station as a truck driver and felt that will provide safer conditions for truck drivers to have a place to refuel, get food, and have a restroom break.

Andy Zarins
5565 Marysville Road
Ostrander, Ohio

Mr. Zarins voiced his concerns on the geometric design and poor quality of the traffic engineering study.

Bruce Gill
261 Kensington Dr.
Delaware, Ohio

Mr. Gill voiced his concern that Speedway will allow for trucks to layover.

Jonethan Sepelak
246 Tudor Dr.
Delaware, Ohio

Mr. Sepelak voiced his concern regarding the concept drawing that shows the backage road across the conservation area. Also, what are Speedways plan to prevent drivers from being struck on Hills Miller Road and what are the evacuation plans if there is an accident?

Mary Jo Blickenderfer
205 Sylvan Dr.
Delaware, Ohio

Ms. Blickenderfer voiced her concern over the location of the access point on Hills Miller Road and Speedways plan to make truck drivers obey traffic laws.

Chairwoman Keller requested a recess at 9:53 p.m. Chairwoman Keller reconvened the meeting at 9:58 p.m.

Mrs. Keller read into the record a text message from Councilman Chris Jones, clarifying the topic of his quote regarding Bruce Road and Hills Miller Road that was read by Mrs. McGrail.

Commission members addressed concerns to staff presented by the public participants.

Mr. Warshaw addressed the concern of traffic back-up, stating that site configured to prevent this from occurring and that front bays are for non-commercial vehicles only.

Mr. Efland addressed the location of the gateway to the City.

Mr. Witt discussed the use of the local law enforcement to enforce truck drivers to obey laws, and that Speedway will contact them if needed. Mr. Witt also stated that there is potential that trucks may drive on Hills Miller Road.

Mr. Weber addressed concern regarding storm water run-off and drainage and that Speedway must meet City code on storm water retention.

Mr. Weber reviewed the typographical error in the Executive Summary of the traffic summary and will revise for final copy. Mr. Weber reviewed the M.O.R.P.C website figures from 2014.

Chief Pijanowski discussed evacuation plans if a crash occurs.

Mr. Prall questioned Speedway's ability to remove diesel truck refueling bays. Mr. Witt addressed his question and that Speedway anticipates the diesel fuel as the feasible project.

Mr. Efland reviewed the definition of a gas station in zoning codes.

Mr. Halter requested that staff determine the feasibility if no through truck traffic on Hills Miller Road is possible.

A discussion was held on making a condition of limited time that trucks can be in the parking lot.

Motion: Mr. Halter moved to add condition that no commercial, truck trailer, campers, or motor home traffic allowed on the property over two hours, seconded by Vice-Chairman Simpson.

Mrs. Tucker-Buck voiced her concern over the length of two hours and not one hour. Chairwoman Keller voiced a concern that any limitations allows for parking up to that designated time. Mr. Halter agreed to amend his motion to

state one hour.

Motion: Mr. Halter moved to add condition that no commercial, truck trailer, campers, or motor home traffic allowed on the property over one hour, seconded by Vice-Chairman Simpson. Motion approved by a 5-2 (Mantzoros, Keller) vote.

A discussion was held regarding limited hours for truck refueling. Mr. Witt to discussed this option with Speedway but stated that may be difficult to enforce.

d. Commission Action

Motion: Mrs. Tucker-Buck moved to table discussion of 2015-1511, until the next regular meeting, seconded by Mr. Mantzoros. Motion approved by a 4-3 (Prall, Lemke, Keller) vote.

ITEM 4. PLANNING DIRECTOR'S REPORT

ITEM 5. COMMISSION MEMBER COMMENTS AND DISCUSSION

ITEM 6. NEXT REGULAR MEETING: October 7, 2015

ITEM 7. ADJOURNMENT:

Motion: Chairwoman Keller moved for the September 2, 2015 Planning Commission meeting to adjourn. The meeting adjourned at 10:33 p.m.

Lisa Keller, Chairwoman

Elaine McCloskey, Clerk



PLANNING COMMISSION/STAFF REPORT

CASE NUMBER: 2015-1511

REQUEST: Preliminary Development Plan

PROJECT: Speedway US 23 North

MEETING DATE: September 2, 2015

APPLICANT/OWNER

Speedway LLC
500 Speedway Drive
Enon, Ohio 453235

REQUEST

2015-1511: A request by Speedway LLC for approval of a Preliminary Development Plan for an approximate 4,608 square foot Speedway Gas Station and Convenience Store on approximately 12.912 acres located on the northwest corner of US 23 North and Hills Miller Road on property zoned B-4 (General Business District).

PROPERTY LOCATION & DESCRIPTION

The property is located at the northwest corner of US 23 North and Hills Miller Road which is currently a vacant site. The subject property is zoned B-4 (General Business District). The property to the north is zoned B-3 (Community Business District), the properties to the south are zoned B-4 and R-6 (Multi-Family Residential District) and the property to the west is zoned R-6. The properties to the east across US 23 North are in the Township.

BACKGROUND

Speedway purchased the 12.912 acre parcel in May 2014 with the intent to construct an approximate 4,608 square foot gas station and convenience store. This parcel was annexed into the city in 1968 along with approximately 222 acres of ground, some of which would become the Oakhurst Subdivision. The subject development would only develop approximately 4.8 acres of the property while the remaining approximate 8 acres would remain undeveloped with 3 acres being dedicated as a permanent conservation easement. The site would be accessed by a right-in/right out curb cut on US 23 while a full movement curb cut would be located on Hills Miller Road. The gas station would have 7 fueling bays for passenger vehicles and 4 separate diesel fueling bays which could accommodate large vehicles such as semi-trucks along with a convenience store. Speedway plans to initiate construction in the Spring of 2016 with a 5-6 month timeline for completion.

STAFF ANALYSIS

- **ZONING:** As previously mentioned, the subject property is zoned B-4 General Business District. Under the current zoning, the proposed gas station and convenience store is a permitted use. The applicant would have to receive Preliminary and Final Development Plan approval from the Planning Commission and City Council prior to any construction. The parcel has been zoned in a similar manner to B-4 since at least 1991 and has been in a general business district since it was annexed in 1968. The only required pre-development zoning process for this proposal is Development Plan Review. That process is defined (in this case) by two parts – a preliminary followed by a final plan. While many details are reviewed during the Preliminary phase of review, not all aspects of the project are known to a final degree as the Final Development Plan review captures any outstanding remaining review items. The Preliminary review establishes the basic arrangement of the proposed use on the site, access points, and preliminary site circulation while establishing any specific elements or conditions that must be further detailed and submitted during the Final Development Plan review. Therefore, the proposed use is not in question, is permitted in this district, and is not subject to review during this process. In fact, the B-4 District allows many other potentially more impactful uses on this site than what the applicant proposes and many more acres could developed if the applicant desired. This Preliminary review is governed by the attached decision criteria (Section 1129.09), conformance with applicable codes, as well as consistency with past similar decisions. The Applicant, therefore, has the right to make this application and has satisfied the basic requirements (in many cases far exceeding the basic requirements) for the site, use, and potential impacts of the proposed development and Staff finds that the proposal achieves compliance with the Decision Criteria for granting the Preliminary Development Plan approval.

- **GENERAL ENGINEERING:** The Applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be detailed through the Engineering and Utilities Departments prior to Final Development Plan Submission and with the subsequent Site Engineering Construction Improvement plans that would follow. Utilities are available to the site and it is the responsibility of the applicant to construct whatever is required to service the site and use. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review.
- **ROADS AND ACCESS:** The proposed site plan identifies two curb cuts to the new gas station and convenience store. A right-in/right-out curb cut would be located on US 23 North and a full movement curb cut would be located on Hills Miller Road. Per an approved traffic impact study by ODOT and the City of Delaware, traffic improvements are required at the US 23/Hills Miller Road intersection, on US23, on Hills Miller Rd., and a drop lane is required for the right-in/right out along the southbound lane of US 23. In addition, an easement for a private rear backage road would extend from the curb cut on Hills Miller Road to the northern property line of the subject property per the ODOT Access Management Plan for the northern US23 corridor as well as the City Thoroughfare Plan. A summary memo regarding preliminary transportation improvements is attached. The private road would only be constructed to the northern portion of the Speedway development (allowing this portion of the north property area to remain undisturbed at construction) and the remainder would be in an easement and available for any future developer of the land to the north to utilize to provide required connectivity to their site if and when a development would come forward for parcels to the north of the Speedway site.
- **PEDESTRIAN CONNECTIVITY:** The applicant would be required to install new sidewalks adjacent to their property frontage along US 23 North and Hills Miller Road. Staff and the applicant seek direction as to the provision of such along US23. As with the case of other similar developments along US23, it could be advisable to ensure the provision of easements (if needed) for this sidewalk while receiving a payment in lieu of construction. This method would ensure space for future such connections if desired while allowing for other priority pathway construction to be addressed in accordance with the adopted Bikeway and Pedestrian Plan. In addition, connectivity would be assured by provision of a bike path on the west side of aforementioned backage road to the northern portion of the Speedway development. The remainder of the bike path would be in an easement and available for any future developer of the land to the north to utilize to provide required connectivity to their site if and when a development would come forward for parcels to the north of the Speedway site.
- **SITE CONFIGURATION:** The approximate 4,608 square foot gas station and convenience store would front US 23 and be located just south of the proposed right-in/right-out curb cut. The gas station would have 7 vehicular fueling bays on the east side of building fronting US 23 and 4 diesel fueling bays located east of the building (behind the building). The vehicular and diesel fueling bays would each be covered with a canopy with a mansard roof. The development would have 32 vehicular parking spaces located on the north, south and east sides of the building for the convenience store patrons which would achieve compliance with parking space requirements of the proposed use. No parking spaces for semi-trucks are provided and no overnight parking signs would be posted throughout the site. Speedway has volunteered that their personnel would actively monitor the truck areas to ensure that no trucks are parking on the site long term or overnight. The minimum building and parking setbacks for the entire development are significantly more than required. Dumpsters would be located north of the building along the access drive and the enclosure would be constructed of brick with wood doors painted to match per the zoning code. The doors would be oriented to the northwest (or away from the public streets). Staff would suggest an area (maybe between the building and the north parking lot) should be dedicated for "outside merchandise" (ice box, propane tanks, seasonal items, mulch, etc.) and painted to match the brick or moved to the side of the building. Also, staff would suggest potentially installing a low wall (2 to 3 feet tall) to delineate the storage area and shield the "outside merchandise" from public right-of-way. The applicant is voluntarily proposing to place a permanent conservation easement over approximately 3 acres (or 25% of the site). The easement would cover the most heavily treed portions of the site including some stream corridors. Local and State processes exist that would allow much of this conserved area to be potentially developed if the applicant chose to do so. There are also state processes that the applicant may have to undergo for any wetland area or streamside mitigation that might be required with final development plans, but which are not required at the preliminary stage of

development. However, in an effort to demonstrate their commitment to preserving these areas as much as practical and to address questions about future expansion of the proposed use on the site, the applicant is volunteering to place a permanent conservation easement on their property (which would run with the land). This will effectively permanently limit the extent of any development on this site to the area proposed with this case while allowing for the aforementioned backage road to properties to the north if and when they might develop and require access.

- **BUILDING DESIGN:** It is important to note that the applicant is not required to submit preliminary architectural drawings. However, in order to receive feedback and to demonstrate their commitment to quality materials and overall design approach on this site, the applicant has provided very detailed preliminary elevations for review and comment. The rectangular approximate 4,608 square foot building would be oriented towards US 23 North with the vehicular fueling canopy located between the building and US 23 North. The front elevation (east) would be comprised mainly of red structural brick with a limestone wainscoting with a typical aluminum storefront door and windows with an asphalt shingled pitched roof. There would be four dormer windows on the front elevation for aesthetic purposes. The side (north and south) and rear (west) elevations would be mainly structural red brick with a limestone wainscoting with an asphalt shingled pitched roof. The southern elevation would have a return of five aluminum storefront windows from the front window bay. Dark structural brick rectangular wall accents would be located on the side and rear elevations to break up the wall face. The mansard roof vehicular gas canopy would have a beige sign band in place of the prototypical Speedway color scheme that will help minimize its appearance and would be supported by fourteen limestone (cultured) faced columns while the diesel gas canopy mansard roof with a beige sign band would be supported by ten limestone columns. The building and fuel canopy appurtenances (coping, downspouts, etc.) should be painted to match the adjacent building surface. Furthermore, the mechanical equipment would be located on the rear roof elevation and would be screened from public view by a decorative fence. After Final Development Plan approval (should this be achieved), Staff would need submittal of each building material with color samples to ensure compliance is achieved with any Final Development Plan requirements. The upgraded building would provide a signature northern gateway into the City and is not prototypical in nature.
- **TREE REMOVAL & REPLACEMENT:** It is important to note that the applicant is not required to submit detailed landscaping or tree removal and replacement plans with a Preliminary review. However, in order to receive feedback and to demonstrate their commitment to quality and code compliance on this site, the applicant has provided very detailed preliminary landscape and tree plans for review and comment. The site has a significant amount of trees in certain areas on the site. The majority of these are located within the northern and western portions of the site. The Applicant has voluntarily proposed a permanent conservation easement for these areas and the approximately 2,531 caliper inches of qualifying major trees (any tree over 6 caliper inches) contained within them. The proposed development is primarily placed over open and previously disturbed ground but would remove 1,272.2 caliper inches of trees while replacing 214 caliper inches of trees for a net of 1,058.2 caliper inches of trees being removed. Overall then, approximately two-thirds of the major trees on the site will be permanently preserved. However, a payment in lieu of replacement of the removed trees is preliminarily calculated at \$105,820 (1058.2 x \$100) and shall be made by the applicant to achieve compliance with Chapter 1168 Tree Preservation Regulations prior to building permit approval.
- **LANDSCAPING & SCREENING:** The development would require street, front yard, parking lot and perimeter landscaping. The 510 feet of frontage along US 23 North requires 13 street trees and 11 front yard trees. The 250 feet of frontage along Hills Miller Road requires 7 and 5 street and front yard trees respectively. With preparation of any Final Development Plan, all required street and front yard trees shall be accounted for. However, flexibility in placement will be allowed as there is an existing major water line and easement already in place which runs between the roadway and the site on both frontages and which does not allow for placement of landscaping or permanent improvements within the easement area. The plan achieves compliance with parking lot buffering of shrubs and the internal parking lot landscape requirements. There is significant perimeter buffering to the west with the existing trees supplemented by the many replacement trees planted north and south of the entrance road from Hills Miller Road. The land just north of the Speedway development would be encumbered by a 3 acre conservation easement that is heavily wooded and would only allow a potential backage road thru the proposed roadway easement as required by the ODOT Access

Management Plan for the north US23 corridor in this area. In addition, staff recommends installing 3.5 feet high limestone piers with concrete cap stones approximately 30 feet on center along US 23 North to supplement the landscaping and continue the theme that currently exists along US 23 to be consistent with the other recently approved developments in the corridor. Additionally, a stone monolith shall be installed as well. The piers and monolith improvements would address the Gateway & Corridor Plan and would make this site consistent with other recently approved developments in the corridor. The Shade Tree Commission would have to approve all landscape plans during the Final Development Plan approval process

- **SIGNS:** The owner is proposing vehicular fuel canopy and ground signage. The vehicular fuel canopy sign on the east (front) would encompass approximately 17 square feet and would be red illuminated channel letters (Speedway) that would be flush mounted on the canopy. An approximately 6.14 square foot, internally illuminated Speedway logo would be proposed on the north and south elevations of the canopy. The canopy signs shall be flush mounted (or inset to achieve a flush mounted appearance) such that the sign faces do not extend past the front face of the canopy. Two ground signs are proposed. A 10 foot high internally illuminated ground sign located just south of the right-out on US 23 North would encompass approximately 64 square feet of sign area on a 3 foot high limestone base. A second sign 7.8 foot high internally illuminated ground sign on a 1.5 high limestone base is proposed just east of the entrance on Hills Miller Road. Each sign would contain two digital pricers with a Speedway logo and would achieve compliance with the adopted City Gateway and Corridor Plan. The signs shall be flush mounted to the stone base. The Hills Miller Rd. ground sign should mirror the design and size of the recently constructed Speedway at Troy Rd. and Central Ave. which will reduce it in size slightly from what is preliminarily shown by the Applicant in this submission.
- **LIGHTING:** The applicant would have to submit a comprehensive lighting plan for the building and site that would achieve compliance with the minimum zoning requirements and would have to be approved by the Chief Building Official. The lighting plans would need to be submitted, reviewed and approved during the Final Development Plan approval process. All lights shall be fully recessed and cut off. Additionally, any light poles shall be black in color and shall utilize, at a minimum, upgraded shoe box type heads to be consistent with other approved developments.
- **MISCELLANEOUS:** Video dispensers, ATM machines, etc. would not be permitted outside the building. Any outdoor storage areas shall be designated in limited areas on (as approved) the Final Development Plan. Outdoor storage shall be contained to only those areas so designated to be consistent with other recently approved developments.

STAFF RECOMMENDATION (2015-1511 – PRELIMINARY DEVELOPMENT PLAN)

Staff recommends approval of a request by Speedway LLC for approval of a Preliminary Development Plan for an approximate 4,608 square foot Speedway Gas Station and Convenience Store on approximately 12.912 acres located on the northwest corner of US 23 North and Hills Miller Road on property zoned B-4 (General Business District), with the following conditions that,

1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review.
2. The applicant shall be responsible for any roadway improvements and/or financial obligations of the traffic impact study per ODOT and the City Engineer. The roadway improvements shall be completed prior to the final occupancy permit.
3. The private access road easement agreement to the property to the north shall be executed and recorded at the County by the subject property owner prior to issuance of any building permits.
4. As submitted by the Applicant, no overnight semi-truck parking shall be permitted within the subject development and the applicant shall be responsible for ensuring compliance of such.
5. The dumpster shall be screened from public view by a wall constructed of similar building materials that match the new building with wood doors painted or stained to match or compliment the overall building.
6. According to the preliminary tree replacement schedule, the City shall receive a payment in lieu of replacement for the proposed removal of trees which will not be replanted on site of \$105,820 (preliminarily) to achieve compliance with Chapter 1168 Tree Preservation Requirements.

7. The appropriate number of street and front yard trees shall be installed outside of the existing waterline easement per the zoning code.
8. Limestone piers approximately 3.5 feet high with a concrete cap and approximately 30 feet on center along US 23 North shall be installed to supplement the landscaping, continue this theme along US 23, and comply with the Gateway & Corridor Plan.
9. The approximately 3 acre conservation easement on the northern and western portions of the property shall be executed and recorded at the County by the subject owner prior to issuance of any building permits.
10. The Shade Tree Commission shall review and approve all landscape plans.
11. All building and fuel canopy appurtenances (coping, downspouts, etc.) shall be painted to match the adjacent building material color.
12. All roof top mechanical equipment shall be completely screened from public view.
13. The Applicant shall submit all building and fuel canopy elevations along with material and color samples for all building materials for staff review and approval after approval (if achieved) of any Final Development Plan and prior to any building permit issuance.
14. A lighting plan that achieves compliance with the zoning code shall be submitted, reviewed and approved by the Chief Building Official during the Final Development Plan approval process. All lights shall be fully recessed and cut off, any poles shall be black, and any pole mounted fixture heads shall be at least an upgraded shoe box variety.
15. The signs on the fuel canopy shall be flush mounted or inset to achieve a flush mounted appearance.
16. The ground signs shall be flush mounted to the stone cap base.
17. The Hills Miller Rd. Ground sign shall be the same size and design as the recently constructed Speedway at Troy and Central Ave.
18. The outdoor merchandise (ice box, propane tanks, etc.) shall be located on the north side of the building.
19. The outdoor merchandise shall be limited per any Final Development Plan to designated and limited areas. No movie boxes, ATM machines, etc., shall be allowed outside the building.

COMMISSION NOTES:

MOTION: _____ 1st _____ 2nd *approved* *denied* *tabled* _____

CONDITIONS/MISCELLANEOUS:



395 Springside Drive, Suite 202
Akron, OH 44333
(330) 665-0660
www.cesoinc.com

RE: SP #7775 – Speedway Fuel Station – Supporting Information

Narrative describing all aspects of the proposal:

The proposed Speedway site is located on the northwest corner of US 23 and Hills Miller Road in the City of Delaware. The property is 12.9 total acres with the development of the Speedway project developing approximately 4.8 acres. The remainder of the site will remain undisturbed with 3 acres being dedicated as a conservation easement.

The site is located within the B4 – General Business zoning district within the City of Delaware zoning ordinance. The proposed use is a permitted use within the zoning district. No zoning variances are proposed at this time for the site.

The proposed site plans shows the development of a 4,600 square foot Speedway convenience store with 14 fueling positions for automobiles and 3 separate fueling lanes for semi traffic. The store will sell typical convenience store items along with grab and go type food offerings.

A right-in / Right-out driveway is proposed on US 23 and a full access driveway is proposed on Hills Miller Road. An easement for a shared access road will be placed along the rear driveway of the parcel per the City's transportation plan. The shared access road will be extended in the future if the adjacent property to the north is developed. A traffic impact study has been completed for the project and approved by the City of Delaware engineering department, the Delaware County Engineering Department, and ODOT District 8. As part of the development Speedway will design and construct improvements to both roadways and the intersection to bring them up to standards in line with the approved traffic study.

Parking for automobiles is proposed, but no parking for semi's will be allowed. No overnight parking signs will be posted throughout the site and Speedway personnel will actively monitor the truck areas to ensure no trucks are parking on the site long term. A sidewalk will be installed along the frontage of the site and a bike path will be installed along the rear shared access road.

The architecture of both the proposed convenience store and the fueling canopies is a significantly upgraded look from a standard Speedway. The convenience store is proposed with multiple building materials and a hip shingled roof. The fuel canopies are proposed with full height stone columns to match the stone on the building and a shingled mansard roof. Speedway has worked with the city planning staff to develop the proposed building and canopy elevations to help ensure that the proposed Speedway is a good representation of the City of Delaware as the northern entrance to the City. Along with the upgraded building and canopy extensive landscaping is proposed to enhance the look of the property and provide additional screening from neighboring property owners.

The site is proposed to begin construction in the spring of 2016 with a 5-6 month construction timeline to completion.



SECTION 1129.09 REVIEW CRITERIA.

- (a) Development Plan Review Criteria. In reviewing a development plan, the Planning Commission shall consider the location of buildings, parking areas and other features with respect to the topography of the lot and existing natural features such as streams and large trees; the efficiency, adequacy and safety of the proposed layout of internal streets and driveways; the location of the green areas provided, considering the possible effects of irregularly shaped lots; the adequacy of the location, landscaping and screening of the parking lots; and such other matters as the Commission may find to have a material bearing upon the stated standards and objectives of the various district regulations. In approving a development plan, the Planning Commission shall determine that the development plan complies with the following criteria:
- (1) The proposed plan is consistent with any plan or policy statement for the orderly development of the City.
 - (2) The appropriate use and value of property within and adjacent to the area will be safeguarded.
 - (3) The development plan indicates that the proposed development will result in a harmonious grouping of buildings within the proposed development and in relationship to existing and proposed uses on adjacent property.
 - (4) The development, when completed, will have adequate public service, parking and open spaces.
 - (5) The plan, to the extent practical, will preserve and be sensitive to the natural characteristics of the site.
 - (6) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property.
 - (7) Adequate provision is made for emergency vehicle access and circulation.
 - (8) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas, and shall comply with any applicable regulation or design criteria established by the City.
 - (9) Site lighting is designed to minimize direct light, glare, and excessive glow, which unreasonably interferes with the use and enjoyment of adjacent property. If it is determined that, once the project is completed, the lighting does have unreasonable adverse impact on adjacent property, the Planning Commission may order reasonable alterations to the site lighting (such as reduced illumination, shielding, landscaping, etc.) to mitigate such unreasonable impacts.
- (b) Planned Residential Development Review Criteria. In reviewing development plans for planned residential developments, the Planning Commission shall determine that development plans comply with the criteria of this Section and the planned residential development review criteria set forth in Chapter 1135.
- (c) Conditional Use Review Criteria. In reviewing a development plan for conditional uses, the Planning Commission shall determine that the plan complies with the criteria of this Section and the general conditional use criteria set forth in Chapter 1148.



MEMORANDUM

TO: David Efland – Director of Planning and Community Development
William L. Ferrigno, P.E., Public Works Director/City Engineer
Dan Whited P.E., Public Service Group Director

FROM: Matthew B. Weber, P.E – Deputy City Engineer 

DATE: 8/27/15

RE: Proposed Speedway Store 7775 - Transportation Improvements

The following overview is provided concerning the preliminary engineering approvals granted thus far for the above referenced project. A traffic impact study (TIS) was prepared by CESO Inc., and our staff has reviewed the study and our comments were addressed to our satisfaction. It should be noted that specific details regarding the final geometrics of required improvements will be determined when highway design plans are prepared and submitted for review, which occurs going into final development planning.

The study was also submitted for review to The Ohio Department of Transportation (ODOT), District 6 and the Delaware County Engineer. After a review of the project impact area, the Delaware County Engineer opted out of a review of the study, deferring to the City of Delaware and ODOT. ODOT District 6 staff approved the study based on the fact that their comments were addressed by the applicant, as well.

It should be noted that none of the proposed access points are within defined limited access right of way along US23 and as such, are under the jurisdiction of both ODOT and the City of Delaware concerning changes, additions or restrictions to vehicular traffic and movements.

The purpose of the TIS is to identify an appropriate access management plan for the proposed development, and to provide guidance in determining the nature of improvements to be designed. The improvements required along US 23 must be designed per the ODOT Layout & Design Manual, which is the measure by which safety is designed and maintained on the State highway system. The Engineer preparing the plans for the US 23 Improvements must be pre-qualified by ODOT in Complex Roadway Design.

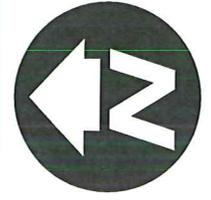
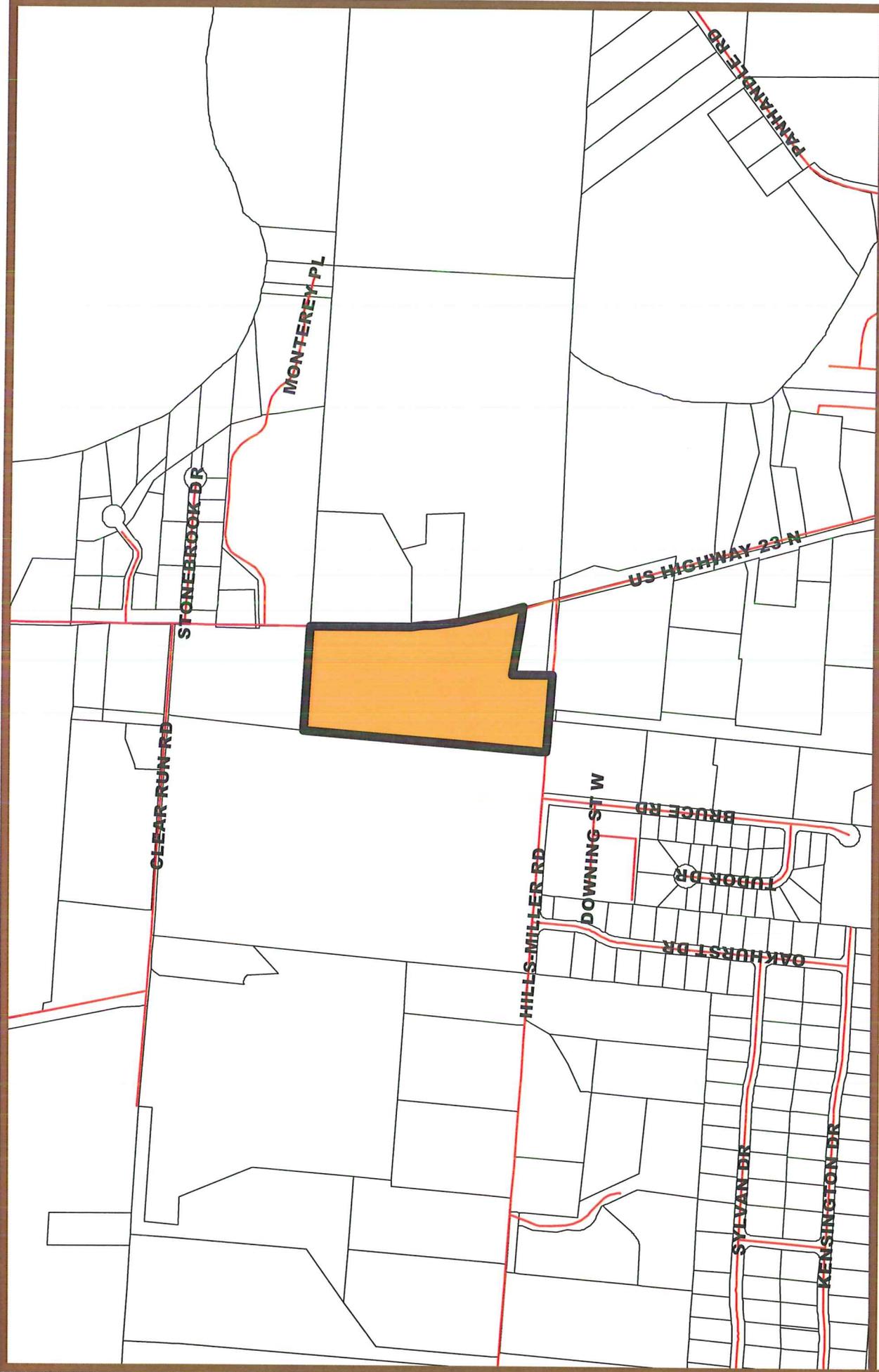
At the preliminary engineering stage, it appears there is sufficient space within the existing US 23 right-of-way to make the required improvements to US 23. However, it is still possible the proposed development will be required to establish additional right-of-way to complete the identified improvements. Again, these final details will be established by the Final Development

Plan Process.

The scope of roadway improvements to be constructed by this development includes (but is not limited to):

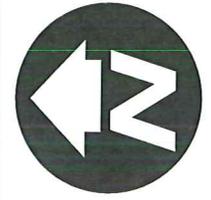
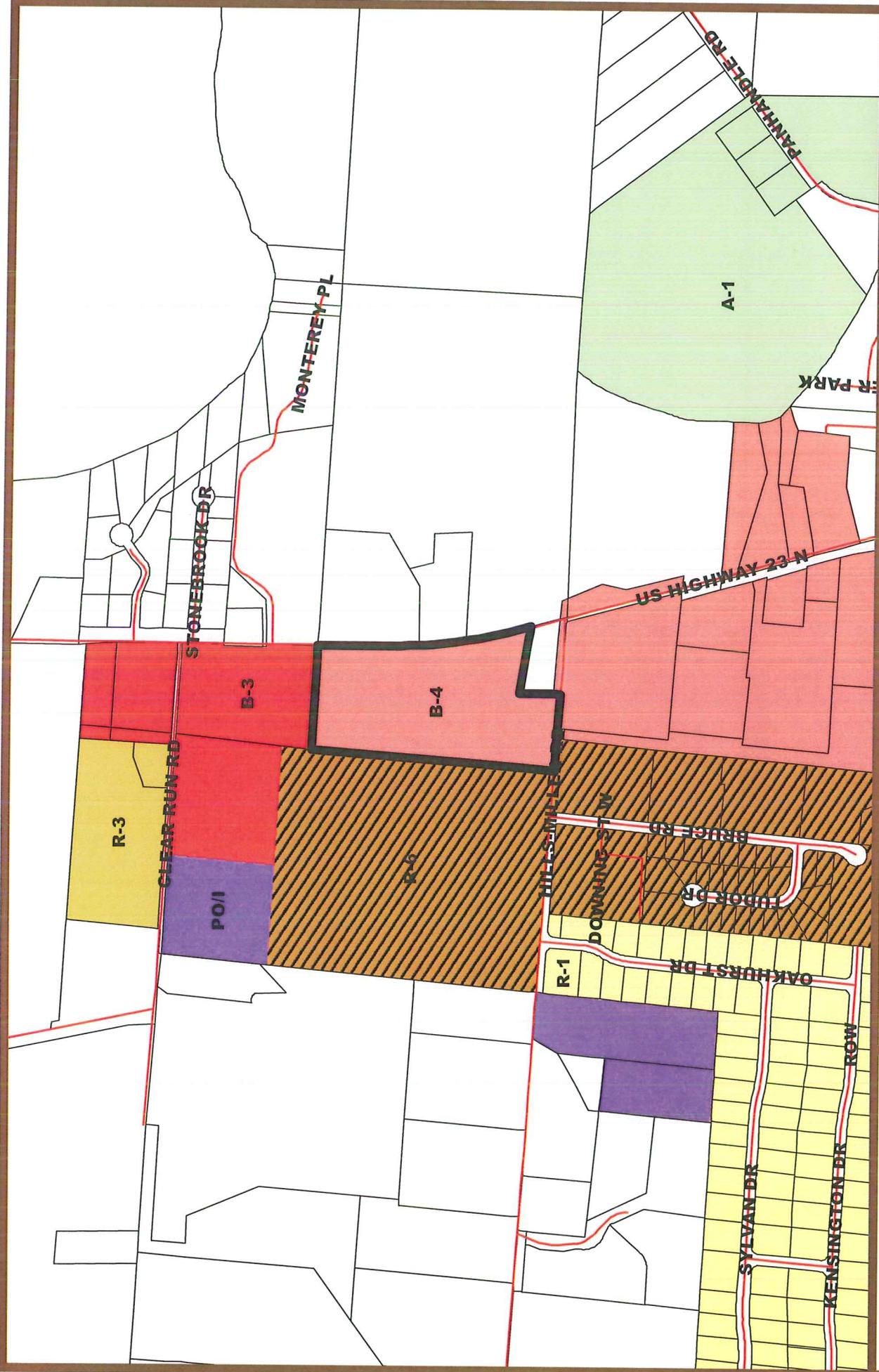
1. Widening of US 23 to provide appropriately sized north and southbound through lanes, turn lanes, and paved shoulders.
2. Re-construction and widening of roughly 600 LF of Hills Miller Road to improve pavement structure and add turn lanes.
3. Adjustments to the traffic signal equipment and/or timing necessitated by either of the two (2) items above

Lastly, the proposed access points currently shown on the Preliminary Development Plan have been reviewed and approved by both ODOT and the City. The proposed access configuration conforms to the latest version of ODOT's US 23 Access Management Plan.



2015-1511
Preliminary Development Plan
Speedway LLC
Location Map





2015-1511
 Preliminary Development Plan
 Speedway LLC
 Zoning Map





2015-1511
Preliminary Development Plan
Speedway LLC
Aerial (2013)



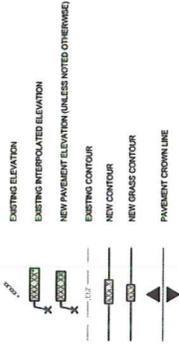
CONTRACTOR SHALL REVIEW THE COMPLETE DRAWING SET AND NOTIFY THE DESIGNER IMMEDIATELY IN WRITING TO CONSTRUCTION IF ANY DISCREPANCIES ARE FOUND WITHIN THE DRAWINGS OR WITH ANY FIELD CONDITIONS.



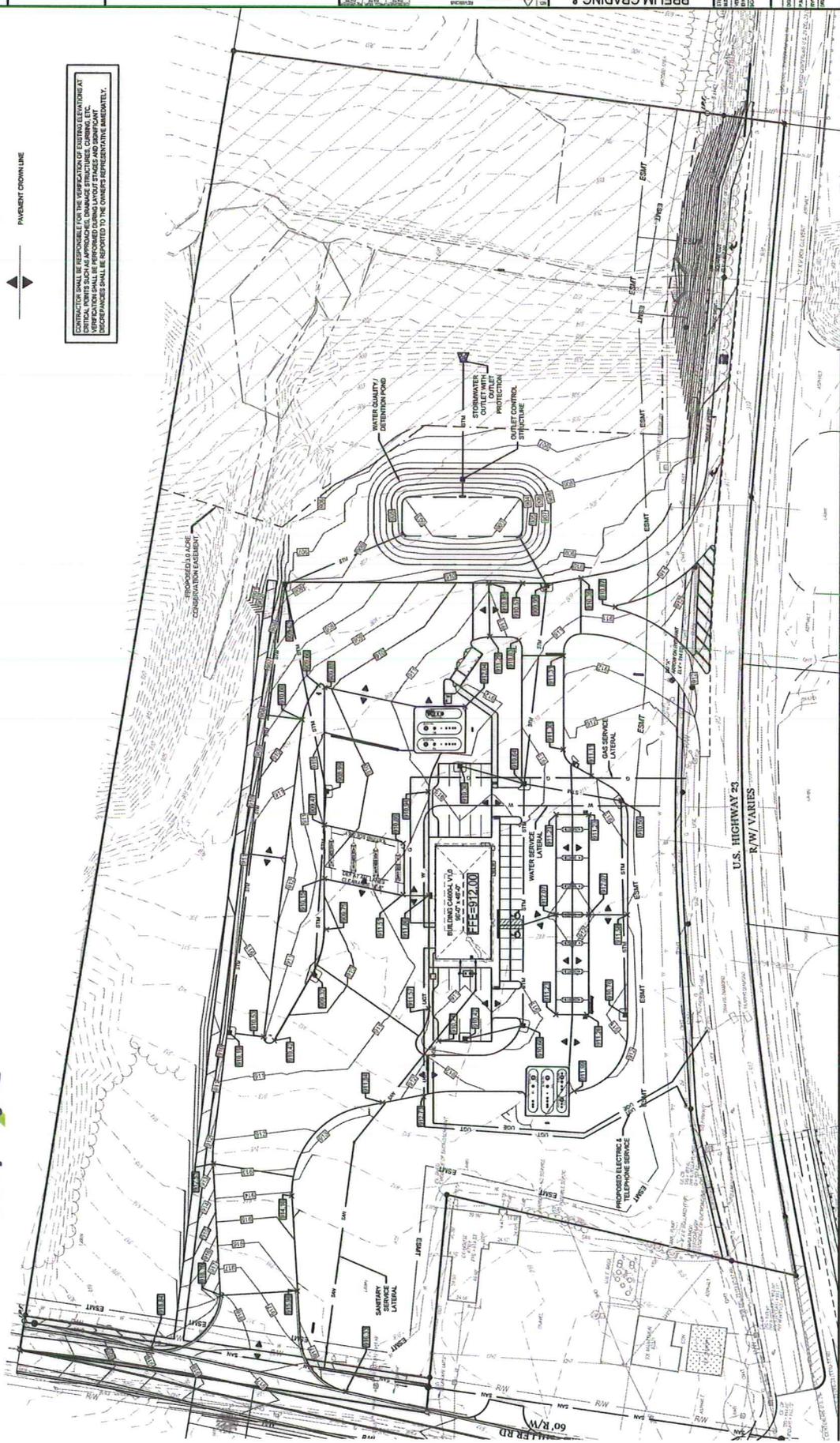
A. GENERAL NOTES

- CONTRACTOR TO USE EXTREME CAUTION WHEN GRADING IN AND AROUND EXISTING UTILITIES. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH PRIOR TO START OF CONSTRUCTION. EXCAVATE SOILS AS NECESSARY TO COMPLETE PROPOSED CONSTRUCTION. UNLESS OTHERWISE DIRECTED (REFER TO GEOTECHNICAL REPORT), USE ALL EXCAVATED SOILS AS FILL ON SITE. ANY SOILS THAT CANNOT BE UTILIZED ON SITE SHALL BE LOADED DIRECTLY ONTO TRANSPORT TRUCKS AND HAILED TO OWNERS APPROVED LOCATION. ANY IMPACTED SOILS ENCOUNTERED SHALL BE LOADED SEPARATELY AND SHALL NOT BE COMINGLED WITH CLEAN SOILS.
- ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING. ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING. ALL EXCAVATIONS SHALL BE PROTECTED BY SHIELDING.
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- ANY DISCREPANCIES BETWEEN ELEVATIONS SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE AND THE DESIGN ENGINEER.

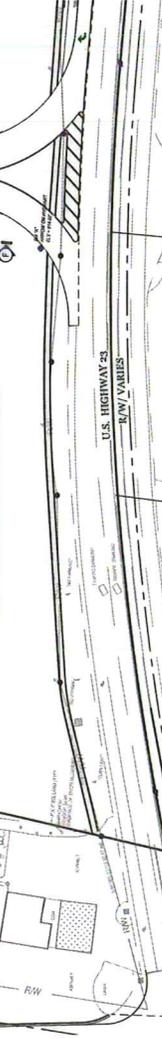
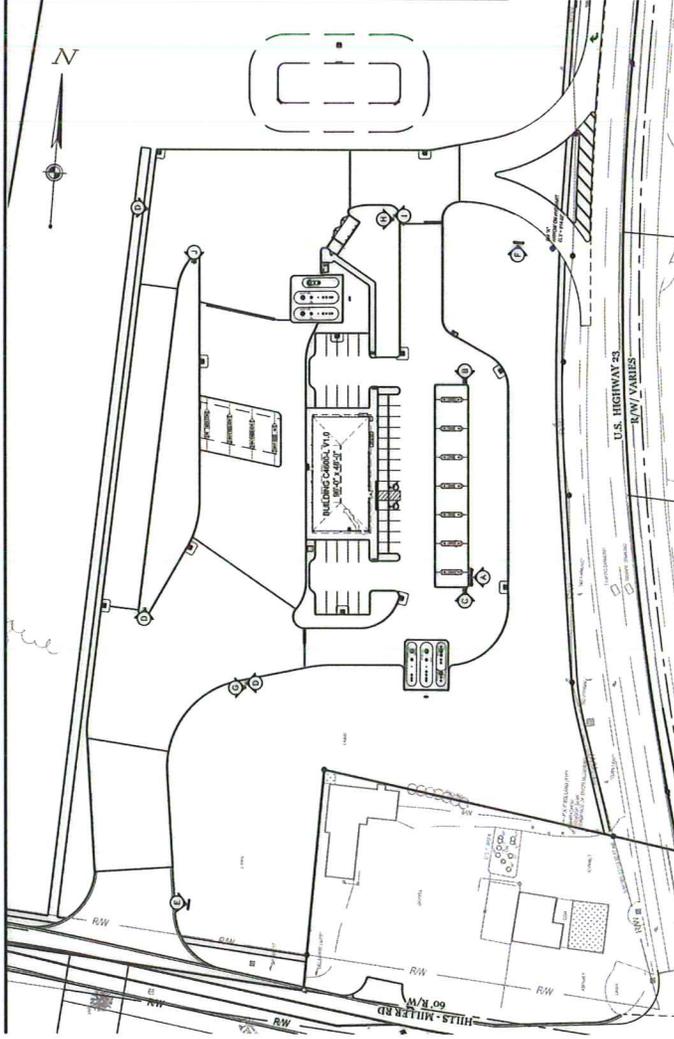
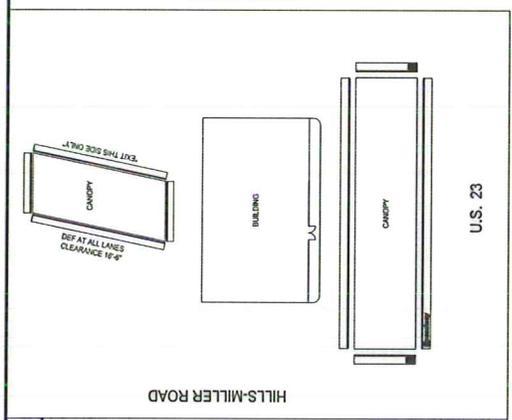
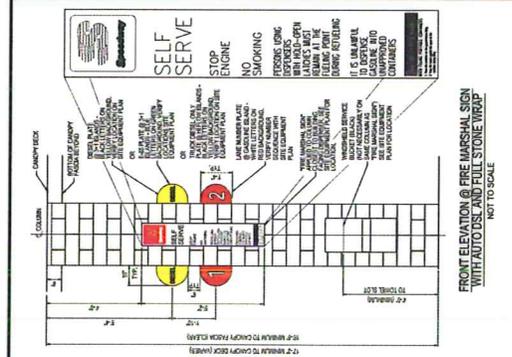
LEGEND



CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF EXISTING ELEVATIONS AT CRITICAL POINTS SUCH AS APPROACHES, DRAINAGE STRUCTURES, CHIMNEY, ETC. ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.



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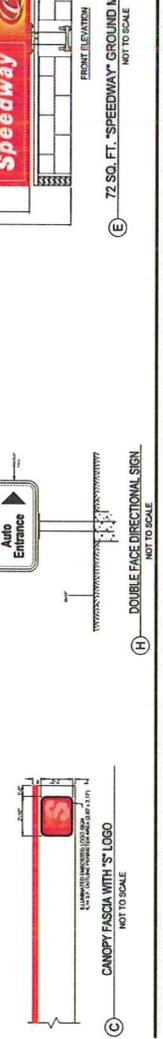
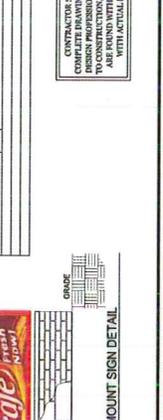
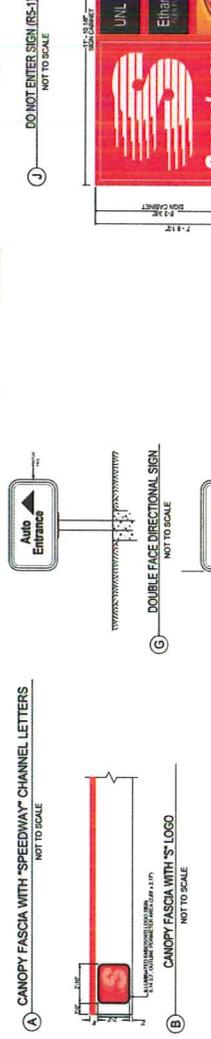
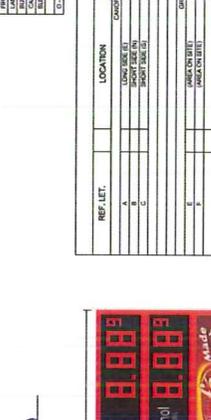
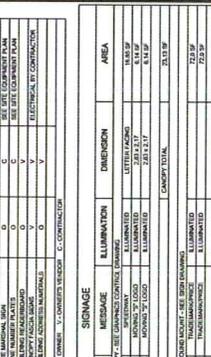
GRAPHICS - INSTALLATION

ITEM	UNIT	APPROXIMATE	INSTALL/DET.	REMARKS
SPEEDWAY SIGNAGE	1	1	V	SEE SITE ELEVATION PLAN
CAFE SIGNAGE	1	1	V	SEE SITE ELEVATION PLAN
DO NOT ENTER SIGN	1	1	V	SEE SITE ELEVATION PLAN
DOUBLE FACE DIRECTIONAL SIGN	1	1	V	SEE SITE ELEVATION PLAN
TRUCK ENTRANCE SIGN	1	1	V	SEE SITE ELEVATION PLAN
AUTO ENTRANCE SIGN	1	1	V	SEE SITE ELEVATION PLAN
CHANNEL LETTERS	1	1	V	SEE SITE ELEVATION PLAN
CANOPY FASCIA WITH 'S' LOGO	1	1	V	SEE SITE ELEVATION PLAN
CANOPY FASCIA WITH 'S' LOGO	1	1	V	SEE SITE ELEVATION PLAN

SIGNAGE

REF. LET.	LOCATION	MESSAGE	ILLUMINATION	DIMENSION	AREA
A	FRONT ELEVATION	SPEEDWAY	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
B	FRONT ELEVATION	CAFE	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
C	FRONT ELEVATION	DO NOT ENTER	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
D	FRONT ELEVATION	DOUBLE FACE DIRECTIONAL SIGN	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
E	FRONT ELEVATION	TRUCK ENTRANCE	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
F	FRONT ELEVATION	AUTO ENTRANCE	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
G	FRONT ELEVATION	CHANNEL LETTERS	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
H	FRONT ELEVATION	CANOPY FASCIA WITH 'S' LOGO	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
I	FRONT ELEVATION	CANOPY FASCIA WITH 'S' LOGO	ILLUMINATED	14.5' W x 14.5' H	209.25 SF
TOTAL					1674.00 SF

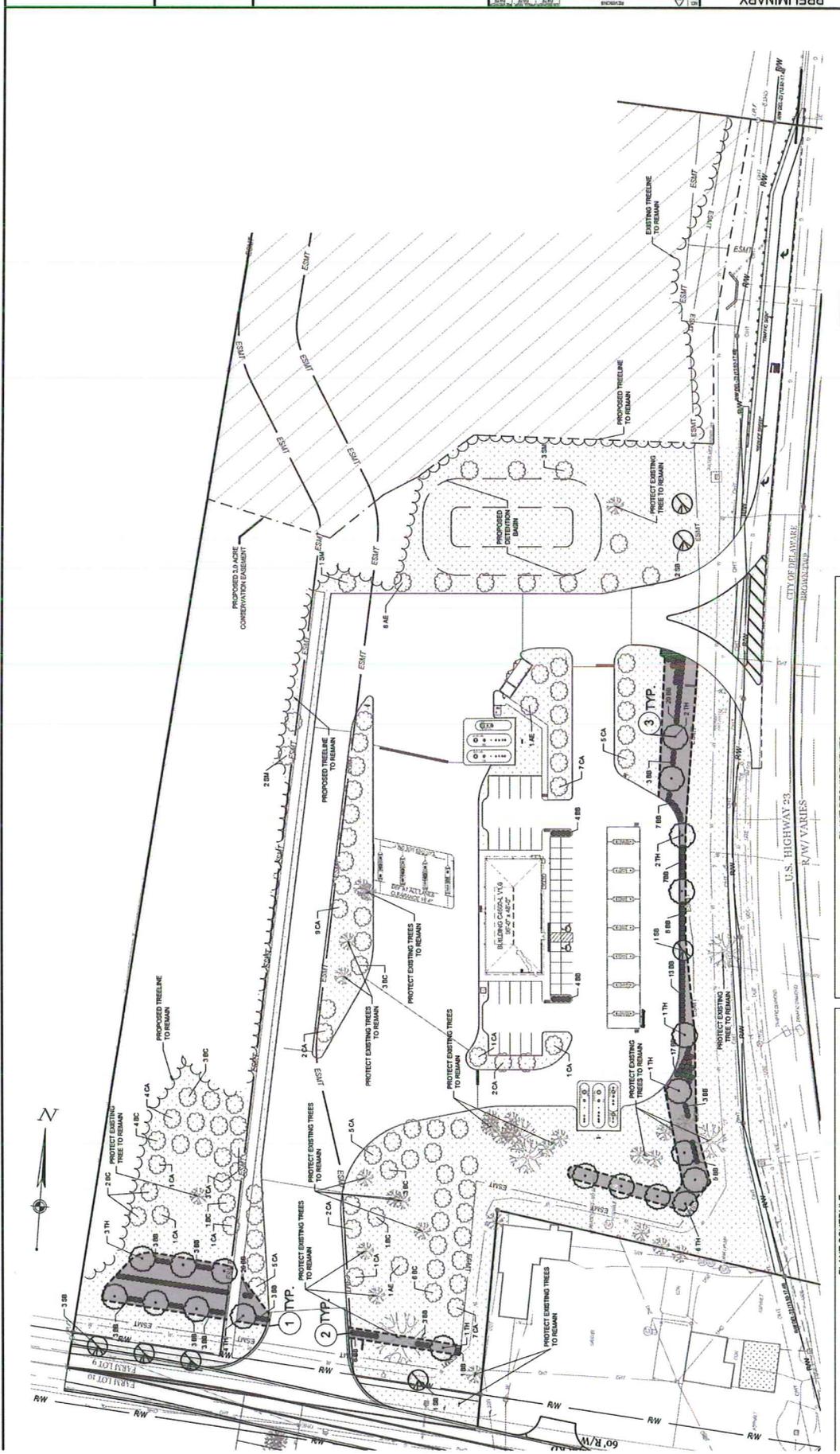
CONTRACTOR SHALL REVIEW THE DESIGN PROFESSIONAL'S WAITING PAPER TO CONSTRUCTION, IF ANY DISCREPANCIES ARE FOUND, NOTIFY THE DESIGN PROFESSIONAL WITH ACTUAL FIELD CONDITIONS.



NO.	DATE	DESCRIPTION
1	10/1/2018	PRELIMINARY
2	10/1/2018	REVISIONS

THESE PLANS SHALL BE REVIEWED BY THE COUNTY PLANNING DEPARTMENT AND THE DELAWARE COUNTY ENGINEER PRIOR TO CONSTRUCTION AND SHALL BE FOUND TO BE IN ACCORDANCE WITH ALL APPLICABLE ORDINANCES AND WITH ACTUAL FIELD CONDITIONS.

OHIO Unlites Protection SERVICE
 821 E. 1st St.
 Columbus, OH 43215
 614.462.2344
 Call Before You Dig



LEGEND

[Symbol]	MAINTENANCE AREA
[Symbol]	SHADE TREE
[Symbol]	ORNAMENTAL TREE
[Symbol]	REPLACEMENT TREE
[Symbol]	EXISTING TREE
[Symbol]	SHADE EDGE
[Symbol]	DECIDUOUS SHRUB
[Symbol]	SEEDING AREA
[Symbol]	PROPOSED TREELINE TO REMAIN
[Symbol]	PROTECT EXISTING TREES TO REMAIN

PLANT SCHEDULE

PL. QTY.	PLANT NAME	INSTALLATION SIZE	MATURE HEIGHT	SPACING	F.O.C.
10	THORNLESS HONEYLOCUST - CLESTRA TRIANGULATUS THYMIF	2" CAL. BR	40/50'	30' O.C.	
10	AMERICAN ELM - ULMUS AMERICANA	2" CAL. BR	40/50'	30' O.C.	
7	AUTUMN BRUSHES - SORBOCHERY - AMELANCHIE X CORNIFLORA	1.5" CAL. BR	50/50'	40' O.C.	
17	COLUMBINE - ANEMONE	2" CAL. BR	30/30'	30' O.C.	
23	BLACK CHERRY - PRUNUS SEROTINA	2" CAL. BR	20/20'	30' O.C.	
151	BURNING BUSH - ECOCORNAE ALATIS	30" PLANT	40'		

PLANT REQUIREMENTS

PER CITY OF DELEWARE ZONING CODE SECTION 1166

CODE	REQUIRED	PROVIDED
STREET TREE PLANTING	1.33 FT. - 24 TREES	8 TREES (PROPOSED) 3 TREES (EXISTING)
FRONT YARD PLANTING	1.145 FT. - 21 TREES	14 TREES (PROPOSED) 3 TREES (EXISTING)
REAR YARD PLANTING	1.152 FT. - 115 SHRUBS	115 SHRUBS
DENSE VEGETATION FORMING A SOLID, CONTINUOUS GREEN WITHIN 3 YRS.	SOLID GREEN	EXISTING TREES

PER CITY OF DELEWARE ZONING CODE SECTION 1166

STREET TREE PLANTING

(1) 1.33 FT. CALIPER TREE FOR EVERY 60 L.F. OF FRONTAGE ALONG RD.

FRONT YARD PLANTING

(1) 1.145 FT. CALIPER TREE FOR EVERY 60 L.F. OF FRONTAGE EXCLUDING DRIVE

REAR YARD PLANTING

(1) 1.152 FT. CALIPER TREE FOR EVERY 100 L.F. OF FRONTAGE EXCLUDING DRIVE

CAREERMAINTENANCE PLANTING

DENSE VEGETATION FORMING A SOLID, CONTINUOUS GREEN WITHIN 3 YRS.

PLANT SCHEDULE

PL. QTY.	PLANT NAME	INSTALLATION SIZE	MATURE HEIGHT	SPACING	F.O.C.
10	THORNLESS HONEYLOCUST - CLESTRA TRIANGULATUS THYMIF	2" CAL. BR	40/50'	30' O.C.	
10	AMERICAN ELM - ULMUS AMERICANA	2" CAL. BR	40/50'	30' O.C.	
7	AUTUMN BRUSHES - SORBOCHERY - AMELANCHIE X CORNIFLORA	1.5" CAL. BR	50/50'	40' O.C.	
17	COLUMBINE - ANEMONE	2" CAL. BR	30/30'	30' O.C.	
23	BLACK CHERRY - PRUNUS SEROTINA	2" CAL. BR	20/20'	30' O.C.	
151	BURNING BUSH - ECOCORNAE ALATIS	30" PLANT	40'		

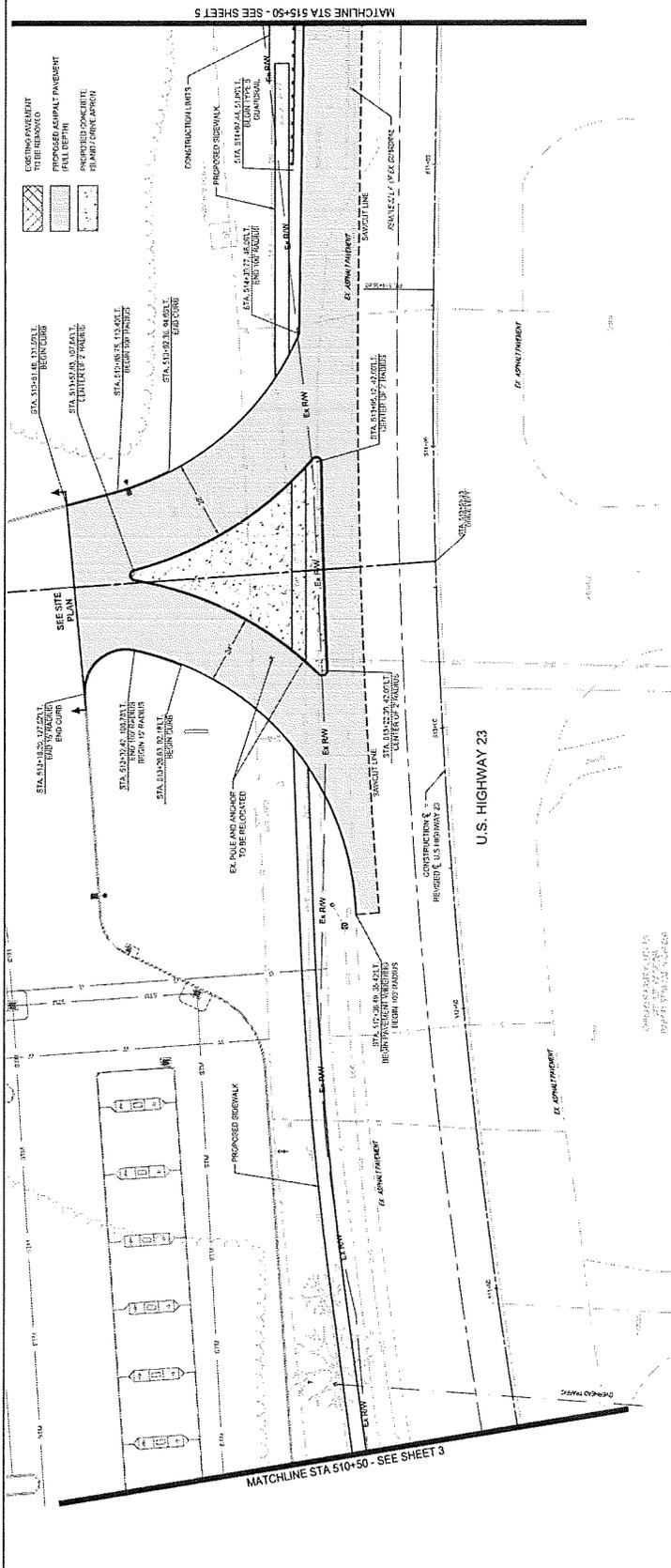


SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23

PLAN & PROFILE
 U.S. HIGHWAY 23

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 CHECKED: [unintelligible]
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GRAPHIC SCALE (IN FEET)



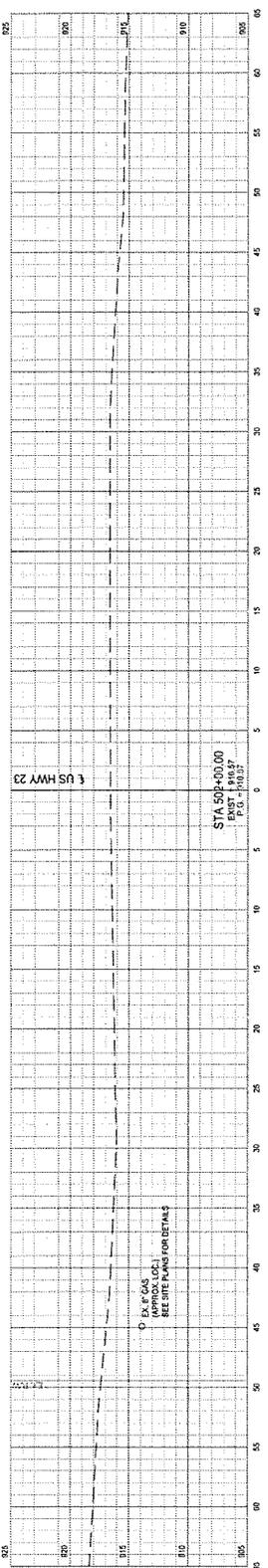
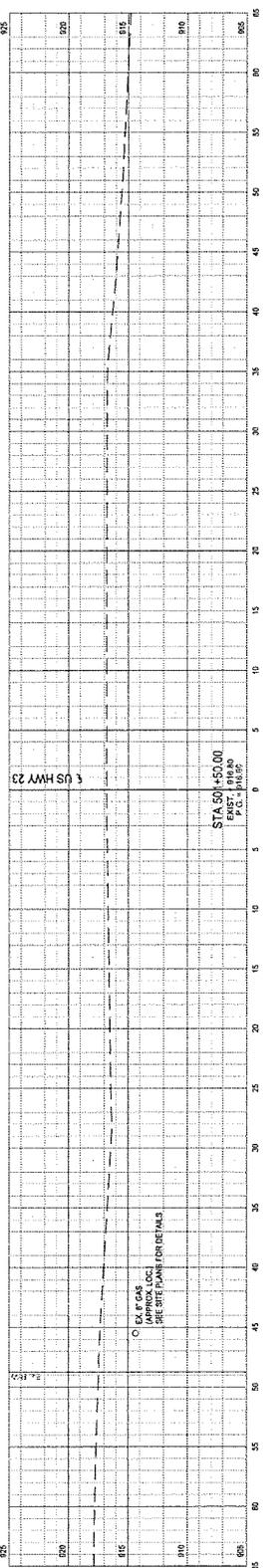
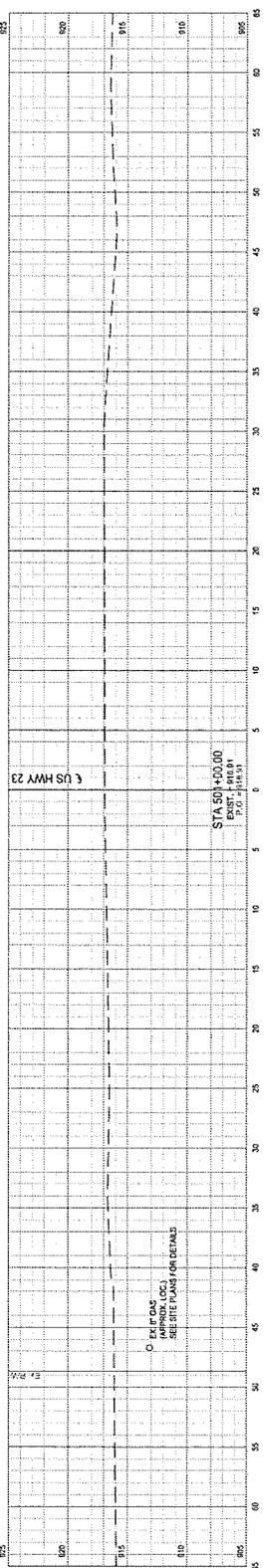
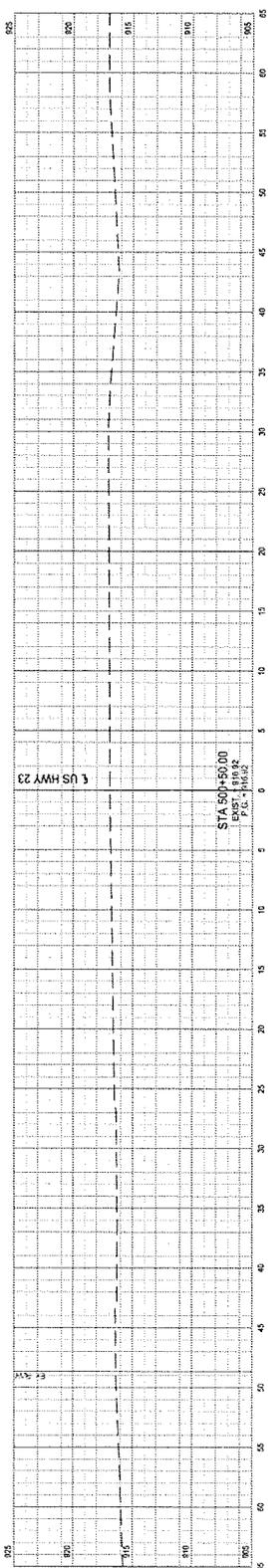
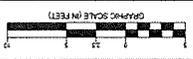
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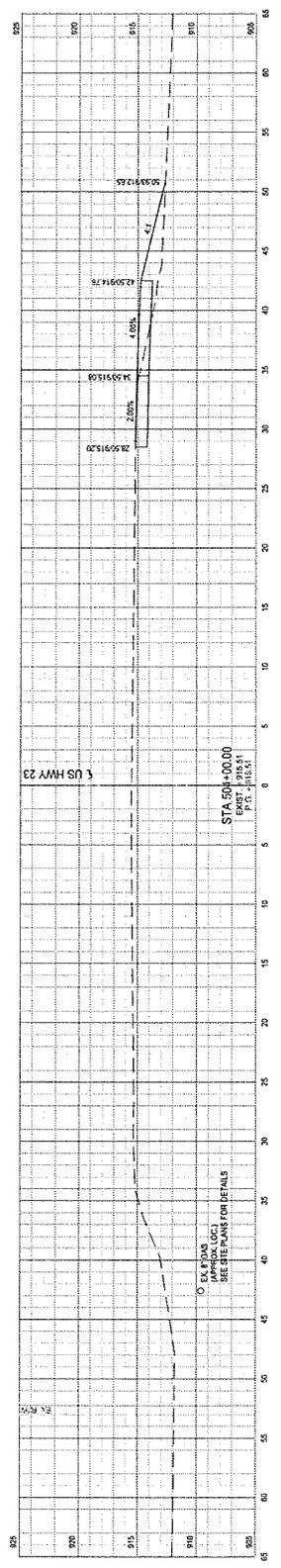
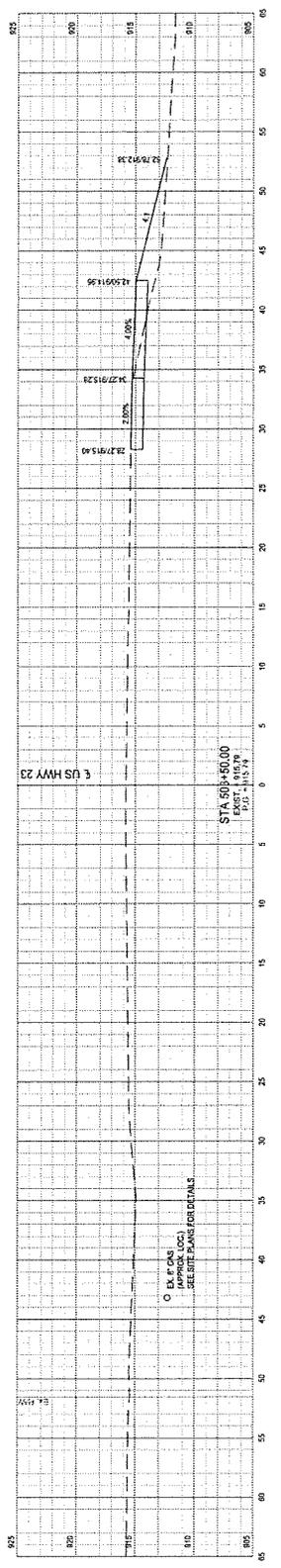
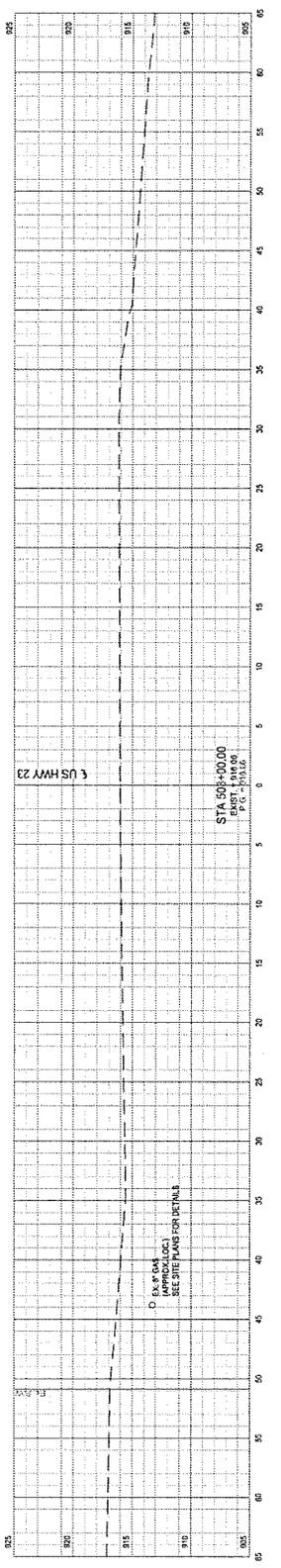
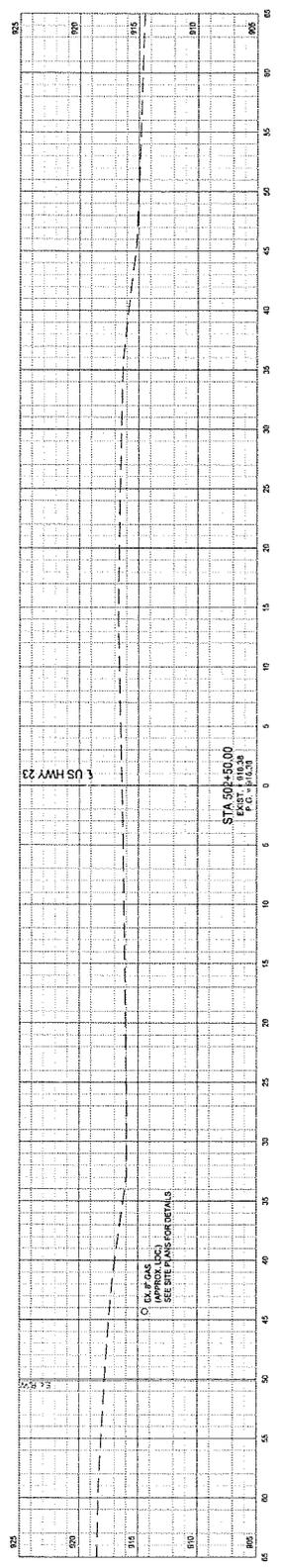


SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23

CROSS SECTIONS
 HILLS-MILLER RD & US HWY 23

CHECKED
 T.B.



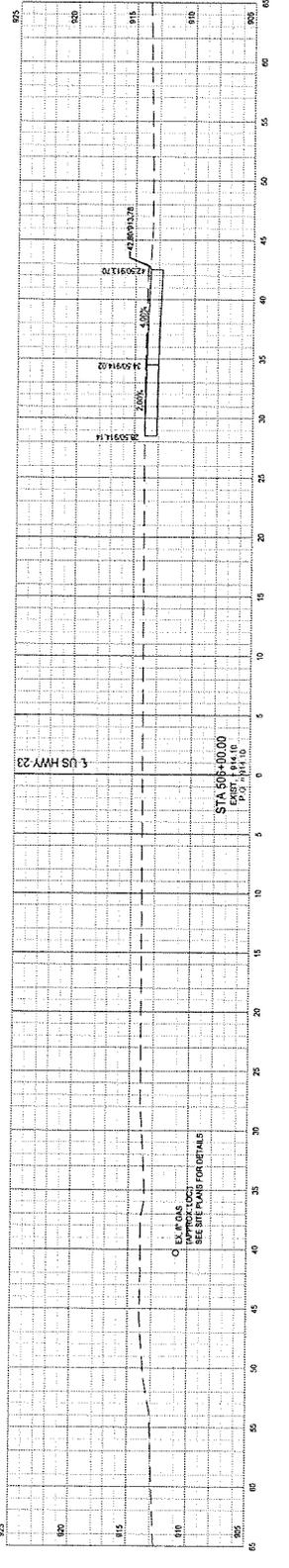
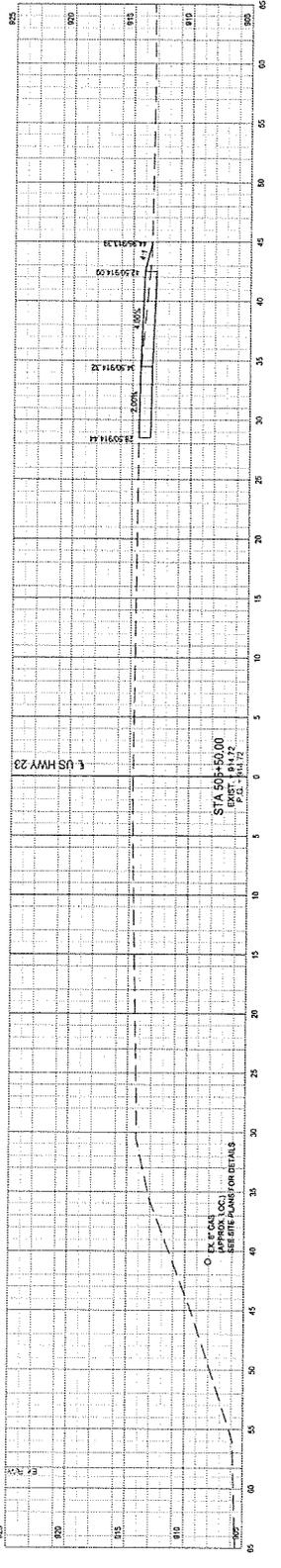
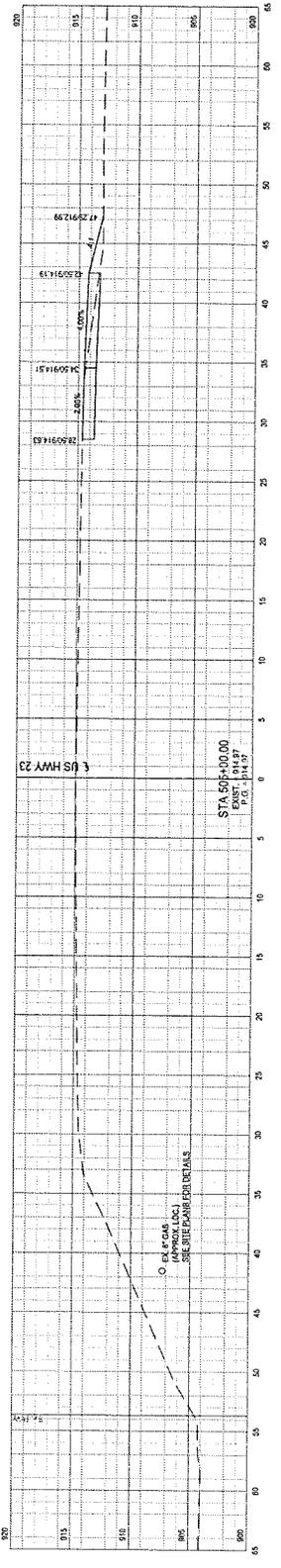
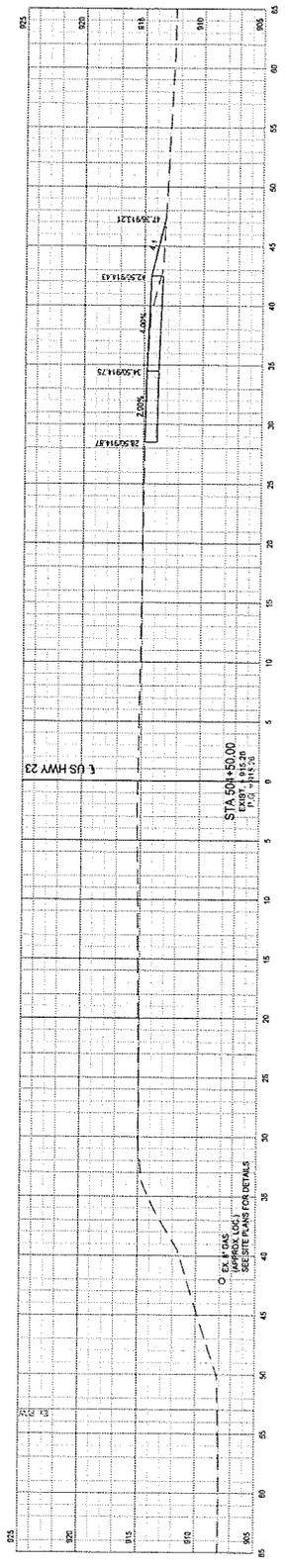


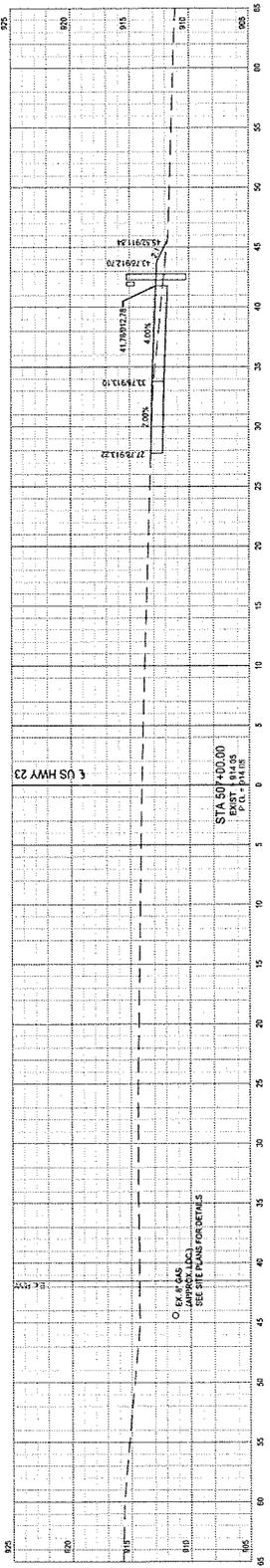
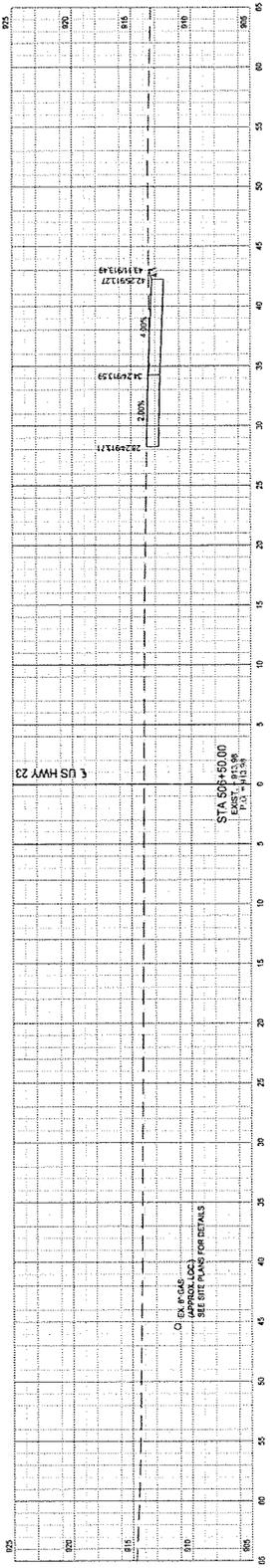
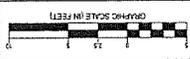


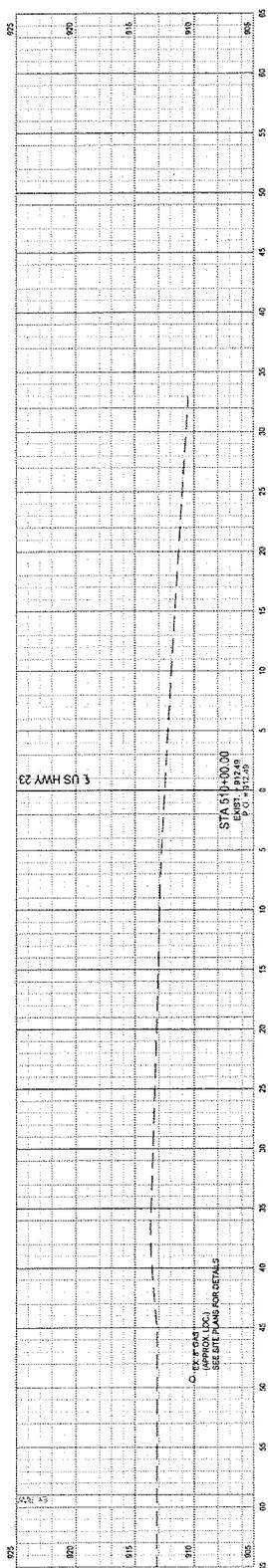
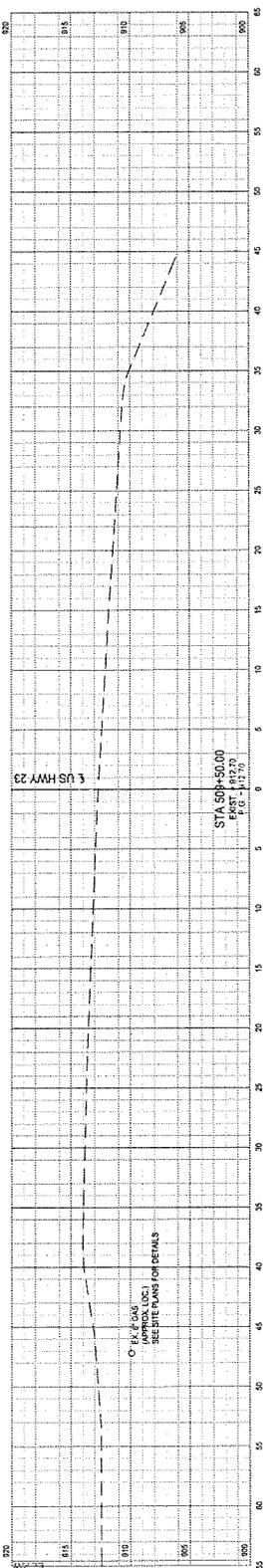
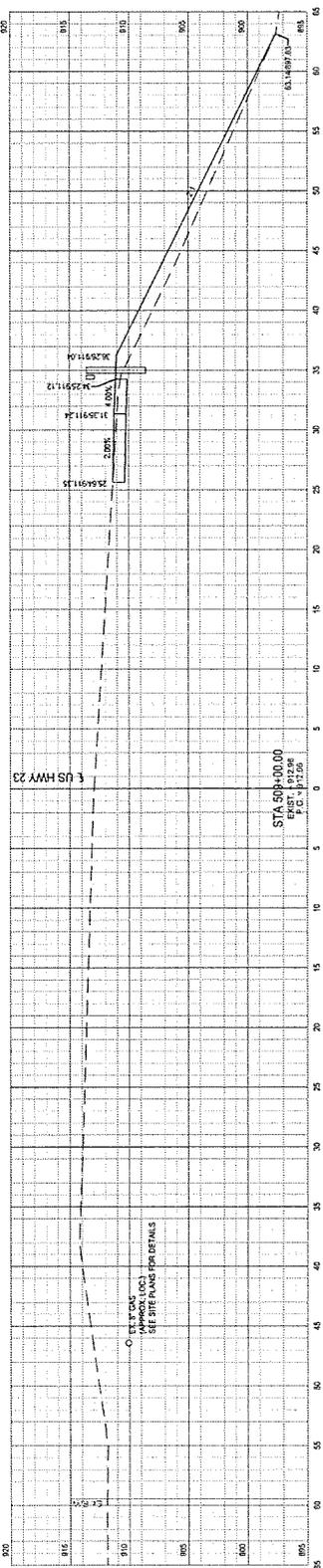
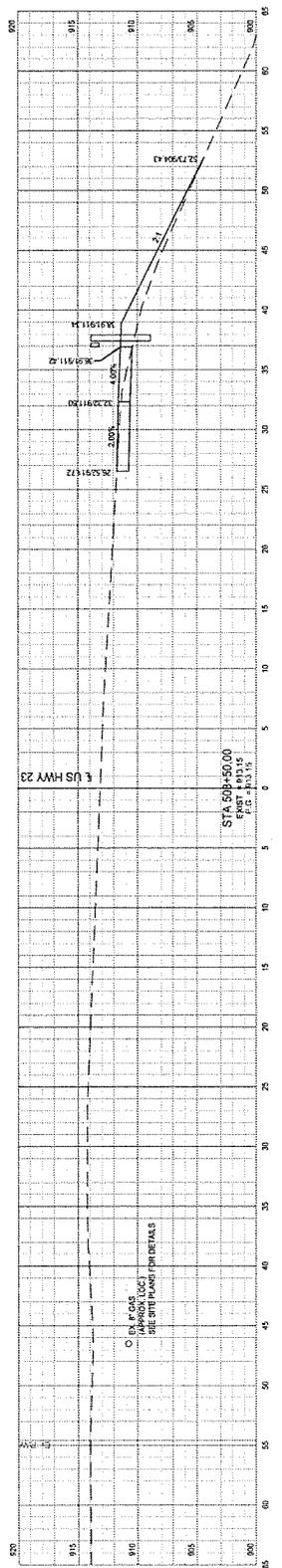
SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23

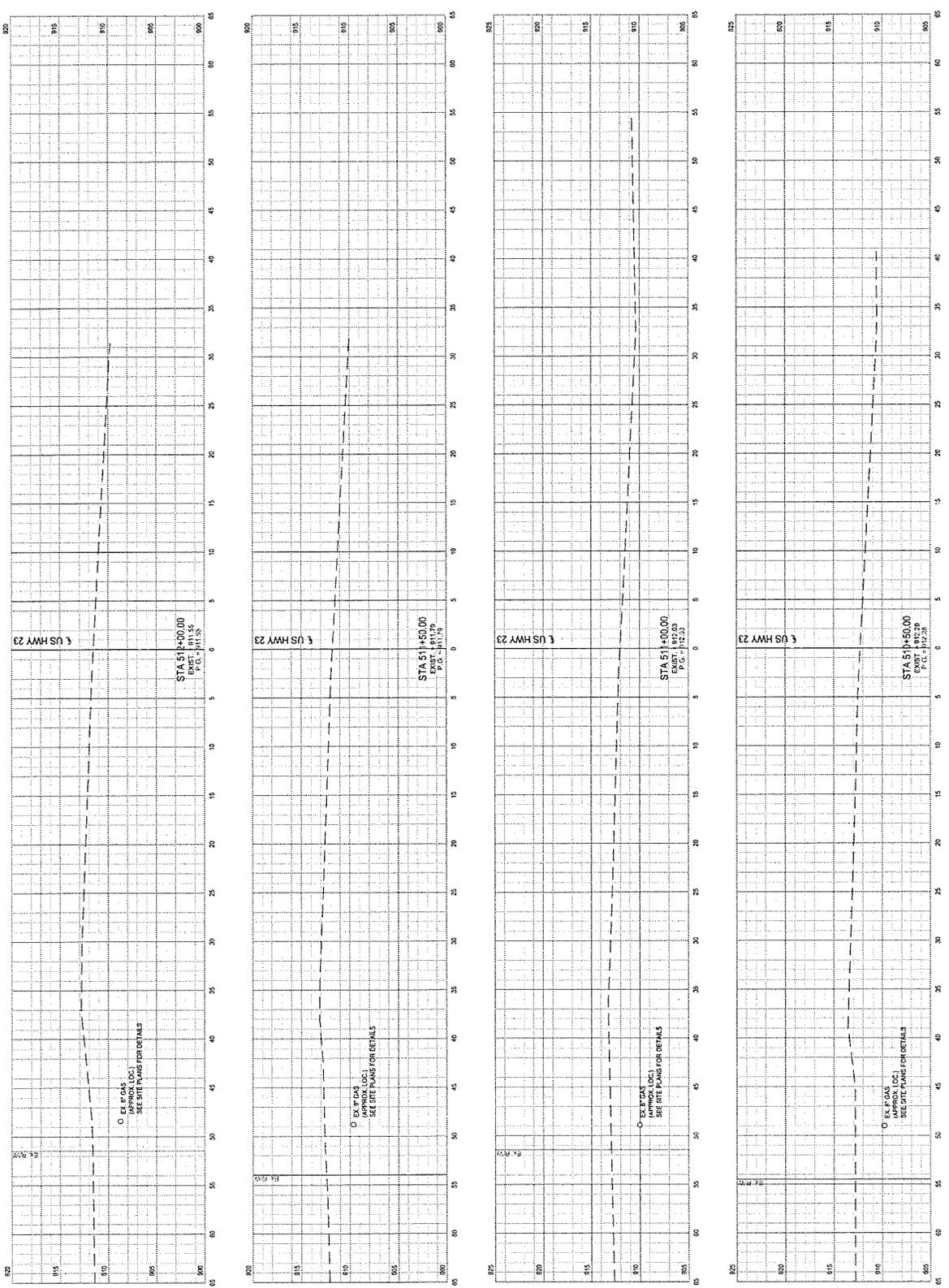
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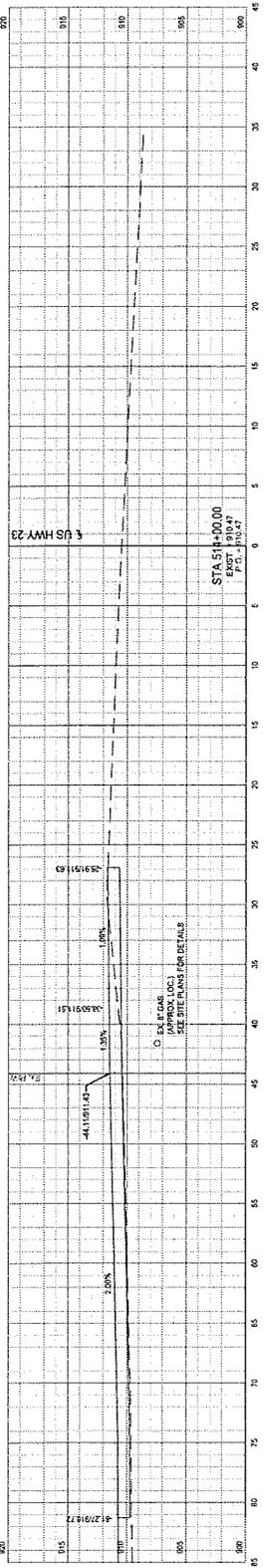
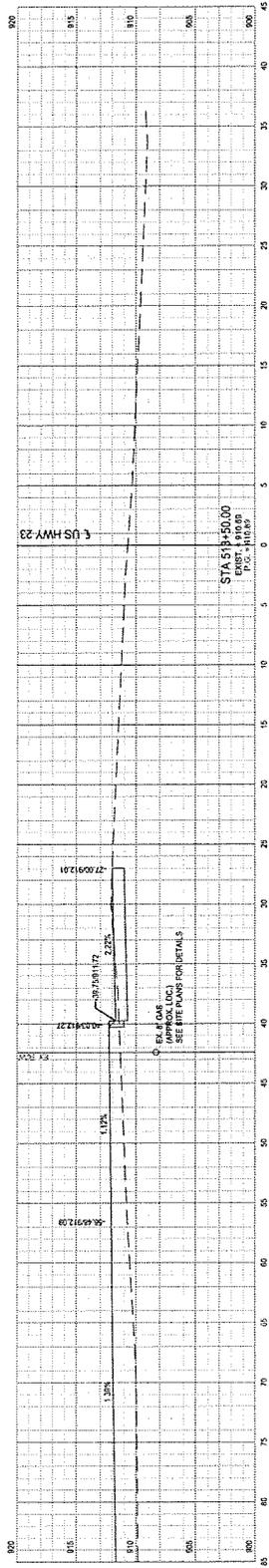
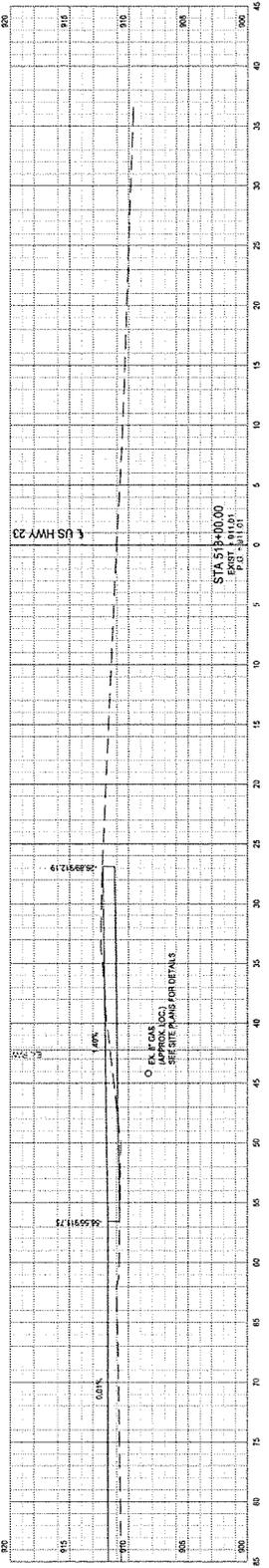
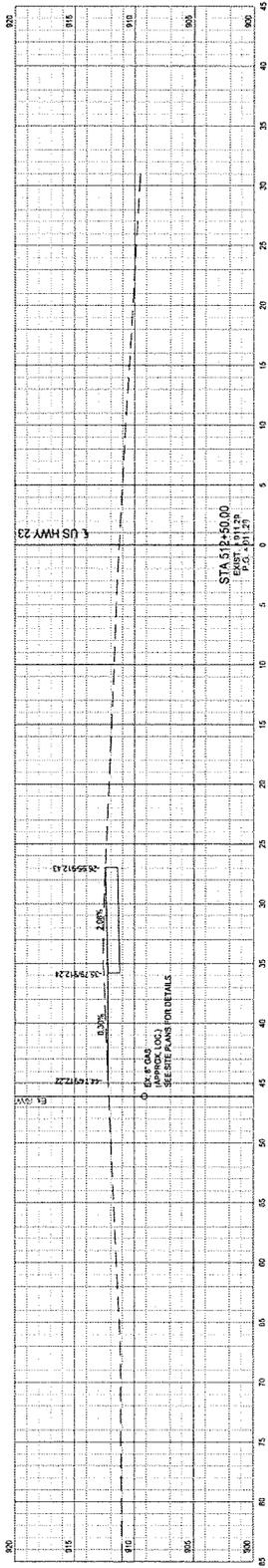
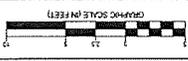


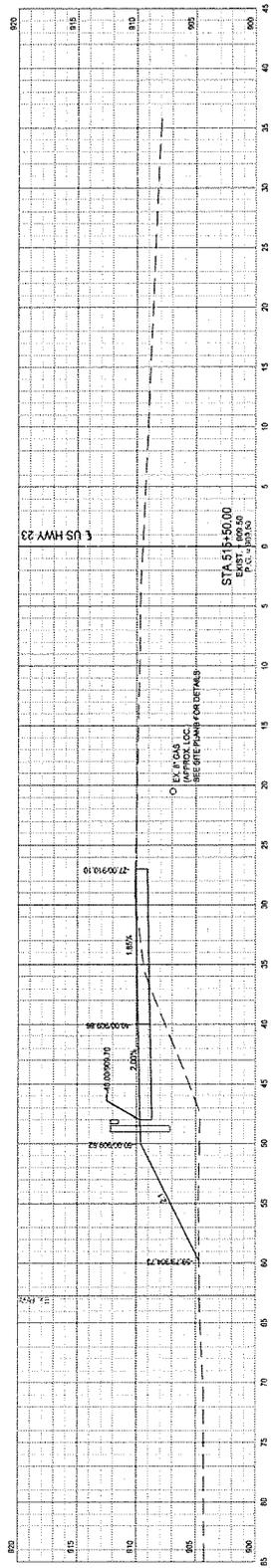
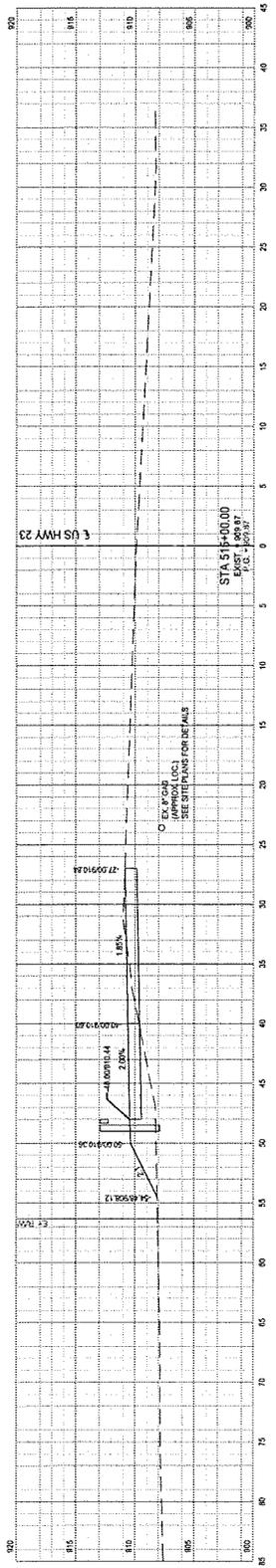
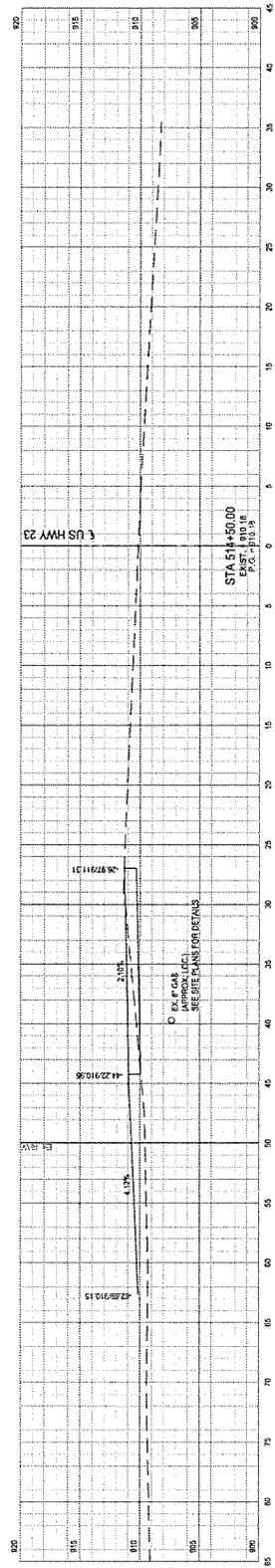


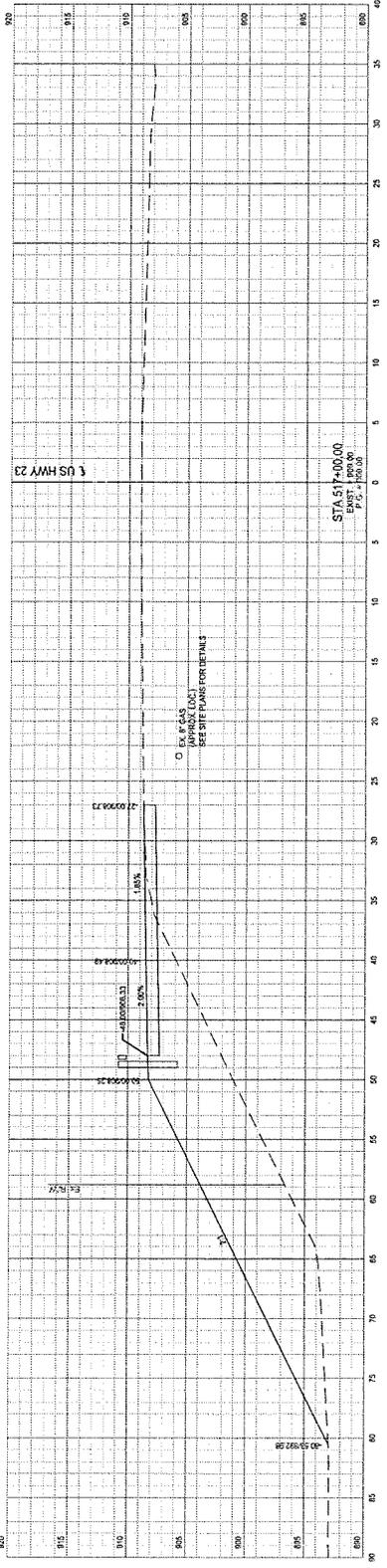
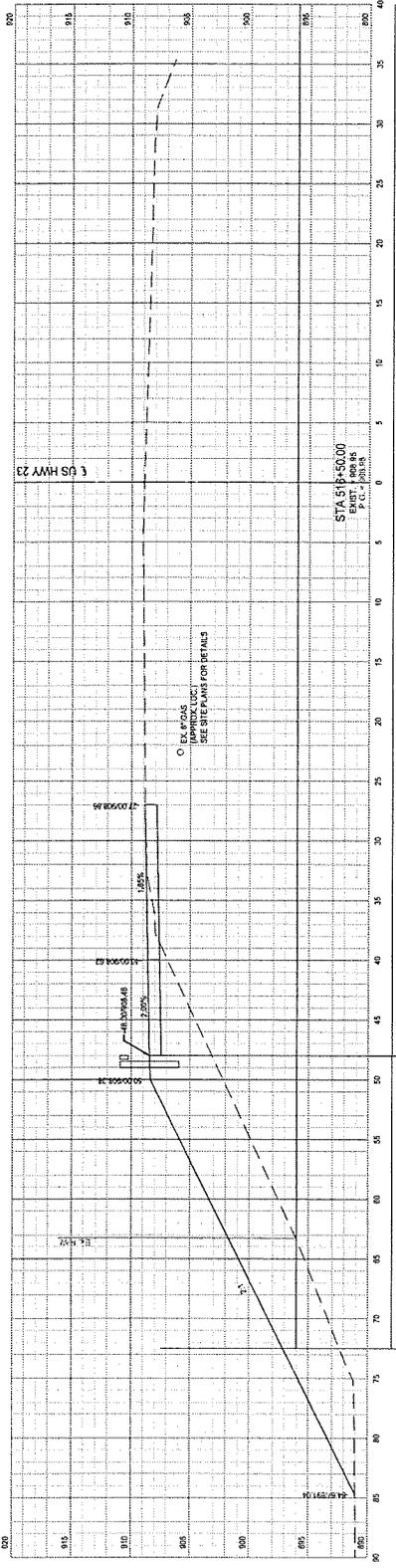
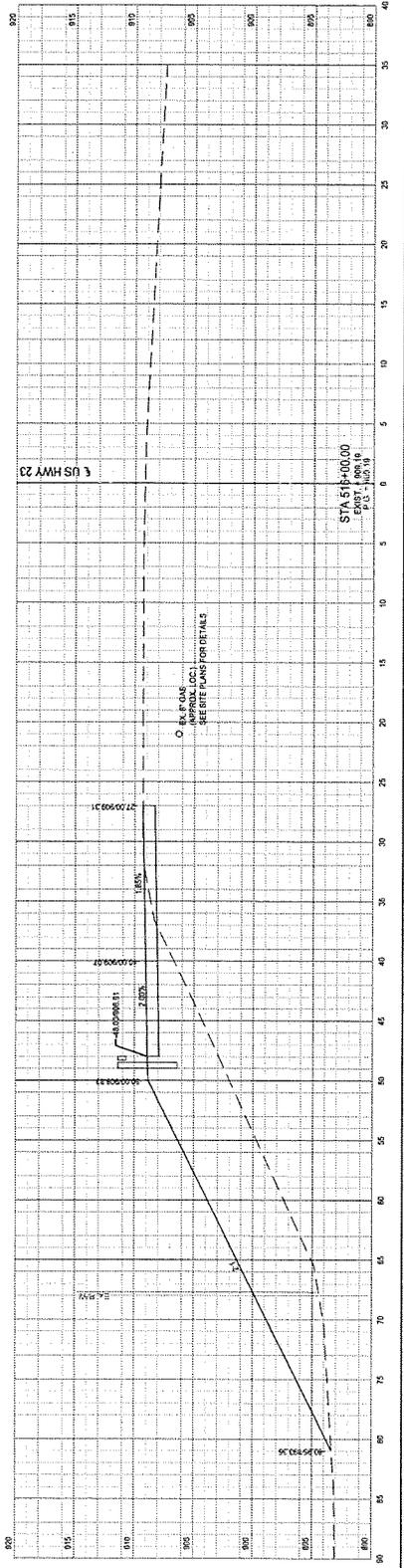




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TIA: [Signature]





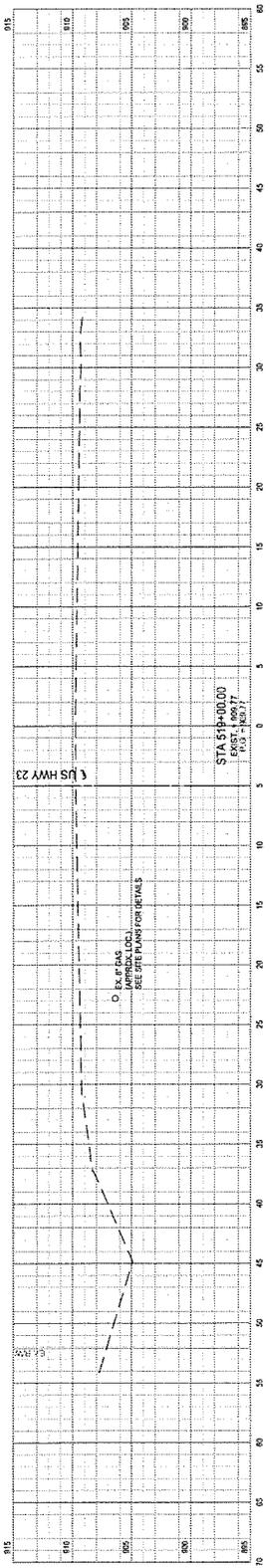
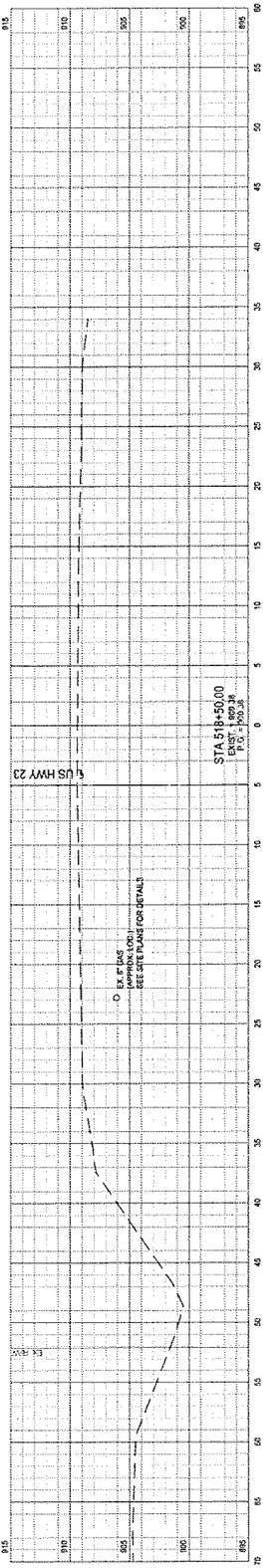
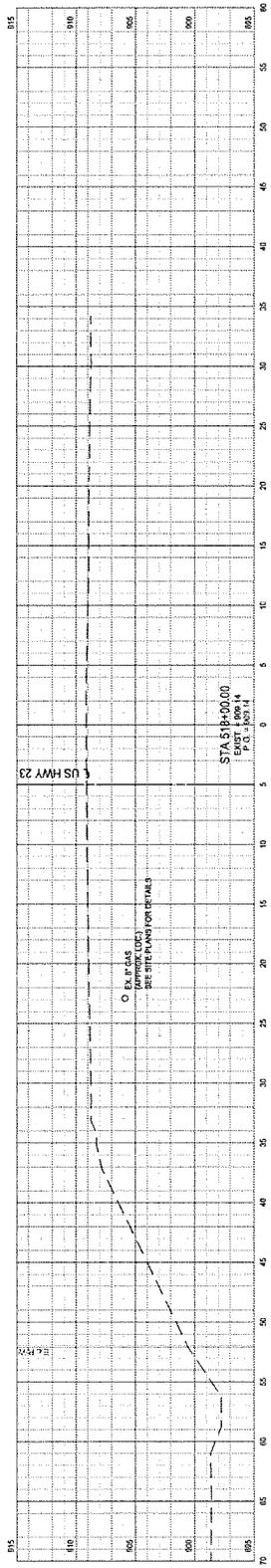
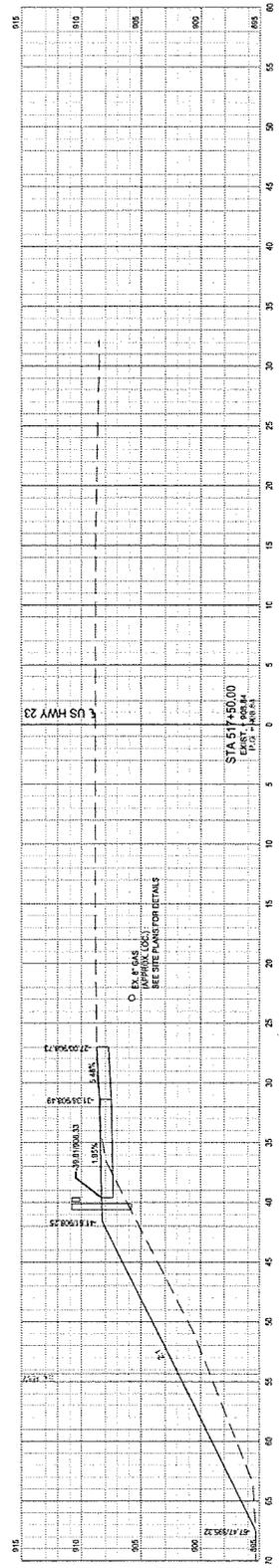


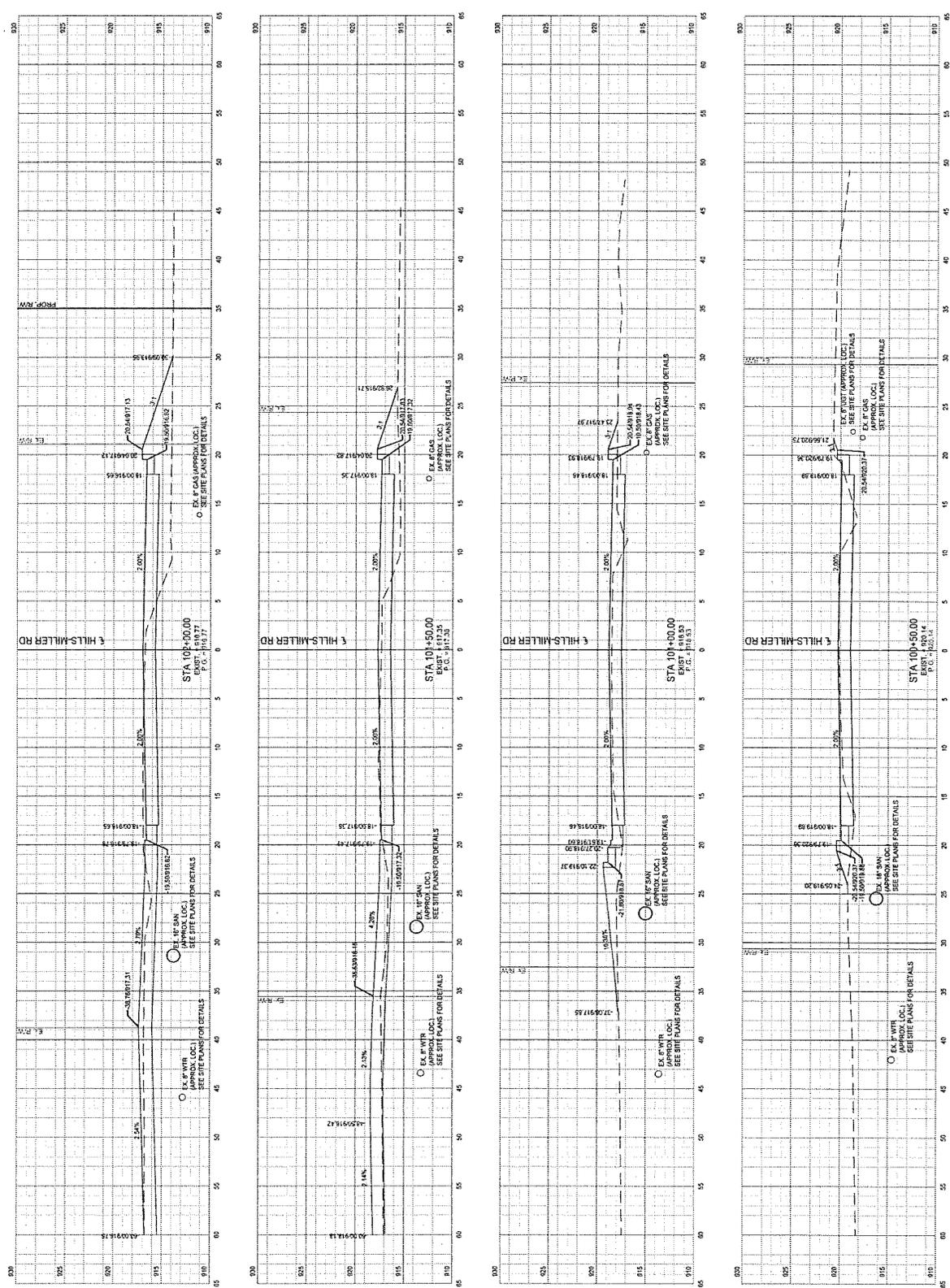


SPEEDWAY #100359
HILLS-MILLER RD & US HWY 23

CROSS SECTIONS
U.S. HIGHWAY 23

CALCULATED
 RTIC
 CHECKED
 T.M.
 GRAPHIC SCALE IN FEET





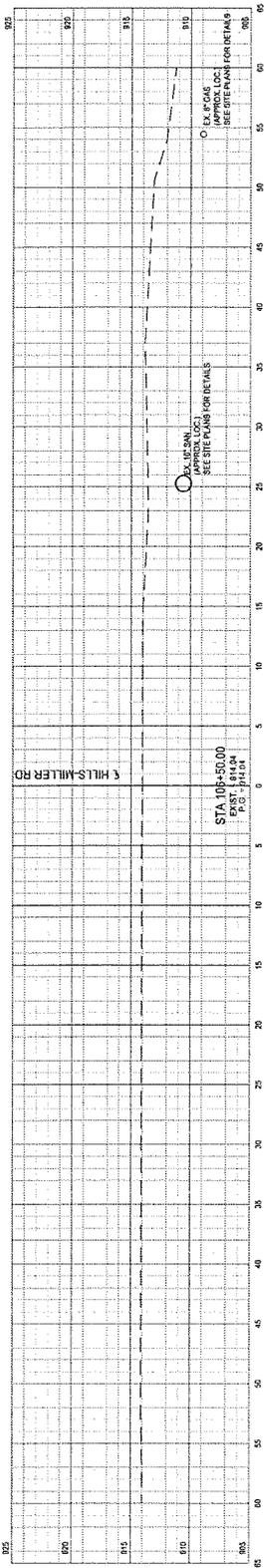


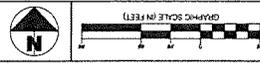
SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23

CROSS SECTIONS
 HILLS-MILLER RD

CALCULATED
 CHECKED
 (DATE)

GRAPHIC SCALE (IN FEET)

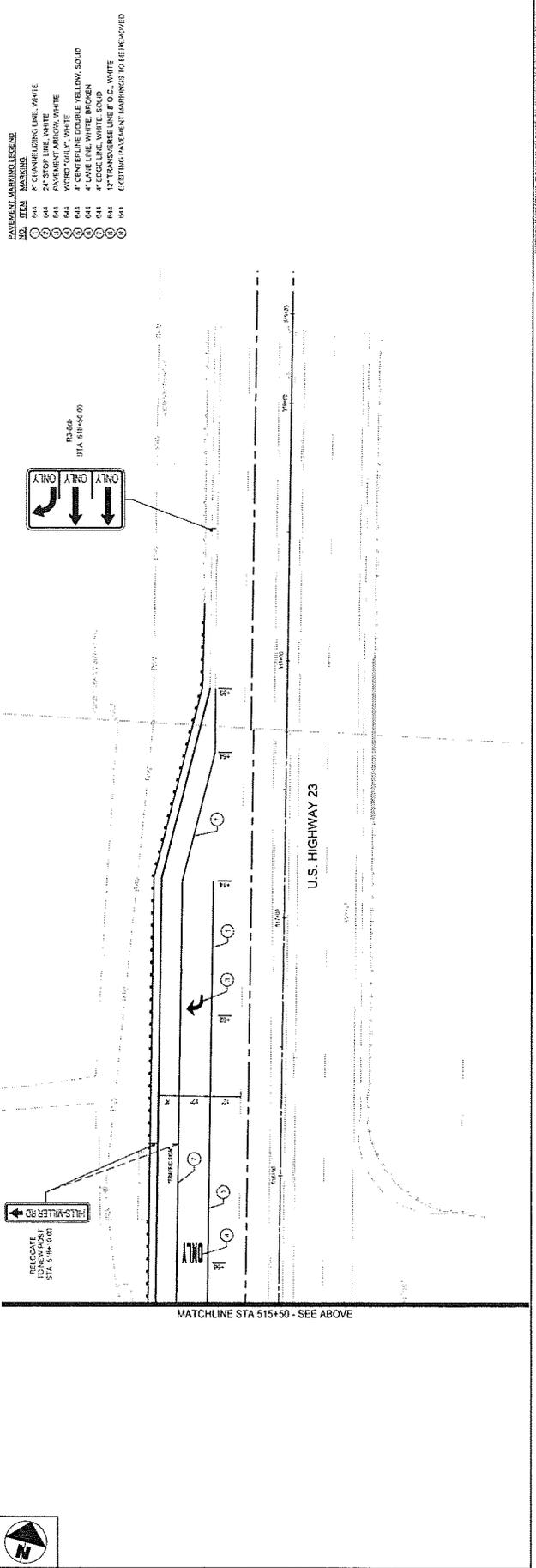
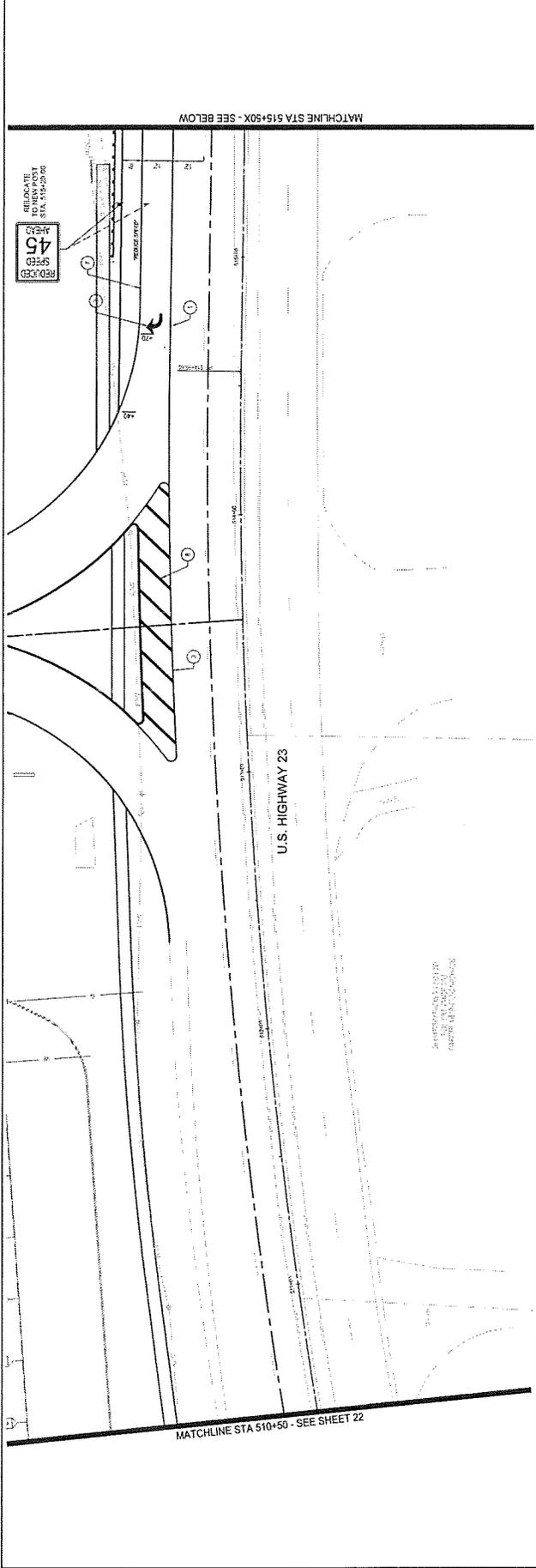




DATE: 11/11/11
 CHECKED: [Signature]
 DRAWN: [Signature]

PAVEMENT MARKING PLAN
 U.S. HIGHWAY 23

SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23



PAVEMENT MARKING LEGEND

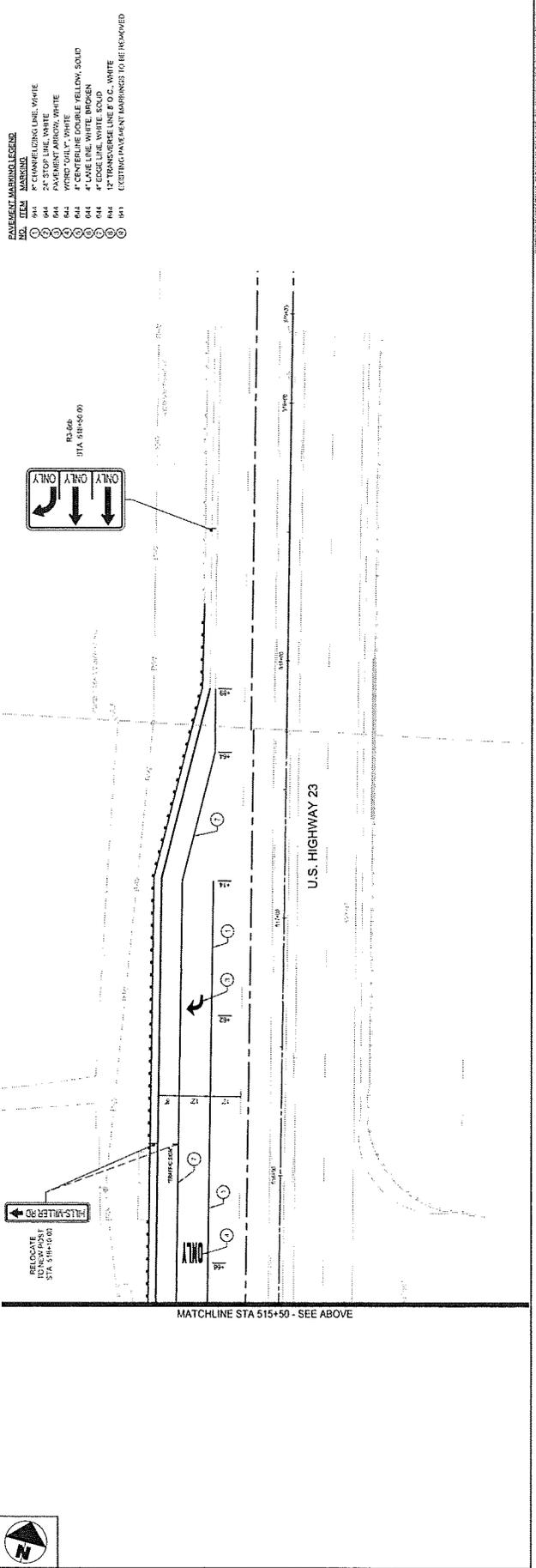
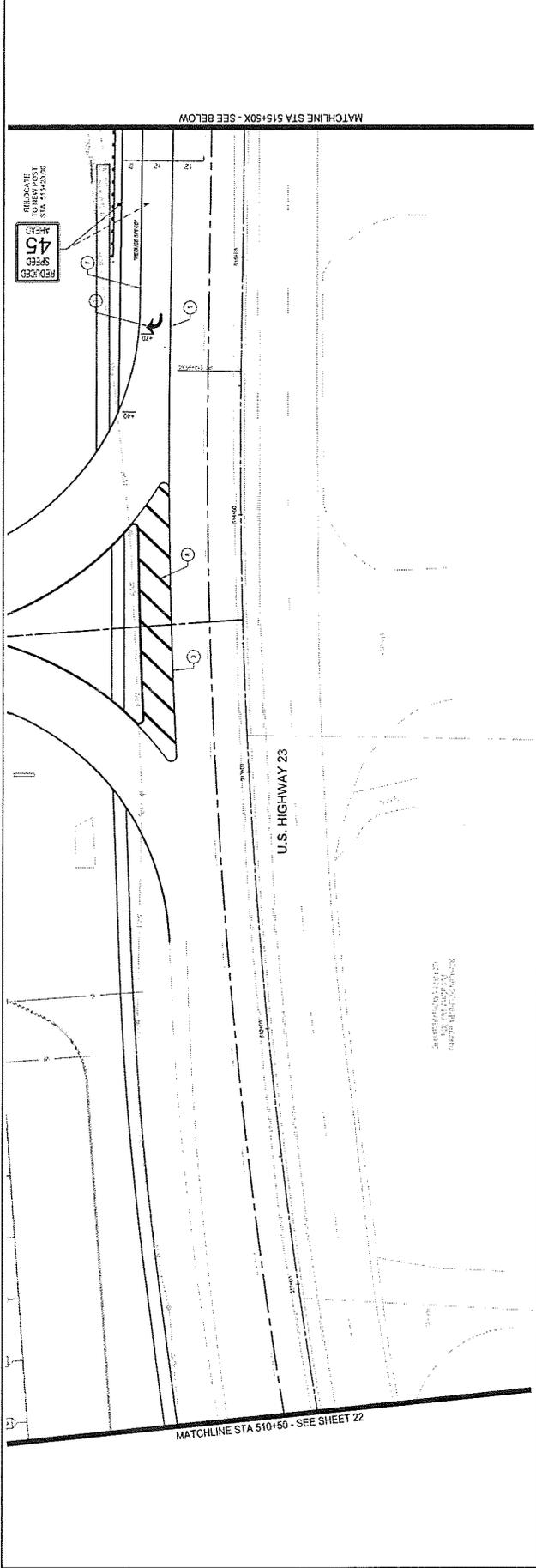
NO.	ITEM	MARKING
001	1"	CHANNELIZING LINE, WHITE
002	2"	STOP LINE, WHITE
003	4"	LANE LINE, WHITE
004	4"	LANE LINE, DOUBLE YELLOW, SOLID
005	4"	CENTERLINE, DOUBLE YELLOW, SOLID
006	4"	LANE LINE, WHITE, BROKEN
007	4"	EDGE LINE, WHITE, SOLID
008	4"	EDGE LINE, WHITE, BROKEN
009	4"	LANE LINE, WHITE, BROKEN
010	4"	EDGE LINE, WHITE, BROKEN
011	4"	EDGE LINE, WHITE, BROKEN
012	4"	EDGE LINE, WHITE, BROKEN
013	4"	EDGE LINE, WHITE, BROKEN
014	4"	EDGE LINE, WHITE, BROKEN
015	4"	EDGE LINE, WHITE, BROKEN
016	4"	EDGE LINE, WHITE, BROKEN
017	4"	EDGE LINE, WHITE, BROKEN
018	4"	EDGE LINE, WHITE, BROKEN
019	4"	EDGE LINE, WHITE, BROKEN
020	4"	EDGE LINE, WHITE, BROKEN



DATE: 11/11/11
 CHECKED: [Signature]
 DRAWN: [Signature]

PAVEMENT MARKING PLAN
 U.S. HIGHWAY 23

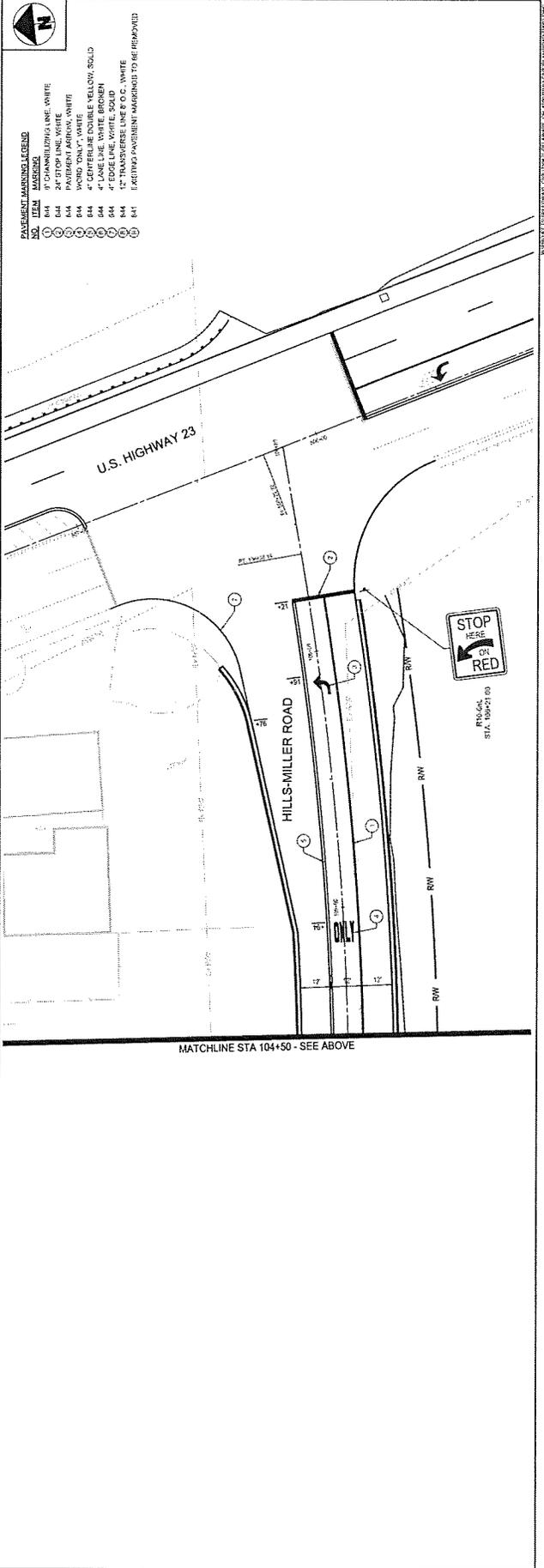
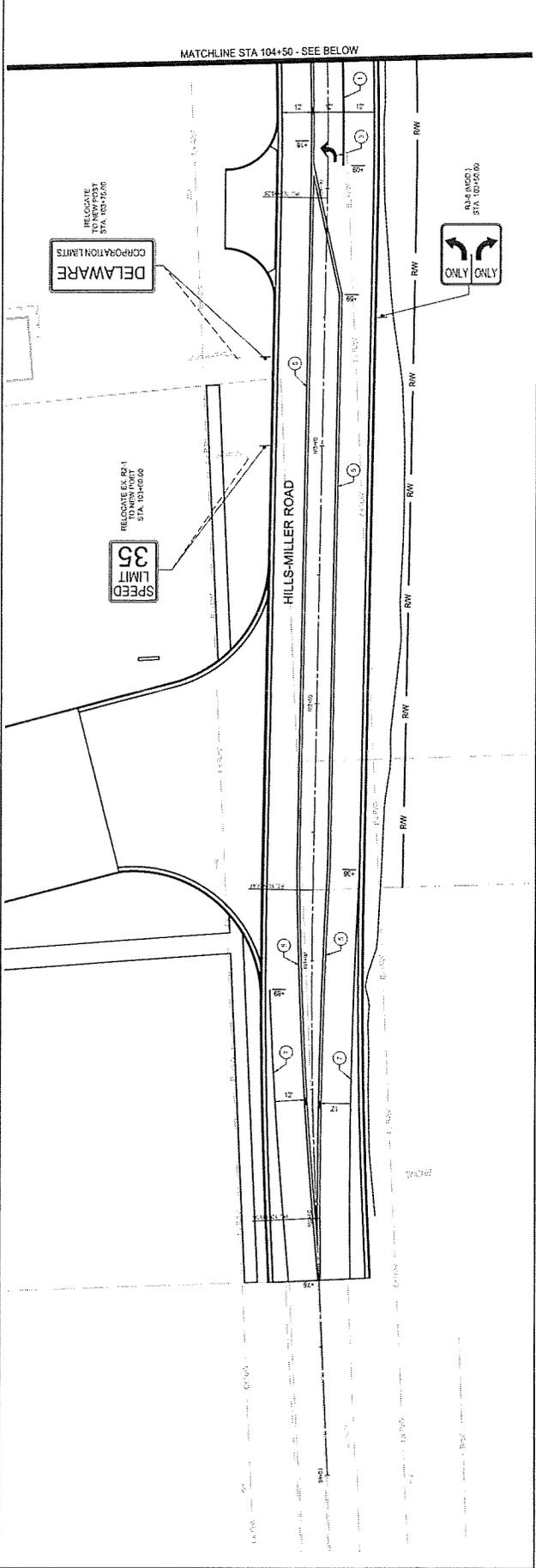
SPEEDWAY #100359
 HILLS-MILLER RD & US HWY 23



PAVEMENT MARKING LEGEND

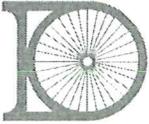
NO.	ITEM	MARKING
001	1"	CHANNELIZING LINE, WHITE
002	2"	STOP LINE, WHITE
003	4"	LANE LINE, WHITE
004	4"	LANE LINE, DOUBLE YELLOW, SOLID
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012	4"	EDGE LINE, WHITE, BROKEN
013	4"	EDGE LINE, WHITE, BROKEN
014	4"	EDGE LINE, WHITE, BROKEN
015	4"	EDGE LINE, WHITE, BROKEN
016	4"	EDGE LINE, WHITE, BROKEN
017	4"	EDGE LINE, WHITE, BROKEN
018	4"	EDGE LINE, WHITE, BROKEN
019	4"	EDGE LINE, WHITE, BROKEN
020	4"	EDGE LINE, WHITE, BROKEN





- PAVEMENT MARKING LEGEND
- ① 12" CHANNELIZING LINE, WHITE
 - ② 24" TOP LINE, WHITE
 - ③ PAVEMENT ARROWS, WHITE
 - ④ VOID ONLY, WHITE
 - ⑤ 4" LANE LINE, WHITE BROWN
 - ⑥ 4" EDGE LINE, WHITE, SOLID
 - ⑦ 12" TRANSVERSE LINE, O.C., WHITE
 - ⑧ EXISTING PAVEMENT MARKING TO BE REMOVED

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**CITY OF DELAWARE, OHIO
PLANNING & COMMUNITY DEVELOPMENT
MASTER APPLICATION FORM**



Project # _____

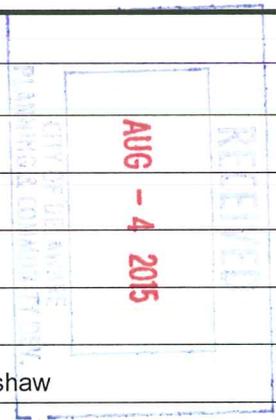
Case # 2015-1511

Planning Commission

- | | | |
|--|--|---|
| <input type="checkbox"/> Amended Final Development Plan | <input type="checkbox"/> Final Development Plan Extension | <input type="checkbox"/> Substitution of a Non- Conforming Use |
| <input type="checkbox"/> Amended Final Subdivision Plat | <input type="checkbox"/> Final Subdivision Plat | <input type="checkbox"/> Vacation-Alley |
| <input type="checkbox"/> Amended Preliminary Development Plan | <input type="checkbox"/> Final Subdivision Plat Extension | <input type="checkbox"/> Vacation-Easement |
| <input type="checkbox"/> Amended Preliminary Subdivision Plat | <input type="checkbox"/> Floodplain Permit | <input type="checkbox"/> Vacation-Street |
| <input type="checkbox"/> Annexation Review | <input type="checkbox"/> Lot Split | Board of Zoning Appeals |
| <input type="checkbox"/> Combined Preliminary & Final Development Plan | <input type="checkbox"/> Pre-annexation Agreement | <input type="checkbox"/> Appeal Administrative Decision or Interpretation |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input checked="" type="checkbox"/> Preliminary Development Plan | <input type="checkbox"/> Conditional Use Permit |
| <input type="checkbox"/> Concept Plan | <input type="checkbox"/> Preliminary Dev Plan Extension | <input type="checkbox"/> Substitution of Equal or Less Non-Conforming Use |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Preliminary Sub Plat | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name Speedway 7775 Address 2319 US Hwy 23 N
 Acreage 11.45 Square Footage 498,806 Number of Lots 1 Number of Units 1
 Zoning District/Land Use B4 Proposed Zoning/Land Use B4 Parcel # 519-133-02-002-000

Applicant Name Speedway LLC Contact Person Bryan Witt
 Applicant Address 500 Speedway Dr, Enon, OH 45323
 Phone (937) 863-6507 Fax (937) 863-6078 E-mail bmwitt@speedway.com
 Owner Name Speedway LLC Contact Person Bryan Witt
 Owner Address 500 Speedway Dr, Enon, OH 45323
 Phone (937) 863-6507 Fax (937) 863-6078 E-mail bmwitt@speedway.com
 Engineer/Architect/Attorney CESO, Inc. Contact Person Christopher Warshaw
 Address 395 Springside Dr, Akron, OH 44333
 Phone (330) 665-0660 Ext. 1725 Fax (330) 665-0664 E-mail warshaw@cesoinc.com



The undersigned, do hereby verify the truth and correctness of all facts and information presented with this application and authorize field inspections by City Staff.

Brian T. Lafreniere
 Owner Signature

Brian T. Lafreniere, Dir. Const. & Eng.
 Owner Printed Name

Christopher Warshaw
 Agent Signature



Christopher Warshaw
 Agent Printed Name

Sworn to before me and subscribed in my presence this 3rd day of August, 2015

DANIEL M. KEVER
 Notary Public, State of Ohio
 My Commission Expires 7/6/2020
[Signature]
 Notary Public



PLANNING COMMISSION / STAFF REPORT

CASE NUMBERS: 2015-1792

REQUEST: Final Subdivision Plat

PROJECT: The Estates at Braumiller – Section 6

MEETING DATE: October 7, 2015

APPLICANT/OWNER

Hockaden & Associates
883 North Cassady Avenue
Columbus, Ohio 43219

Rockford Homes
999 Polaris Parkway, Suite 200
Columbus, Ohio 4324

REQUEST

2015-1792: A request by Rockford Homes for approval of a Final Subdivision Plat for the The Estates at Braumiller Section 6 consisting of 26 single-family lots on 8.38 acres zoned R-2 (One Family Residential District) with text limitations and located on Willow Grove Drive and Treeline Way.

PROPERTY LOCATION & DESCRIPTION

The property is located on the northeastern portion of the subdivision along Willow Grove Drive and Treeline Way. The subject property is zoned R-2 (One-Family Residential District) with text limitations. The zoning to the south is the same while the properties to the north, east and west are located in the Township and are zoned residentially. This section of the site is former farmland which is flat and open without any trees.

BACKGROUND

This is the sixth and final section of a 176 lot subdivision that was approved in 2006. Sections 1 thru 5 contained 150 lots while Section 6 would contain the remaining 26 lots. Overall, the plat is consistent with the approved Preliminary Development Plan and Preliminary Subdivision Plat and the text limitations with the approved rezoning in 2006.

STAFF ANALYSIS

- **LAND USE:** The proposed development is to be located in an area that is entirely residential in use and character. The Comprehensive Plan recommends a land use of Moderate Density Single-Family (3.25 – 4.75 du/ac) for the subject site. At 2.54 du/ac, the proposed density for the entire development is less than recommended and consistent with other recommendations of the Comprehensive Plan.
- **GENERAL ENGINEERING:** The Applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review.
- **ROADS, TRAFFIC & ACCESS:** Access is gained through Section's 4 and 5 along Treeline Way and Willow Grove Drive respectively. A public street (Silver Brooke Lane) would stub to the 60 acre vacant parcel to the north which is located in the Township. All roads and utilities are shown to extend to the ends of lots being developed as a result of this plat as well as the property lines of the overall development.
- **LOT SIZE:** The lots range in size from the minimum lot size of 10,048 square feet to 22,265 square feet with most of the lots in the 10,048-13,761 square foot range. In addition, the minimum lot width is 70 feet and the minimum lot depth is 140 feet. In conclusion, the proposed lot dimensions/sizes are in accordance with the previously approved rezoning with text limitations and consistent with lots already developed within the subdivision.
- **DESIGN:** In addition to the Residential Design Criteria and Performance Standards of Section 1171.08 of the Planning & Zoning Code, the Applicant must meet the design criteria requirements of the subject property rezoning (Ordinance 04-14). This Text requires architectural standards for front elevations consisting of a minimum 35 percent of natural materials (the natural materials are to include but are not limited to stone, brick, cedar, wood, stucco and stucco stone), minimum dwelling unit sizes for ranch (1,800 square feet) and two story (2,000 square feet) units, tree preservation areas and minimum lot sizes throughout the development.
- **LIGHTING PLAN:** A lighting plan needs to be submitted, reviewed and approved by the Chief Building Official.

- **LANDSCAPE PLAN:** A street tree planting plan is required to be submitted, reviewed and approved by the Shade Tree Commission. In addition, a 3-4 foot high undulating mound with landscaping would be required adjacent to Glenn Parkway within the established 40 foot landscaping easement per the approved Preliminary Plat (see attached). The landscape plan along Glenn Parkway shall be approved by the City and would be required to be maintained by the Homeowners Association. It is imperative that the Applicant coordinate the landscaping plan with the engineering site development plan so that required landscaping does not impede visibility at intersections or of any traffic control signs.
- **PARKS/OPEN SPACE:** There is not any parkland or open space proposed in Section 6 but there is a 3.524 acre neighborhood park located in the center of the subdivision (Section 4) which includes park amenities such as a bike path and playground equipment for children to be maintained by the Homeowners Association.
- **MISC:** The subject subdivision is located in the Delaware South New Community Authority and the Braumiller Residential Incentive (TIF) District. In addition, it is subject to a \$3,200 per dwelling unit Southeast Highlands sanitary sewer additional capacity fee and a \$1,000 transportation contribution for each single family lot to be collected with each building permit approval.

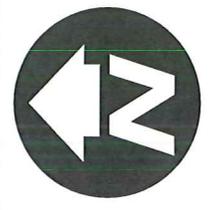
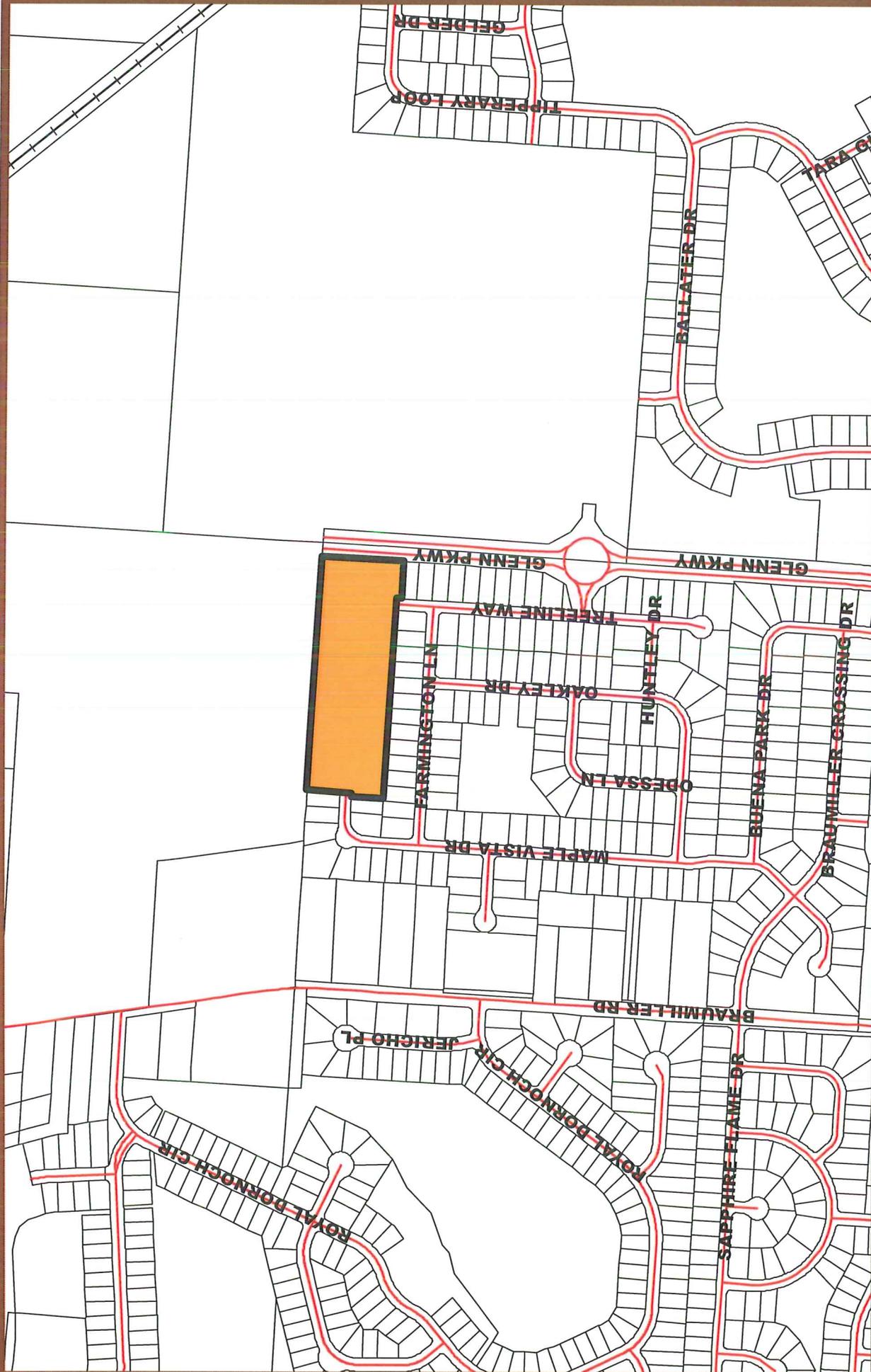
STAFF RECOMMENDATION – FINAL SUBDIVISION PLAT (2015-1792)

Staff recommends approval of a request by Rockford Homes of a Final Subdivision Plat for the The Estates at Braumiller Section 6 consisting of 26 single-family lots on 8.38 acres zone R-2 (One Family Residential District) with text limitations and located on Willow Grove Drive and Treeline Way, with the following conditions that:

1. The Applicant needs to obtain final engineering approvals, including any stormwater and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. The home elevations shall achieve compliance with Section 1171 Residential Design Criteria and Performance Standards and City Council Ordinance 04-14 (rezoning of property).
3. The street tree plan shall be reviewed and approved by the Shade Tree Commission.
4. A 3-4 foot high undulating mound with landscaping shall be installed along Glenn Parkway per the approved Preliminary Plat and upon staff approval and prior to approval of building permits in Section 6.
5. The lighting plan shall be submitted, reviewed and approved by the Chief Building Official.
6. A condition on the plat shall identify this section as being located in the Delaware South New Community Authority and the Braumiller Residential Incentive (TIF) District.
7. The Southeast Highlands sanitary sewer additional capacity fee per dwelling unit shall be paid at the effective rate when each building permit is issued.
8. A condition on the plat shall identify this section as requiring that a \$1,000 transportation contribution for each single family lot shall be paid at the effective rate when each building permit is issued per the approved Preliminary Plat.

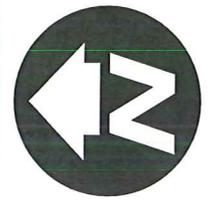
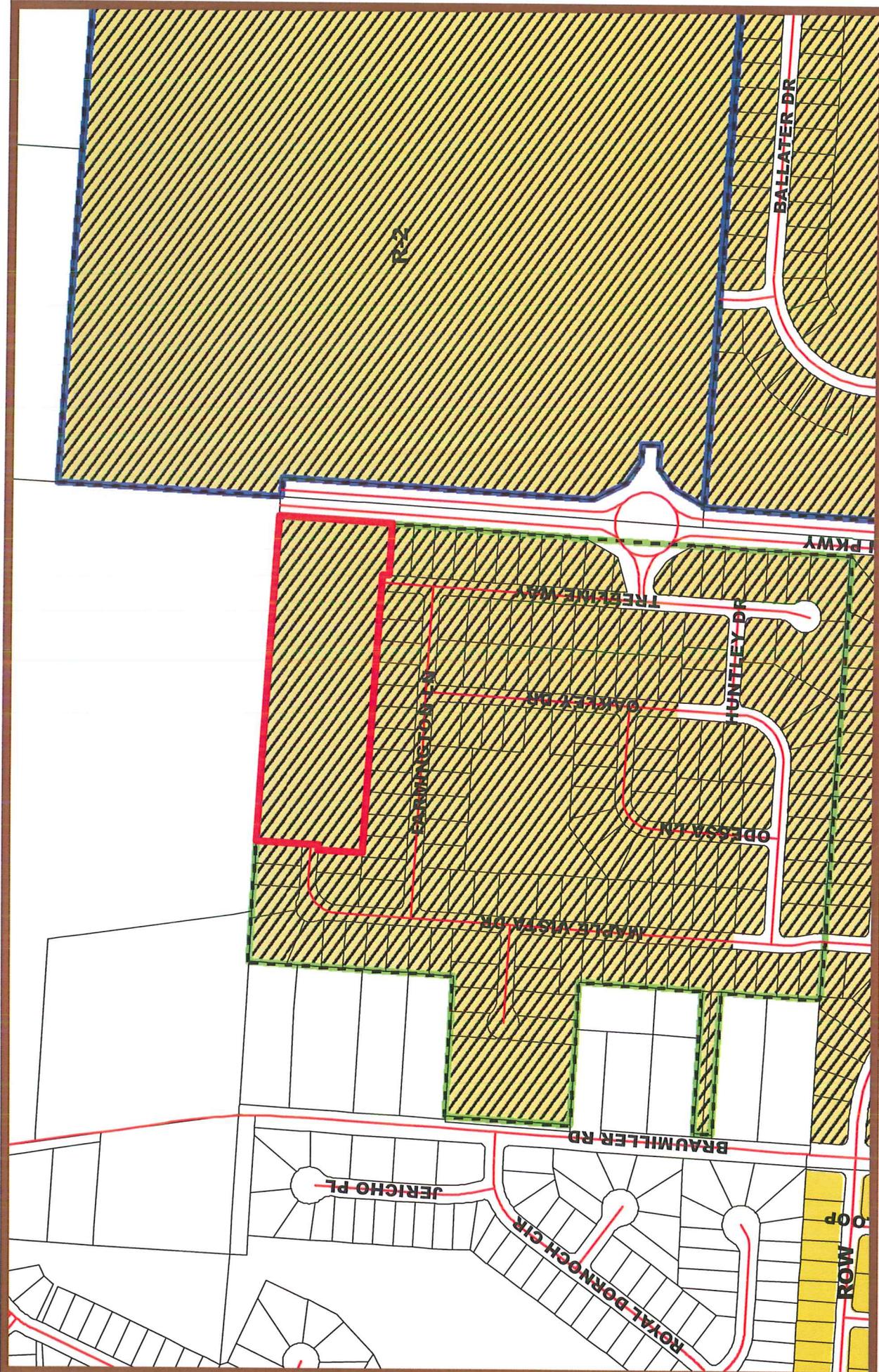
CONCLUSIONS

- The proposal is consistent with the Land Use element of the Comprehensive Plan.
- The proposal meets all applicable Code requirements, with fulfillment of the approval conditions.



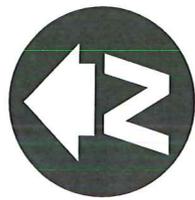
2015-1792
Final Subdivision Plat
The Estates at Braumiller - Section 6
Location Map





2015-1792
 Final Subdivision Plat
 The Estates at Braumiller - Section 6
 Zoning Map





2015-1792
Final Subdivision Plat
The Estates at Braumiller - Section 6
Aerial (2013)





**CITY OF DELAWARE, OHIO
PLANNING & COMMUNITY DEVELOPMENT
MASTER APPLICATION FORM**



Project # _____

Case # 2015-1792

Planning Commission

- | | | |
|--|--|---|
| <input type="checkbox"/> Amended Final Development Plan | <input type="checkbox"/> Final Development Plan Extension | <input type="checkbox"/> Substitution of a Non-Conforming Use |
| <input type="checkbox"/> Amended Final Subdivision Plat | <input checked="" type="checkbox"/> Final Subdivision Plat | <input type="checkbox"/> Vacation-Alley |
| <input type="checkbox"/> Amended Preliminary Development Plan | <input type="checkbox"/> Final Subdivision Plat Extension | <input type="checkbox"/> Vacation-Easement |
| <input type="checkbox"/> Amended Preliminary Subdivision Plat | <input type="checkbox"/> Floodplain Permit | <input type="checkbox"/> Vacation-Street |
| <input type="checkbox"/> Annexation Review | <input type="checkbox"/> Lot Split | Board of Zoning Appeals |
| <input type="checkbox"/> Combined Preliminary & Final Development Plan | <input type="checkbox"/> Pre-annexation Agreement | <input type="checkbox"/> Appeal Administrative Decision or Interpretation |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input type="checkbox"/> Preliminary Development Plan | <input type="checkbox"/> Conditional Use Permit |
| <input type="checkbox"/> Concept Plan | <input type="checkbox"/> Preliminary Dev Plan Extension | <input type="checkbox"/> Substitution of Equal or Less Non-Conforming Use |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Preliminary Sub Plat | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name Estates at Braumiller, Section 6 Address Braumiller Road
 Acreage 8.38 Square Footage _____ Number of Lots 26 Number of Units _____
 Zoning District/Land Use R2 Proposed Zoning/Land Use _____ Parcel # 41941001005000

Applicant Name Rockford Homes, Inc. Contact Person Carcy Theuerkauf
 Applicant Address 999 Polaris Parkway Columbus OH 43240
 Phone 614-785-0015 Fax 614-785-9181 E-mail CTheuerkauf@rockfordhomes.net

Owner Name same as above Contact Person _____
 Owner Address _____
 Phone _____ Fax _____ E-mail _____

Engineer/Architect/Attorney Hockaden & Associates Contact Person Kurt Ziessler
 Address 883 N. Cassady Avenue Columbus OH 43219
 Phone 614-252-0993 Fax 614-252-0444 E-mail KZiessler@hockaden.com

The undersigned, do hereby verify the truth and correctness of all facts and information presented with this application and authorize field inspections by City Staff.

[Signature]
 Owner Signature

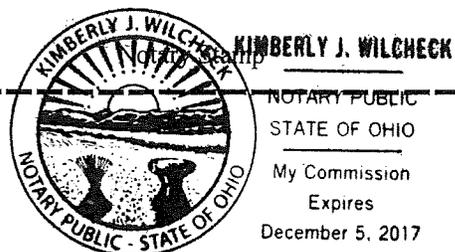
DENALD R WALK
 Owner Printed Name

 Agent Signature

 Agent Printed Name

Sworn to before me and subscribed in my presence this 19th day of August, 2015

[Signature]
 Notary Public



GENERAL NOTES

- All survey work shall refer to the American National Standard for Surveying.
- Confirm locations of all utilities and adjacent property lines.
- Tree locations shall be marked by contractor per 15 minutes by the State Tree Commission.
- Contractor shall remove or seal all areas affected by construction.
- Contractor shall thoroughly water all areas affected by construction.
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REPLACEMENT TREES

Existing trees and proposed shall be replaced in accordance with the following:

- Existing Major Tree Replacement: 1:1
- Existing Minor Tree Replacement: 1:2
- Proposed Major Tree Replacement: 1:1
- Proposed Minor Tree Replacement: 1:2

(1) major removal is 4" x 12" or larger (measurements)

PLANTING SPECIFICATIONS

Street trees shall be planted in accordance with the following:

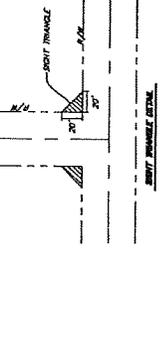
- Species shall be selected in accordance with the City of Delaware.
- Planting shall be done in accordance with the City of Delaware.
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PROPOSED LANDSCAPE PLAN

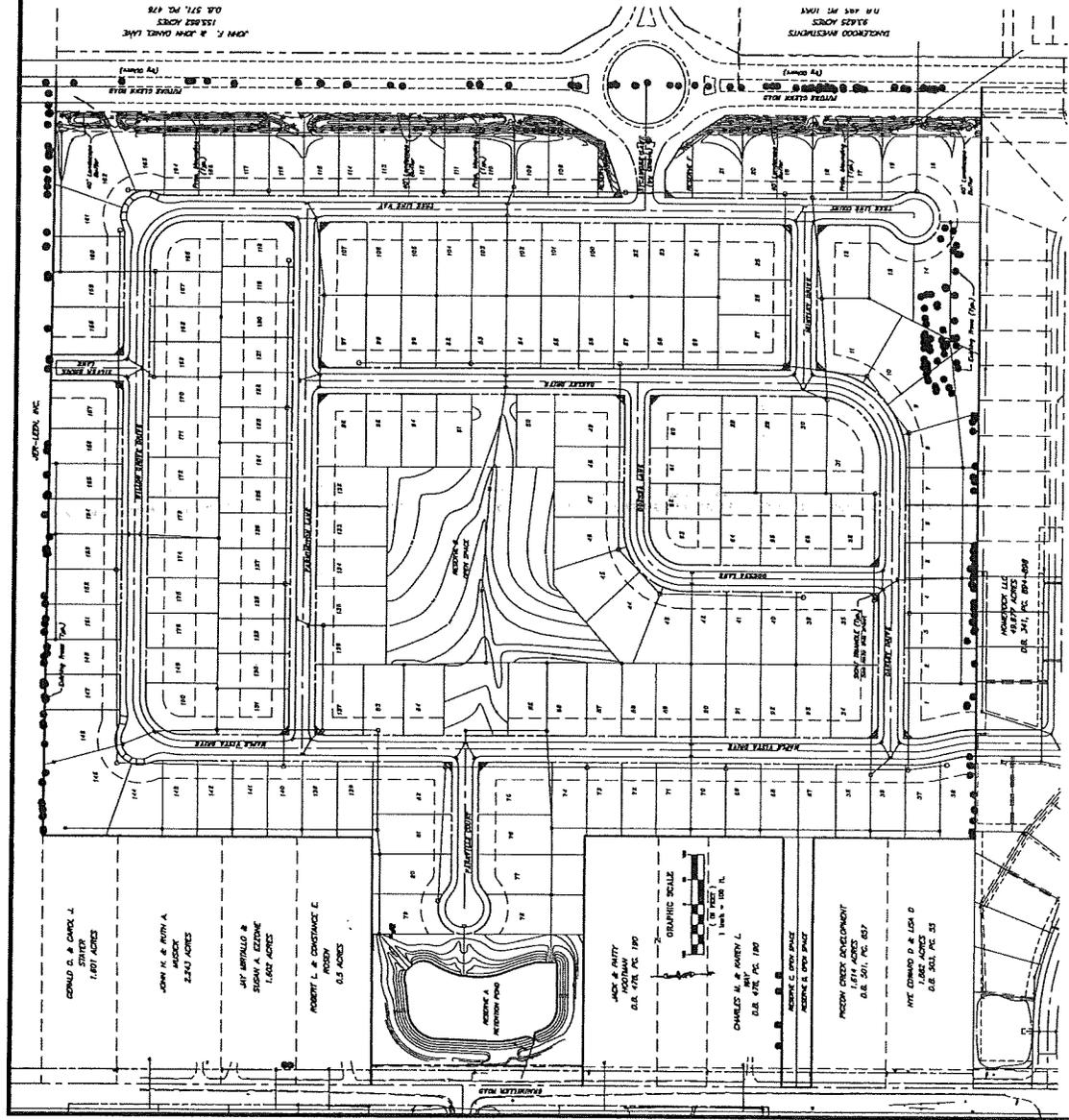
PROPOSED LANDSCAPE PLAN. (1-1/2" x 1/2" scale of time of planting)

PROPOSED CROWNED TREE. (2-1/2" x 1/2" scale of time of planting)

EXISTING TREE



NOTE: No street trees are to be planted in the City of Delaware.



CITY OF DELAWARE LANDSCAPE ARCHITECTURE, INC.

THE ESTIMATES FOR LANDSCAPE PLAN

SECTIONS 1, 2 & 3

PROPOSED ZONING & TREE LOCATION

LANDSCAPE ARCHITECTURE, INC.

1000 N. MARKET STREET, SUITE 200

WILMINGTON, DE 19801

PHONE (302) 739-0077

FAX (302) 739-0044