CITY OF DELAWARE
CITY COUNCIL
CITY COUNCIL CHAMBERS
1 SOUTH SANDUSKY STREET
7:00 P.M.

AGENDA

6:30 P.M. EXECUTIVE SESSION: pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, Section 121.22 (G) (2) acquisition of property for public purpose and 121.22(G) (8) consideration of confidential information related to a request for economic development assistance.

REGULAR MEETING May 22, 2017

1. ROLL CALL

2. SWEARING IN OF JIM BROWNING, THIRD WARD APPOINTEE

3. INVOCATION – Ma Shivanda, Nithyanandeshwara Hindu Temple

4. PLEDGE OF ALLEGIANCE

5. APPROVAL of the Motion Summary of the regular meeting of Council held on May 8, 2017, as recorded and transcribed.
   APPROVAL of the Motion Summary of the special meeting of Council held on May 15, 2017, as recorded and transcribed.

6. CONSENT AGENDA
   A. Resolution No. 17-31, a resolution authorizing the City Manager to submit a grant application to the Federal Aviation Administration and the Ohio Department of Transportation, and to enter into required agreements for the resurfacing of Taxiway 'A'.

7. LETTERS, PETITIONS, AND PUBLIC COMMENTS

8. COMMITTEE REPORTS

9. THIRD READING of Ordinance No. 17-29, an ordinance repealing and replacing Section 929 of the City of Delaware Streets, Utilities, and Public Services Code establishing general rules and regulations for the collection of refuse.

10. SECOND READING of Ordinance No. 17-31, an ordinance amending the 2017 Appropriations Ordinance to provide funding for completing a multi-use trail extension on the Springfield Branch Trail, and declaring an emergency.

11. 7:20 PUBLIC HEARING AND SECOND READING of Ordinance No. 17-32, an ordinance approving an amendment to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding.

12. 7:25 PUBLIC HEARING AND SECOND READING of Ordinance No. 17-33, an ordinance approving a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

13. SECOND READING of Ordinance No. 17-34, an ordinance approving a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

14. SECOND READING of Ordinance No. 17-35, an ordinance approving a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

15. FIFTH READING of Resolution No. 17-20, a resolution accepting the City of Delaware's Bike Master Plan 2025.

16. CONSIDERATION of Resolution No. 17-32, a resolution authorizing the City Manager to apply for and accept overtime reimbursement through the FFY 2018 Selective Traffic Enforcement Program (STEP)/Impaired Driving Enforcement Program (IDEP) Grant.

17. CONSIDERATION of Resolution No. 17-33, a resolution amending the 2017-2021 Five-Year Capital Improvement Program.

18. CONSIDERATION of Ordinance No. 17-37, an ordinance amending the 2017 Appropriations Ordinance to provide funding for professional services to complete an update to the City's current Comprehensive Plan.

19. FINANCE DIRECTOR'S REPORT

20. CITY MANAGER'S REPORT

21. COUNCIL COMMENTS

22. ADJOURNMENT

The regular meeting of Council held May 8, 2017 was called to order at 7:00 p.m., in the City Council Chambers. The following members of Council were present: First Ward Chris Jones, Second Ward Lisa Keller, Fourth Ward Kyle Rohrer, At-Large George Hellinger, Vice-Mayor Kent Shafer, and Mayor Carolyn Kay Riggle (arrived at 7:01 p.m.) who presided. The invocation was given by Nicol Gazi, with the Islamic Center of Delaware County, followed by the Pledge of Allegiance.

Staff Present: Darren Shulman, City Attorney, Dean Stelzer, Finance Director, Dave Efland, Planning and Community Development Director, Brad Stanton, Director of Public Utilities, Joe Bullis, Public Works Superintendent, Terry Davenport, Public Works Division Supervisor, Ted Miller, Parks and Natural Resource Director, Jackie Walker, Assistant City Manager, and Tom Homan, City Manager

ITEM 4: APPROVAL OF MINUTES

APPROVAL of the Motion Summary of the regular meeting of Council held April 24, 2017, as recorded and transcribed.

Motion: Mr. Hellinger motioned to approve the Motion Summary of the regular meeting of Council held April 24, 2017, as recorded and transcribed, seconded by Mrs. Keller. Motion approved by a 6-0 vote.

ITEM 5: CONSENT AGENDA

A. Acceptance of the Motion Summary for the Shade Tree Commission Meeting held on March 28, 2017.
B. Acceptance of the Motion Summary for the Planning Commission Meeting held on April 5, 2017.
C. Acceptance of the Motion Summary for the Civil Service Commission Meeting held on January 4, 2017.
D. Establish May 22, 2017 at 7:20 p.m. as the date and time for a public hearing and second reading of Ordinance No. 17-32, an ordinance approving an amendment to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding.
E. Establish May 22, 2017 at 7:25 p.m. as the date and time for a public hearing and second reading of Ordinance No. 17-33, an ordinance approving a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

Motion: Mrs. Keller motioned to approve the Consent Agenda, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

ITEM 6: LETTERS, PETITIONS, AND PUBLIC COMMENTS

ITEM 7: COMMITTEE REPORTS

ITEM 8: ORDINANCE NO. 17-16 [Fifth Reading]

AN ORDINANCE APPROVING AN AMENDMENT TO CHAPTER 1168.07 REPLACEMENT OF REMOVED TREES OF CHAPTER 1168 TREE PRESERVATION REGULATIONS OF THE PLANNING AND ZONING CODE.

The Clerk read the ordinance for the fifth time.

Vice-Mayor Shafer recommended removing the sentence that reads as "at no time shall the fee be less than $100 caliper inch of required replacement". Mr. Efland discussed the recommendation to put the changes into the Fee Schedule.

PUBLIC COMMENT:
Paul Olen
Shade Tree Commission, Chairperson
358 ½ N. Sandusky Street
Delaware, Ohio 43015

Mr. Olen informed Council that he had received clarification from staff regarding the changes and his plan to discuss at the upcoming Shade Tree Commission meeting policy and fees. Mr. Olen voiced no opposition to the recommendation by Vice-Mayor Shafer.

Motion: Vice-Mayor Shafer moved to amend 1168.07 to strike the sentence that reads as "at no time shall the fee be less than $100 caliper inch of required replacement", seconded by Mr. Jones. Motion approved by a 6-0 vote.

Motion: Vice-Mayor Shafer moved to adopt Ordinance 17-16, as amended, seconded by Mr. Jones. Motion approved by a 6-0 vote.

ITEM 9: RESOLUTION NO. 17-29 [Second Reading]
A RESOLUTION ACCEPTING THE PARK AND FACILITIES NAMING AND DEDICATION POLICY.

The Clerk read the resolution for the second time.

A discussion was held with Council regarding the requirements in the policy. Mr. Hellinger recommended that the policy include city-wide assets. Mr. Shulman informed Council that Mr. Miller is currently working on a sponsorship policy.

Motion: Vice-Mayor Shafer moved to adopt Resolution No. 17-29, seconded by Mr. Rohrer. Motion approved by a 5-1 (Hellinger) vote.

ITEM 10: ORDINANCE NO. 17-29 [Public Hearing and Second Reading]
AN ORDINANCE REPEALING AND REPLACING SECTION 929 OF THE CITY OF DELAWARE STREETS, UTILITIES, AND PUBLIC SERVICES CODE ESTABLISHING GENERAL RULES AND REGULATIONS FOR THE COLLECTION OF REFUSE.

The Clerk read the ordinance for the second time.

Mr. Ferrigno presented to Council a letter received from Mr. Lincoln Schneider, President of Provident United.

Public Comment:
Brian Lyle
131 Rock Creek Drive
Delaware, Ohio 43015

Mr. Lyle informed Council that he represented Hayes Colony and

supported the changes establishing regulation for the collection of refuse.

Council was in agreement to take Ordinance No 17-29 to a third reading.

ITEM 11: ORDINANCE NO. 17-30 [Public Hearing and Second Reading]
AN ORDINANCE AMENDING SECTION 521.08 OF CHAPTER 521 OF THE CODIFIED ORDINANCE OF THE CITY OF DELAWARE, OHIO ESTABLISHING AUTHORITY TO REMOVE LITTER, AND THE RIGHT TO APPEAL OF A NOTICE OF VIOLATION.

The Clerk read the ordinance for the second time.

There was no public comment.

Motion: Mrs. Keller moved to suspend the rules for Ordinance No. 17-30, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

Motion: Mrs. Keller moved to adopt Ordinance No. 17-30, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

ITEM 12: RESOLUTION NO. 17-30 [First Reading]
A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AMENDED AGREEMENT WITH DELAWARE COUNTY OFFICE OF HOMELAND SECURITY AND EMERGENCY MANAGEMENT (DCOHSEM) TO COORDINATE EMERGENCY MANAGEMENT ACTIVITIES WITHIN DELAWARE COUNTY.

The Clerk read the resolution for the first time.

Motion: Mr. Jones moved to adopt Resolution No. 17-30, seconded by Mr. Hellinger. Motion approved by a 5-0-1 (Rohrer) vote.

ITEM 13: ORDINANCE NO. 17-31 [First Reading]
AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR COMPLETING A MULTI-USE TRAIL EXTENSION ON THE SPRINGFIELD BRANCH TRAIL, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

Mr. Miller provided information regarding the extension of the Springfield Branch Trail.

Council was in agreement to take Ordinance No. 17-31 to a second reading.

ITEM 14: ORDINANCE NO. 17-32 [First Reading]
AN ORDINANCE APPROVING AN AMENDMENT TO CHAPTER 1111 SUBDIVISION REGULATIONS OF THE PLANNING AND ZONING CODE PERTAINING TO ACCEPTANCE OF PUBLIC IMPROVEMENTS AND BONDING.

The Clerk read the ordinance for the first time.

A public hearing has been scheduled for May 22, 2017 at 7:20 p.m.

ITEM 15: ORDINANCE NO. 17-33 [First Reading]
AN ORDINANCE APPROVING A STREET VACATION OF STRATFORD DRIVE FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

The Clerk read the ordinance for the first time.

A public hearing has been set for May 22, 2017 at 7:25 p.m.

ITEM 16: ORDINANCE NO. 17-34 [First Reading]
AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

The Clerk read the ordinance for the first time.

ITEM 17: ORDINANCE NO. 17-35 [First Reading]
AN ORDINANCE APPROVING A FINAL DEVELOPMENT PLAN FOR COUGHLIN'S CROSSING PHASE 1 (INFRASTRUCTURE) ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

The Clerk read the ordinance for the first time.

ITEM 18: ORDINANCE NO. 17-36 [First Reading]
AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR DEBT ISSUANCE COSTS ASSOCIATED WITH THE VARIOUS PURPOSE IMPROVEMENT AND REFUNDING BONDS, SERIES 2017 ISSUED BY THE CITY, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time.

Motion: Mr. Jones moved to suspend the rules for Ordinance 17-36, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

Motion: Mr. Jones moved to enact the emergency clause for Ordinance 17-36, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

Motion: Mr. Jones moved to adopt Ordinance 17-36, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

ITEM 19: EXECUTIVE SESSION: pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, Section 121.22 (G) (2) acquisition of property for public purpose and 121.22(G) (8) consideration of confidential information related to a request for economic development assistance.

Mrs. Keller moved to enter into Executive Session at 8:23 p.m. This motion was seconded by Mr. Jones and approved by a 6-0 vote. Council met in executive session pursuant to Ohio Revised Code Section 121.22 (G) (3) pending or imminent court action, Section 121.22 (G) (1) personnel, Section 121.22 (G) (5) matters required to be kept confidential by State statute, and Section 121.22 (G) (2) acquisition of property for public purpose and 121.22 (G) (8) consideration of confidential information related to a request for economic development assistance. Council conducted a discussion of those items with the following members present: First Ward Chris Jones, Second Ward Lisa Keller, Fourth Ward Kyle Rohrer, At Large George Hellinger, Vice Mayor Kent Shafer and Mayor Carolyn Kay Riggle. Following the discussion at 9:11 p.m., it was moved by Vice-Mayor Shafer that Council move into Open session, seconded by Mr. Jones and approved by 6-0 vote.

ITEM 20: CITY MANAGER'S REPORT

Mr. Homan provided an update to Council regarding the recent notification from the Division of Liquor Control regarding the TREX for the Flying Pig Ale House, LLC and Issa Full Up, LLC. Mr. Homan requested consent from Council to appeal the findings for Issa Full Up.

Motion: Mr. Rohrer moved to appeal the Issa Full Up, LLC findings, seconded by Vice-Mayor Shafer. Motion approved by a 6-0 vote.

Mr. Homan provided an update regarding the JEDD discussions with Berkshire Township.

A discussion was held regarding medical marijuana and regulations issues by cultivators and dispensaries.

Mr. Homan invited Council to the June 24, 2017 dedication of the Water Plant Education Center.

ITEM 21: COUNCIL COMMENTS

Mr. Hellinger reminded Council that Financial Disclosures are due in the coming week.

Mrs. Keller requested a review of the application by Columbia Gas regarding the cleaning of the gas pipe which resulted in a large flame. Mrs. Keller voiced a concern regarding the flame being close to residential areas and the sounds that it produced.

Mayor Riggle provided an update on her recent attendance at the Eagles' "God, Flag, and Country" competition, and the 200 year anniversary celebration by St. Peter's Episcopal Church.

Mayor Riggle provided an update regarding the recent meeting held with Mayor Ginther at City Hall.

ITEM 22: ADJOURNMENT

Motion: Mayor Riggle moved to adjourn the meeting, seconded by Mr. Jones. The meeting adjourned at 9:12 p.m.

BEAR GRAPHICS 800-325-8094 FORM NO. 10148

Held May 8 20 17

Mayor Carolyn Kay Riggle

Elaine McCloskey, Council Clerk

The special meeting of Council held May 17, 2017 was called to order at 5:30 p.m. in the City Council Chambers and the following members of Council were present: First Ward, Chris Jones, Second Ward Lisa Keller, Fourth Ward Kyle Rohrer, At Large George Hellinger, Vice-Mayor Kent Shafer and Mayor Carolyn Kay Riggle, who presided.

Staff Present: Darren Shulman, City Attorney, Dave Efland, Planning and Community Development Director, and Tom Homan, City Manager

ITEM 2: INTERVIEW SCHEDULE OF FIRST WARD CITY COUNCIL CANDIDATES

A random drawing of names was completed by Mr. Shulman and Council Clerk, Elaine McCloskey.

5:30-5:50	Candidate A – Stephanie Gregory
5:50-6:10	Candidate B – Tim Adams
6:10-6:30	Candidate C – George McNab
6:30-6:50	Candidate D – Benjamin Kelly
6:50-7:10	Candidate E – Jim Browning
7:10-7:30	Candidate F – George Mantzoros
7:30-7:45	Council Break

Mayor Riggle requested a break at 7:30 p.m. Mayor Riggle reconvened the meeting at 7:45 p.m.

ITEM 3: NOMINATION OF CANDIDATES FOR SECOND ROUND OF INTERVIEWS

Council placed anonymous ballots regarding their choice. Mr. Shulman read into the record the ballots:

Stephanie Gregory	0 votes
Tim Adams	0 votes
George McNab	1 vote
Benjamin Kelly	0 votes
Jim Browning	3 votes
George Mantzoros	2 votes

Council did not conduct a second round of interviews. Mr. Shulman recommended to Council to take a second round of vote with the top two candidates. Council was in agreement to place anonymous ballots between Mr. Browning and Mr. Mantzoros. Mr. Shulman read into the record the ballots:

Jim Browning	4 votes
George Mantzoros	2 votes

ITEM 4: FINAL NOMINATION AND SELECTION OF CANDIDATE FOR THIRD WARD

JONES	Browning
KELLER	Mantzoros
ROHRER	Browning
HELLINGER	Browning
SHAFER	Browning
RIGGLE	Mantzoros

Mr. Shulman announced that Jim Browning had been selected to represent the Third Ward.

ITEM 5: ADJOURNMENT

Motion: Vice-Mayor Shafer moved to adjourn the meeting, seconded by Mr. Rohrer. The meeting was adjourned at 7:51 p.m.

Mayor Carolyn Kay Riggle

Elaine McCloskey, Council Clerk

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: CONSENT ITEM A | DATE: 05/22/2017

ORDINANCE NO: | RESOLUTION NO: 17-31

READING: FIRST | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: William L. Ferrigno, P.E., Director of Public Works

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION AND THE OHIO DEPARTMENT OF TRANSPORTATION, AND TO ENTER INTO REQUIRED AGREEMENTS FOR THE RESURFACING OF TAXIWAY 'A'.

BACKGROUND:
The City of Delaware is requesting $457,919.00 in FAA and ODOT Grant Program funds for a project that includes the reconstruction Taxiway 'A' at Delaware Municipal Airport. This amount represents 95% of the total eligible project costs (construction). The local match is currently estimated at $24,101. This project is the final phase of the Taxiway Rehabilitation. This final phase will be a mill/fill overlay of the final 2,900' of Taxiway 'A' originally constructed in 1998.

REASON WHY LEGISLATION IS NEEDED:
FAA requires consent legislation from local jurisdictions requesting Federal funding.

COMMITTEE RECOMMENDATION:
N/A

FISCAL IMPACT(S):

Requires local financial participation of 5% currently estimated to be $24,101.

POLICY CHANGES: None

PRESENTER(S): William L. Ferrigno, P.E., Director of Public Works

RECOMMENDATION: Approval

ATTACHMENT(S): Airport Map

RESOLUTION NO. 17-31

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION AND THE OHIO DEPARTMENT OF TRANSPORTATION, AND TO ENTER INTO REQUIRED AGREEMENTS FOR THE RESURFACING OF TAXIWAY 'A'.

WHEREAS, the City of Delaware is responsible for operating and maintaining the Delaware Municipal Airport; and

WHEREAS, it has been determined that the condition of Taxiway 'A' has fallen below recommended minimum pavement conditions and is in need of reconstruction; and

WHEREAS, the City is eligible to apply for and receive Federal Aviation Administration and Ohio Department of Transportation Grant funds.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DELAWARE, OHIO THAT:

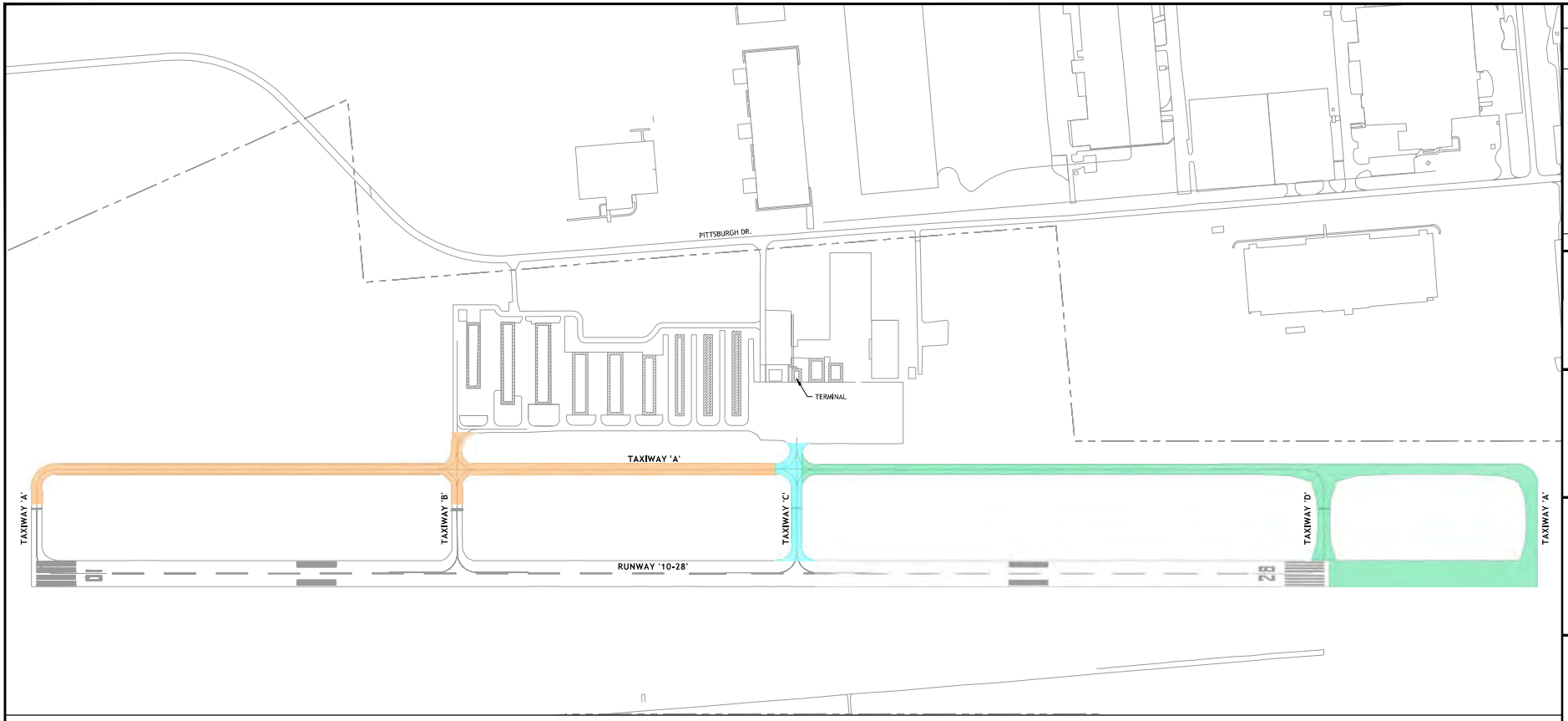
SECTION 1. That the City Manager is hereby authorized to make application for said program and grant in accordance with the procedures prescribed by the FAA.

SECTION 2. That the City Manager is hereby authorized to enter into necessary agreements associated with the grant and be bound by all terms and conditions contained within the application for funding.

SECTION 3. That this resolution shall be in force and effect immediately upon its passage.

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR



TAXIWAY 'A' EXTENSION & RECONSTRUCTION
FAA FY2015 GRANT
2016 CONSTRUCTION

TAXIWAY 'C' RECONSTRUCTION
ODOT FY2017 GRANT
2017 CONSTRUCTION

TAXIWAY 'A' REHABILITATION
ODOT FY2018 GRANT
2018 CONSTRUCTION

N

GRAPHIC SCALE (FEET)
0 100 200 400

REV	DESCRIPTION	DATE	BY

GHA
BURGE LINDSAY AIRPORT
1100 SHEPHERD DRIVE, SUITE 300
CLEVELAND, OH 44114
Phone: 216-579-1700
www.bhcgroup.com

ODOT GRANT SUMMARY

DELAWARE MUNICIPAL AIRPORT — DELAWARE, OHIO

PROJECT NO:	DRAWN	DESIGNED	REVIEWED	APPROVED	DATE:
28972	LSB	RSY	CCA	TAS	AUGUST 10, 2015

1 OF 1

File Name: W:\28972-09_ZC\CADD\Figures\ADDITIONAL WORK\DLZ-RWEX-ADDITIONAL WORK.dwg - EXHT-ADDTL WORK
Modified / By: August 10, 2015 11:49:49 AM / 1515
Plotted / By: August 10, 2015 11:53:49 AM / Bravo, Laura

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 9

DATE: 05/22/2017

ORDINANCE NO: 17-29

RESOLUTION NO:

READING: THIRD

PUBLIC HEARING: YES
May 8, 2017 at 7:15 p.m.

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: William L. Ferrigno, P.E.

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE REPEALING AND REPLACING SECTION 929 OF THE CITY OF DELAWARE STREETS, UTILITIES AND PUBLIC SERVICES CODE ESTABLISHING GENERAL RULES AND REGULATIONS FOR THE COLLECTION OF REFUSE.

BACKGROUND:
The City recently completed the process of reviewing and establishing revised refuse collection rates in association with the provision of residential and commercial refuse collection service throughout the community. As part of that process, several policies concerning existing regulations and practices were reviewed and determined to require updating in order to better reflect current practices and industry standards regarding the collection of refuse. In order to establish fair and equitable service options to all city refuse customers, certain modifications to the current rules are necessary specifically concerning customers utilizing dumpster service.

Additional updates are included as well to bring the definitions in the code up to current understanding and application, and to include new practices such as the utility of publically accessible dumpster collection.

Please note that the included Chapter 929 is the replacement document for refuse collection services.

REASON WHY LEGISLATION IS NEEDED:
Current rules require any residential premise or customer to utilize city refuse collection services, whether via tipcart or dumpster collection. Proposed revisions will allow for any customer, whether residential or commercial, utilizing dumpster services to have the option of subscribing to city or private refuse collection services.

COMMITTEE RECOMMENDATION:
Potential changes to the rules governing refuse collection where discussed at the recent Public Works and Utilities Committee who subsequently deferred the presentation of such changes to full council for additional consideration.

FISCAL IMPACT(S):
Providing the opportunity for existing multi-family development customers to opt out of city refuse collection service will reduce both revenue and cost associated with the provision of commercial collection operations by the city. It is not clear as to the total impact this change will have until better determination can be made as to how many existing customers may switch from city to private collection service.

POLICY CHANGES:
Allows for multi-family developments that utilize dumpster collection service to seek private collection service is so desired.

PRESENTER(S):
William L. Ferrigno, P.E., Director of Public Works/City Engineer

RECOMMENDATION:
Approval

ATTACHMENT(S)
Chapter 929-revised

ORDINANCE NO. 17-29

AN ORDINANCE REPEALING AND REPLACING SECTION 929 OF THE CITY OF DELAWARE STREETS, UTILITIES AND PUBLIC SERVICES CODE ESTABLISHING GENERAL RULES AND REGULATIONS FOR THE COLLECTION OF REFUSE.

WHEREAS, the City of Delaware provides refuse collection service to its residents and businesses within the community; and

WHEREAS, the rules and regulations regarding the manner in which refuse collection service shall operate require periodic update and revision to conform to current practices and industry standard; and

WHEREAS, a comprehensive review of the refuse collection rates and program has been under consideration by the city resulting in desired changes to the refuse collection code; and

WHEREAS, Chapter 929 of the STREETS, UTILITIES AND PUBLIC SERVICES CODE shall be modified to include updated language detailing the current practices and regulations associated with the collection and disposal of refuse within the city.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That Chapter 929 of the Codified Ordinances of the City of Delaware is hereby amended and replaced in its entirety by the following new section (attached hereto)

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Ohio Revised Code.

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

CHAPTER 929. - REFUSE COLLECTION

929.01. - Definitions.

As used in this chapter:

a) "Bag Tag" is a sticker that may be purchased and placed on bags of household generated refuse for disposal exceeding the allowable volume of refuse which can be contained within a tipcart.

b) “Bulk Item” means individual items too large to fit a tipcart container including but not limited to furniture, appliances, and exercise equipment.

c) "Commercial premises" means all premises in the City other than those defined as residential premises, including institutions, private and public, charitable and non-charitable, where refuse may be generated.

d) “Construction Waste” means building materials and debris resulting from or accumulating in the construction, alteration or major repairing of any building or structure.

e) "Director" means the Director of Public Works of the City.

f) “Dumpster” means a large steel refuse container with closeable lids.

g) "Dwelling unit" means one room or a suite of two or more rooms designed for or used by one family or housekeeping unit for living and/or sleeping purposes and having only one kitchen or kitchenette.

h) "Multi-family premise" means all residential premises in the City with two or more dwelling units used for the purpose of human habitation which contain sleeping quarters and/or cooking facilities for two or more families or housekeeping units living independently of each other.

i) “Publically accessible dumpsters” – means any dumpster owned by the City and accessible for refuse disposal by multiple property owners requiring both residential and/or commercial refuse service.

j) "Putrescible waste”, includes every refuse accumulation of animal, fruit or vegetable matter, used or intended for food, or that attends dealing in or storing of meat, fish, fowl, fruit or vegetables.

k) "Recyclable Material" means materials that can be recovered from the general refuse stream to be reused in another form following a reprocessing cycle including but not limited to plastic, glass and metal beverage containers, paper, magazines, newsprint and cardboard.

l) “Recycling Bin” means an 18-gallon rectangular plastic container for disposing of recyclable materials.

m) "Refuse" means garbage, trash or rubbish which is accumulated by individuals and businesses in their normal day-to-day operations, excluding construction waste, recyclable material and yard waste.

n) "Refuse collector" means the City and any and all of its authorized agents or employees connected with the collection and disposal of refuse.

o) "Residential premises" means all single-family and multi-family premises used for the purpose of human habitation which contain sleeping quarters and/or cooking facilities for the use of individual and/or separate households.

p) “Tipcart” means 32-gallong, 64-gallon or 96 gallon wheeled refuse cart with closeable lid, serviceable by semi-automated collection equipment.

q) "Yard Waste" means lawn trimmings, leaves, vines, brush, whole Christmas trees during the month of January, garden waste and other vegetation that are compostable and biodegradable.

929.02. – Residential refuse customers.

a) Each single family residential premise(s) in the City shall subscribe to City refuse collection service.

b) Each multi-family residential premise(s) in the City that can reasonably accommodate the storage and weekly servicing of standard tipcart collection containers as determined by the Director, shall subscribe to City refuse collection service.

c) Multifamily premises constructed without garages, car ports, or other such enclosures suitable for the storage of tipcart containers may be serviced through dumpster units either through the City, or via private refuse collection services, and shall be considered by the City as commercial customers subject to commercial rates.

929.03. – Commercial refuse customers.

a) Commercial customers shall be serviced using dumpsters of appropriate size and frequency to provided adequate capacity for both weekday and weekend use, and are subject to commercial collection rates.
b) Commercial customers that generate a small volume of non-putrescible refuse on a weekly basis may be serviced via tipcart(s) collection at the same rate per container that residential customers pay, provided tipcarts can be reasonably accommodated on the property out of public view.

929.04. – Publically accessible dumpsters.

In some instances, refuse service may be provided for both residential and commercial customers through use of a publically owned dumpster positioned in predetermined locations and open to use by multiple property owners. The size and rate of service of these dumpsters is variable and depends on the number of customers using the dumpster at a given time and quantity of weekly waste generated.

929.05. – Refuse containers; specifications; placement; disposition.

a) Tipcarts for residential customers shall be initially paid for by the customer and distributed by the City, and remain the property of the City. Repairs to and replacement of existing tipcarts necessary as a result of normal usage and wear/tear, shall be provided by the City at no charge to the customer.
b) Dumpster containers housed within new multi-family developments serviced by the City shall be purchased by the property owner and distributed through the City, and remain the property of the City.
c) Dumpsters for commercial customers not servicing residential households shall be provided by the City.
d) The maximum weight of a fully-loaded tipcart container with the lid closed shall not exceed the manufacturer's recommended max load. Containers exceeding these restrictions may not be serviced.

e) Recycling containers are provided by the City and shall be uniform in appearance, size and function wherever serviced by the city.

f) Tipcarts, recycling containers and yard waste shall be placed at the location specified by the city for servicing on the scheduled collection day.

g) No person, except a refuse collector, shall remove any refuse from any premise other than his or her own, without the property owner's permission.

h) Each refuse customer served by the City or a licensed private hauler shall conform to the rules and regulations relating to refuse collection and disposal as specified by the Director of Public Works under authority granted in Section 929.10 of the City Code. Current rules and regulations establishing these procedures shall be available to all refuse customers and licensed private haulers.

929.06. - Deposit of refuse in proper containers/length of storage/location of containers

(a) All refuse being disposed of must be contained within appropriate collection containers whether being serviced by the City or licensed private hauler.

(b) No refuse container may be placed within the public right-of-way for more than 24 hours preceding or following the servicing of that container by the City or private refuse hauler.

(c) Refuse containers must be stored in locations as determined appropriate by applicable zoning regulations, HOA provisions, or property deed restrictions.

929.07. - City's refuse collection times.

a) The City shall collect from residential and commercial premises within the City at least once every week in accordance with schedules, routes and policies as established by the Director. Collection days may be adjusted during weeks where the City observes a holiday such that normal City operations are suspended.

b) Yard waste is collected on a regular weekly basis coinciding with the regular residential collection schedule, from April through November, and in January for Christmas Tree collections.

929.09. - Collection charges.

(a) All residential and commercial premise in the City subscribing to city refuse collection service shall be individually billed by the Finance Director in accordance with provisions contained in Section 929.08 of the City Code, unless such charges are waived by the City Manager due to unusual or practical considerations of a particular situation.

(b) In cases where multiple customers occupy the same property or building, the City may elect to invoice the property owner for refuse collection services instead of individual tenants.

(c) Charges for collection of commercial customers shall be based upon the analysis of the type of service rendered and shall be computed by the Director of Public Works in accordance with the Fee Schedule in Section 197.02 of the City Code.

(d) Commercial refuse customers requesting additional dumpster pickups will be charged a fee per pickup.

(e) The monthly collection rate for customers assigned to a publically accessible dumpster shall be determined by the Director, and generally be in line with the rate that would be charged if the customer had an individual refuse container on their respective property.

(f) An individual 55 years of age or older living alone may apply for a senior citizen discount rate.

(g) Bag tags may be utilized as a method of disposing of additional bags of refuse or other household items exceeding the allowable volume of refuse which can be contained within a tipcart with the lid closed. Bag tags may be purchased at a cost set forth in the Fee Schedule in Section 197.02 of the City Code.

(h) When requesting a temporary discontinuation of refuse collection services, a fee provided in the Fee Schedule will be assessed to have the container(s) removed. When the account is reactivated an additional fee will be assessed to have the container(s) returned. If container(s) is/are not removed charges will continue to be assessed on a monthly basis.

(i) Changes to container sizes at the request of the customer will be allowed within a 30-day grace period of the initial establishment of service without a fee being assessed. Changes made after the 30-day grace period will be assessed a fee. Changes will be permitted only twice within a calendar year.

(j) In cases where there are no established rates, the Director may establish classifications of service and fix rates governing such classifications. When such classifications are made and rates established, they shall

have the same force and effect as though they were a part of this Section.

(k) The Director may modify the above charges if particular circumstances or conditions require it.

929.10. - Director's collection rules and regulations.

The Director of Public Works for the purpose of collecting and disposing of refuse, is hereby authorized and directed to make such rules and regulations as are necessary or convenient therefore, such regulations to have the same validity as ordinances when not repugnant thereto or to the Constitution or laws of the State.

929.11. - Private collector requirements.

a) All private collectors shall conform to the rules and regulations regarding licensing requirements as provided within the Ohio Revised Code.

b) The transportation of refuse by private collectors or haulers shall be in vehicles covered in such a manner as to prevent the littering of the public ways of the City in any manner. Collection vehicle requirements are governed by rules and regulations as provided within the Ohio Revised Code.

929.12. - Disposal at an approved site.

No person shall dispose of, bury, burn or dump within the corporate limits of the City any refuse created within or without the City. All refuse shall be conveyed to and disposed of at an appropriately licensed municipal waste disposal site.

929.99. - Penalty.

Whoever violates any provision of this chapter is guilty of a minor misdemeanor. A separate offense shall be deemed committed each day during or on which a violation occurs or continues.

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 10 | DATE: 05/22/2017

ORDINANCE NO: 17-31 | RESOLUTION NO:

READING: SECOND | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Ted Miller, Parks and Natural Resources Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR COMPLETING A MULTI-USE TRAIL EXTENSION ON THE SPRINGFIELD BRANCH TRAIL, AND DECLARING AN EMERGENCY.

BACKGROUND:
The Springfield Branch Trail currently ends at the David St/Ross St intersection and the proposed project would extend the trail approximately 670 feet to Todd St and complete a gap in the current trail system. The requested supplemental is equal to the payment that was required by the City during the Development Plan approvals for the Howald Industrial Park in the amount of $14,000.00. The work will be performed by City staff and is planned to be completed in the summer of 2017.

REASON WHY LEGISLATION IS NEEDED:
An appropriation for this work was not included in the 2017 City Budget.

COMMITTEE RECOMMENDATION:
N/A

FISCAL IMPACT(S):
Requires $14,000.00 allocation from the unencumbered balance of the Project Trust Fund.

POLICY CHANGES:
N/A

PRESENTER(S):
Ted Miller, Parks and Natural Resources Director

RECOMMENDATION:
Approval

ATTACHMENT(S)
Trail Exhibit

ORDINANCE NO. 17-31

AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR COMPLETING A MULTI-USE TRAIL EXTENSION ON THE SPRINGFIELD BRANCH TRAIL, AND DECLARING AN EMERGENCY.

WHEREAS, as part of the development plan approvals for the Howald Industrial Park, the developer agreed to contribute $14,000.00 toward the cost of extending the Springfield Branch Trail from the current terminus west and north to Todd St.; and

WHEREAS, the $14,000.00 payment was received by the City in November of 2016; and

WHEREAS, preparations are being made to construct the trail extension; and

WHEREAS, an appropriation for this work was not included in the 2017 City Budget.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That there is hereby appropriated from the unencumbered balance of the Project Trust Fund, $14,000.00, increasing the following account:

Howald/Springfield Trail (705-7050-5508)	$14,000.00

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Ohio Revised Code.

SECTION 3. EMERGENCY CLAUSE. That this ordinance is hereby declared to be an emergency measure necessary to provide for the public peace, safety, health and welfare of the City and for the further reason to provide timely construction of the new trail extension, and as such will be in full force and be in effect immediately upon its passage.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

EMERGENCY CLAUSE: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

SPRINGFIELD
BRANCH TRAIL

Site Plan

DATE: APRIL 13, 2017
SHEET SIZE: 8.5 x 11

NORTH

SCALE: 1"=200'

0 100' 200' 400'

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 11

DATE: 05/22/2017

ORDINANCE NO: 17-32

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
May 22, 2017 at 7:20 p.m.

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David Efland, Planning and Community Development Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE APPROVING AN AMENDMENT TO CHAPTER 1111 SUBDIVISION REGULATIONS OF THE PLANNING AND ZONING CODE PERTAINING TO ACCEPTANCE OF PUBLIC IMPROVEMENTS AND BONDING.

BACKGROUND:
See attached report.

REASON WHY LEGISLATION IS NEEDED:
Per Chapter 1130.04 Amendments initiated by Planning Commission or City Council.

COMMITTEE RECOMMENDATION:
Planning Commission approved this case 7-0 on May 3, 2017.

FISCAL IMPACT(S):
N/A

POLICY CHANGES:
N/A

PRESENTER(S):
David Efland, Planning and Community Development Director

RECOMMENDATION:
Staff recommends approval

ATTACHMENT(S)
See attached

ORDINANCE NO. 17-32

AN ORDINANCE APPROVING AN AMENDMENT TO CHAPTER 1111 SUBDIVISION REGULATIONS OF THE PLANNING AND ZONING CODE PERTAINING TO ACCEPTANCE OF PUBLIC IMPROVEMENTS AND BONDING.

WHEREAS, the Planning Commission at its meeting of May 3, 2017, recommended approval of an amendment to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding (PC 2016-2797).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the amendment to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding is hereby confirmed, approved, and accepted.

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

PLANNING COMMISSION/STAFF REPORT

CASE NUMBER: 2016-2797
REQUEST: Zoning Code Amendment
PROJECT: Acceptance of Public Improvements & Bonding
MEETING DATE: May 3, 2017

APPLICANT/OWNER
City of Delaware
1 South Sandusky Street
Delaware, Ohio 43015

REQUEST
2016-2797: A request by the City of Delaware for approval of Amendments to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding.

PROPERTY LOCATION & DESCRIPTION
These amendments to the Planning & Zoning Code affect all future subdivisions proposed and constructed in the City of Delaware.

BACKGROUND
The purpose of the amendments to Chapter 1111 is to clarify and expedite the subdivision platting and construction process for applicants and to ensure a final product that achieves compliance with the development standards of the City without compromising the integrity of the current standards and facilitates Staff reviews. Along with basic housekeeping items, the emphases of the revisions pertain to allowing administrative acceptance of public improvements and the minimum bonding requirements for subdivision projects. The Building Industry Administration (BIA) initiated a series of meetings with engineering and planning staff to bring forward issues of concern with the current process and seeking areas of improvement. Part of the concerns pertain to eliminating the City Council level acceptance of public improvements to minimize delays in final approval. Typically, this has been a fairly perfunctory step in the process that could be performed at the Staff level.

STAFF ANALYSIS

- Section 1111.01 Interpretation and Definitions
  - Housekeeping item to revise and update definitions.
- Section 1111.02 Submission, Form and Content of Preliminary Plat
  - Housekeeping item to revise the submission requirements to the Planning Commission to current standards for a Preliminary Plat and eliminate the previous requirements.
- Section 1111.04 Final Plat Submission Requirements
  - Housekeeping item to revise the submission requirements to the Planning Commission to current standards for a Final Plat and eliminate the previous requirements.
- Section 1111.05 Improvement Bonds
  - Eliminated from this Section and moved to Section 1111.17 (d) to achieve practical construction sequence within this Chapter and renamed to "performance bond" for proper terminology.
- Section 1111.06 Maintenance Bonds
  - Eliminated from this Section and moved to Section 1111.17 (e) to achieve practical construction sequence within this Chapter.
- Section 1111.08 Minimum Requirements for Layout of Subdivisions
  - Housekeeping items to revise the text to current standards.
- Section 1111.09 Construction Plans
  - Inserted pre-construction (approved by City Council) and post construction (a final mylar signature plat that is recorded) text to identify the final plat sequence.
- Section 1111.11 Water Supply
  - Housekeeping item to revise text to current standards.
- Section 1111.13 Sanitary Sewage
  - Housekeeping item to revise text to current standards.
- Section 1111.14 Street Signs and Traffic Signals
  - Housekeeping item to revise text to current standards.
- Section 1111.17 Acceptance of Public Improvements by the City.

- Clarifies the acceptance of public improvements (API) process and specific requirements to achieve approval along with revising the approval process from an action by City Council to a staff administrative approval by the Director of Engineering Services.
    - *The proposed revision allows for the same comprehensive engineering and inspection review of subdivisions but expedites the process for the developers to record plats and ultimately build houses because it would eliminate the wait for typical City Council consent agenda approval which occurs a maximum of twice a month.*
- Documents that the majority of the infrastructure improvements (utilities, streets, etc.) shall be completed and approved by the City before a performance bond (relocated from Chapter 1111.05) can be accepted by the City. It clarifies that the following construction and/or site improvements are the item(s) eligible for a performance bond: ADA ramps, final grading/seeding, final wearing course of asphalt, bike path/walk in common areas, pavement markings and rejuvenate, landscaping, lighting, sidewalks and street lights and monument assemblies. This represents what is current practice with the significant and new exception that it extends the ability to bond the final wearing course of asphalt.
    - *The proposed revision clarifies the minimum infrastructure improvements required to be eligible for a performance bond which should make the process and expectations more user friendly and clear in the code for the developers and staff. This generally reflects long standing practices while adding some new opportunities for bonding.*
- Relocated the maintenance bond requirements from Section 1111.06 to Section 1111.17 (e) to insert them in the proper construction sequence of the subdivision process.

- Section 1111.18 Construction of Buildings
    - Housekeeping items to revise the text to current standards.
- Section 1111.22 Minor Subdivision
    - Housekeeping items to revise the text to current standards.

Staff believes the above revisions to the Subdivision Process are clearer, more user friendly and increases the speed of the approval process without compromising the subdivision regulations, zoning code and the general health, safety and welfare of the community. Staff and the BIA have held a series of meetings and discussions concerning these proposed revisions. The conclusion of those discussions was to advance these proposed changes forward for consideration while the BIA would note that they would welcome the opportunity for future discussions and potential additional changes should these revision be acceptable.

STAFF RECOMMENDATION – (2016-2797 ZONING CODE AMENDMENTS TO CHAPTER 1111 - SUBDIVISION REGULATIONS)

Staff recommends approval of amendments to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements, bonding, etc. as documented in the attached revised ordinance.

COMMISSION NOTES:

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

CONDITIONS/MISCELLANEOUS:

_____

_____

_____

_____

FILE:
ORIGINAL:
REVISED: 04/28/2017

EST 1808

CITY OF

DELAWARE

OHIO

NOTICE OF VIOLATION
COMPLIANCE REQUIRED ON OR BEFORE
May 05, 2017

May 03, 2017

Shirley E Robinson
670 Executive Blvd
Delaware OH 43015

Parcel ID:	**51943117008000**
Address:	**59 POTTER ST** **DELAWARE, OHIO 43015**
Reference Number:	**2017-0953**

During a recent inspection of the above referenced property address, grass and weeds were found to be taller than twelve inches in height. Section 905.01 of the City of Delaware Codified Ordinance states that it is a prima-facie violation if high grass and/or weeds of twelve inches or more exist on any lot on any of the following dates: May 15, June 1, June 15, July 1, July 15, August 1, August 15, September 1 or September 15.

The grass and weeds must be cut to a height less than twelve inches. Failure to take this corrective action and fully remedy the violation listed above on or before **May 05, 2017** will result in the City of Delaware taking corrective action, assessing the cost of such action together with incurred administrative costs to the owner of the property. An administrative fee of **$100 plus the cost of contracted services** to correct the violation shall be billed to the record property owner and, if unpaid, shall be assessed against the lot or land.

Notice of such assessment shall be given to the owner of the lot or land charged therewith, or his agent, either in person or left at the usual place of residence or sent by mail, and all assessments not paid within ten days after the giving of such notice shall, after approval by Council, be certified by the Clerk of Council to the County Auditor to be placed on the tax duplicate and collected as other taxes are collected. **Please note that this is the only notice that will be provided concerning this matter at this property in this calendar year.** Any additional violation of Section 905.01 this calendar year will automatically result in the City of Delaware taking corrective action as described above.

Thank you in advance for your timely response to this matter. Please contact the Planning & Community Development Department at (740) 203-1630 with any questions or to discuss this notice of violation. Please have the reference number available when calling.

TITLE THREE - Platting

Chap. 1111. Subdivision Regulations.
Chap. 1115. Water Pollution and Sediment Runoff Control.

SUBDIVISION REGULATIONS

1111.01 Interpretation and Definitions.
1111.02 Submission, form and content of preliminary plat.
1111.03 Approval of preliminary plat.
1111.04 Final plat.
~~1111.05 Improvement bonds.~~1111.05 Left Blank Intentionally
~~1111.06 Maintenance bonds.~~ 1111.06 Left Blank Intentionally
1111.07 Physical considerations.
1111.08 Minimum requirements for layout of subdivisions.
1111.09 Construction plans.
1111.10 Street construction.
1111.11 Water supply.
1111.12 Storm drainage.
1111.13 Sanitary sewage.
1111.14 Street signs and traffic signals.
1111.15 Inspection.
1111.16 Cost of inspection.
1111.17 Acceptance of public improvements by City.
1111.18 Construction of buildings.
1111.19 Dedication of land for public purposes.
1111.20 Areas of governmental purchase rights.
1111.21 Variances by Council.
1111.22 Minor subdivisions.

CROSS REFERENCES

Platting generally - see CHTR. Sec. 107
Recording and acceptance of plats - see CHTR. Sec. 108
Statutory provisions - see Ohio R.C. Ch. 711

1111.01 INTERPRETATION AND DEFINITIONS.

Throughout these subdivision regulations, terms or words used in the present tense include the future, singular terms include the plural and plural terms include the singular, unless otherwise indicated in the text. In addition, throughout this ordinance, certain terms shall be interpreted as follows:

(a) "Shall" signifies a mandatory requirement, one that is not discretionary. "May" signifies a permissive or discretionary requirement.

(b) "Person" includes a firm, association, organization, partnership, trust, company, or similar entity, as well as an individual.

(c) "Used" or "occupied" includes "arranged," "designed," "constructed," "altered," or "intended to be used."

(d) "Lot" includes "plot" and "parcel".

(e) "Structure" includes "building."

In the case of a discrepancy in meaning or implication between the text of this ordinance and any illustration or caption, the text shall control.

Unless the context otherwise requires, the following definitions shall be used in the interpretation and construction of the subdivision regulations.

(a) "Block". In describing the boundaries of a district, "block" refers to the legal description. In all other cases, a "block" refers to the property abutting on one side of a street between intersecting or intercepting streets or a street and a railroad right-of-way or waterway.

(b) "Building" means any structure designed or intended for the support, enclosure, shelter or

protection of persons, animals or property.

(c) "Building Setback Line" means the required minimum horizontal distance between a property line or other line and a building.

(d) City" means the City of Delaware, Ohio.

(e) "Comprehensive Plan " means the general recommended guide, consisting of maps, texts, data, etc. For the future development of the City as adopted in Chapter 1101. Also known as the master plan.

(f) "Commission" means the Planning Commission of the City of Delaware.

(g) "Dwelling unit" means space, within a dwelling, comprised of living, dining, sleeping room or rooms, storage closets, as well as space and equipment for cooking, bathing and toilet facilities; all combined in one habitable unit.

(h) "Easement" means a grant by the property owner or owners, of the use of land for a specific purpose or purposes.

(i) "Engineer" means a registered engineer, authorized to practice professional engineering by the State Board of Registration, as specified in Ohio R.C. 4733.14.

(j) "Frontage" means the boundary of a lot along an existing or dedicated public street or, where no public street exists, along a public way, either publicly-owned or privately-owned.

(k) "Improvements" means street pavements, with or without curb and gutter, sidewalks, water mains, sanitary and storm sewers, street trees and other appropriate items. Also known as public improvements.

(l) "Lot" means a parcel of land, having frontage on a public or private street but not including an alley, that is occupied or designed to be occupied as a unit by one principal building, one apartment complex, one multiple dwelling development or one commercial complex and the accessory buildings customarily incident to it, including such open spaces as required by this ordinance. A lot shall be of record in the Delaware County Recorder's Office.

(1) "Corner lot" means a lot located at the intersection of two streets on which the interior angle of two adjacent sides of the two streets is less than 135 degrees. A lot abutting on a curved street or streets shall be considered a corner lot if the arc is of less radius than 150 feet and the tangents to the curve, at the two points meet the curve or the straight street line extended, form an interior angle of less than 135 degrees.

(2) "Interior lot" means a lot with only one frontage on a street.

(3) "Through lot" means a lot that has either opposite ends or opposite sides, each having frontage on a public street.

(m) "Lot line" means the line of demarcation between properties.

(1) " Front lot line" means the lot line separating an interior lot from the street right-of-way on which it abuts upon a street right-of-way.

(2) "Rear lot line" means the lot line opposite and most distant from the front lot line.

(3) "Side lot line" means any lot line, other than a front or rear lot line. A side lot line separating a lot from a street is called a street side lot line. A side lot line separating a lot from another lot is called an interior side lot line.

(n) "Master Plan" means the general recommended guide, consisting of maps, texts, data, etc. for the future development of the City as adopted in Chapter 1101. Also known as the Comprehensive Plan.

(o) "Open space" means an area open to the sky, which may be on the same lot with a building, and may include, along with the natural environmental features, recreation facilities that the Planning Commission deems permissive.

(p) Planned Development. (See Chapter 1129).

(q) "Plat" means a map of a tract or parcel of land made by a surveyor. Pre-construction plat

map means the plat map initially submitted for review through the required Zoning Code review processes contained elsewhere within this code. Post-construction plat map means the plat map containing all conditions of approval from the pre-construction plat map approval process, any field changes from construction required by the city, and produced in the format required for final signature and recording.

(r) "Public way" means an alley, avenue, boulevard, bridge, channel, ditch, easement, expressway, freeway, highway, land, parking right-of-way, road, sidewalk, street, viaduct, walk, bicycle path, or other ways, in which the general public or a public entity has an access right, or which are dedicated for public access, whether improved or not.

(s) "Public improvement" means street pavements, with or without curb and gutter, sidewalks, water mains, sanitary and storm sewers, street trees and other appropriate items.

(t) "Right-of-way" means a strip of land taken or dedicated for use as a public way. In addition to the roadway, it normally incorporates at least curbs, lawn strips, sidewalks, lighting and drainage facilities, and may include special features, as required by the topography or treatment (such as grade separation, landscaped areas, viaducts, and bridges).

(u) "Roadway" means the portion of a street available for vehicular traffic.

(v) "Street" means, for the purpose of this Chapter, any avenue, boulevard, road, lane, parkway, alley or other way for vehicular traffic shown upon a plat duly approved, filed and recorded in the office of the County Recorder. "Street" includes the land within the right-of-way, whether improved or unimproved. Streets shall be classified as follows:

(1) "Arterial street" means a street which carries vehicular traffic of a State or Federal highway route or a highway primarily for through traffic, carrying heavy loads and large volumes of traffic, usually on a continuous route.

(2) "Collector street" means a street which carries or is expected to carry large amounts of vehicular traffic usually not of an origin or destination primarily in the properties abutting upon the street; a street intended to serve and to provide access to neighborhoods or subneighborhoods. Collector streets can carry traffic from the local streets to the arterial street system, including the principal entrance and circulation routes within residential subdivisions.

(3) "Frontage or marginal access street" means a local or collector street, parallel and adjacent to an arterial or collector street, providing access to abutting properties and protection from arterial or collector streets.

(4) "Local street" means a street which carries vehicular traffic usually originating or ending in the properties abutting on the street.

(5) "Cul-de-sac" means a local street having but one end open for motor traffic; the other end being permanently terminated by a vehicular turnaround.

(6) "Alley" means a public minor way that is intended primarily for vehicular traffic to service the back or side of lots.

(7) "Private street" means a strip of privately owned land providing access to abutting properties.

(w) "Structure" means anything constructed or erected, the use of which requires location on the ground or attachment to something having a fixed location on the ground. Among other things, structures include buildings, mobile homes, walls, fences, and billboards.

(x) "Subdivision" means the division of any parcel of land shown as a unit or as contiguous units on the last preceding tax roll, into two or more parcels, sites or lots for the purpose, whether immediate or future, of transfer of ownership; or, the improvement of one or more parcels of land for residential, commercial or industrial structures involving the division or allocation of land for the opening, widening or extension of any street or streets, except

private streets serving industrial structures; the division or allocation of land as open spaces for common use by owners, occupants or leaseholders or as easements for the extension and maintenance of public sewer, water, storm drainage or other public facilities.

(y) "Surveyor" means a registered surveyor, authorized to practice professional surveying by the State Board of Registration, as specified in Ohio R.C. 4733.14.

(z) "Thoroughfare Plan" means the plan showing major streets and thoroughfares, both existing and proposed, included as a part of the adopted Comprehensive Plan.

(aa) "Tree lawn" means the part of a street not covered by a sidewalk or other paving lying between the property line and the roadway.

(bb) "Yard" means an open space on a lot other than a court, unoccupied and unobstructed from the ground upward, except as otherwise provided in the Zoning Ordinance.

1111.02 SUBMISSION, FORM AND CONTENT OF PRELIMINARY PLAT.

(a) The owner of land who desires to subdivide it shall submit the following information to the Planning and Community Development Department:

1. 2 full copies of the plat at 24"x36" or equivalent.
2. 2 reduced copies of the plat at 11"x17" or equivalent.
3. An electronic copy of the entire submittal as determined appropriate by the Director. ~~3 full-size and 3 reduced size (not to exceed 11" x 17") copies of a preliminary plat to Council for reference to the Planning and Community Development Department and, prior to review by the Planning Commission, shall submit a digital copy (in a format as determined appropriate by the Director).~~
4. The submission shall include the appropriate fees, as established by the codified ordinances.

~~1.~~5. The Director of Planning & Community Development may require additional copies of all documents and may add to or modify the format required. ~~or the City manager, as appropriate~~.

The Director of Planning and Community Development shall review each submitted application to determine compliance with the submission requirements. If the application is deemed insufficient, the Director of Planning and Community Development shall notify the applicant within ten (10) business days of receiving such application of necessary changes or additional information needed. When the application is deemed complete and the application fee has been paid, the Director of Planning and Community Development shall officially accept the application for consideration of the action(s) requested on the date such determination is made. (ORD 02-107 Passed August 26, 2002).

(b) Such Plat shall contain (ORD 03-76 Passed September 22, 2003):

(1) The proposed name of the subdivision.
(2) Locational map and a legal description.
(3) Names and addresses of the owners and developers.
(4) Date.
(5) North point and graphic scale.
(6) Signature block to indicate the approval of the Planning Commission and Council.

(c) The scale of the Plat shall be one inch equals 100 feet, unless the Director of Planning and Community Development approves otherwise. (ORD 03-76 Passed September 22, 2003)

(d) The preliminary plat shall show the following existing conditions:

(1) Boundary lines and total acreage included.
(2) Locations, widths and names of all existing or prior platted streets or alleys, easements, railroad and utility rights of way, parks and public open spaces, permanent buildings and structures, and section and corporation lines. (ORD 03-76 Passed

September 22, 2003)

(3) Existing sewers, water mains, culverts or other underground facilities on or within 500 feet of the tract, unless the Director determines that such information is not needed, indicating pipe sizes, grades and exact locations.

(4) Boundary lines of adjacent tracts and ownership of unsubdivided and subdivided land.

(5) Existing contours with intervals of two feet shall be provided where there are slopes of ten percent (10%) or less. Contours with intervals of five feet are acceptable where slopes exceed ten percent (10%). The necessity of providing topography on previously developed sites shall be determined by Planning Staff.

(e) Elevations shall be based on an indicated sea level datum. Drainage channels, major trees, wooded areas, watercourses and other significant physical features shall be shown.

(f) The preliminary plat shall also show the following concerning proposed conditions:

(1) Layout and widths of street pavements and rights-of-way.

(2) Layout of lots and blocks.

(3) Parcels of land intended to be dedicated or temporarily reserved for public use, or reserved by deed covenant and the conditions proposed for such covenants and for the dedication.

(4) Indication of any lot on which a use other than residential is proposed by the owner.

(5) Notes detailing all special agreements for parks, park development, bike paths, sidewalks in reserves, traffic controls, and similar items that will be installed or developed.

(6) Expanded building setbacks in side yards adjacent to sidewalks or asphalt paths.

(7) Notes indicating all anticipated agreements, improvements, and final plat details.

(8) Lot width and lot frontage lines plus the distance between them, shown graphically with dimensions. (ORD 03-76 Passed September 22, 2003)

(g) A preliminary plat may be submitted concurrent with the final plat. The Director of Planning and Community Development, or his authorized representative, shall have the discretion to process a combined preliminary/final plat in cases involving no new streets (except width expansion of existing right-of-way).

The preliminary plat shall be submitted in digital format approved by the Director of Planning and Community Development plus drawn on standard size reproducible mylar or linen not larger than twenty-four inches by thirty-six inches and no smaller than eleven inches by seventeen inches, unless otherwise authorized. No preliminary plat shall be drawn in sections, unless otherwise authorized. If the preliminary plat is to be drawn in sections, each section shall be accompanied by a key map, showing the location of the several sections.

(h) The preliminary plat shall show the plat divided into phases that indicate the approximate sequence in which the subdivision is to be built. Any changes from the preliminary plat sequencing may be considered by the Planning Commission and approved, if deemed appropriate.

(i) For developments with 50 or more lots, additional submission requirements shall be a Traffic Study to the requirements of the City Engineer plus a Community Impact Assessment, as described in Chapter 1191. (ORD 03-76 Passed September 22, 2003)

1111.03 APPROVAL OF PRELIMINARY PLAT.

All preliminary plats must be reviewed by the Planning Commission, which shall submit a recommendation on each to the City Council.

Failure of the Planning Commission to act within 120 days from the date the application was deemed complete, or an extended period as may be agreed upon, shall, at the election of the applicant, be deemed a denial of the application.

The applicant's determination of denial pursuant to this section does not constitute action by the Planning Commission and does not give the applicant the right to seek Council's approval of the application, unless the Director of Planning and Community Development receives from the applicant notification in writing within 30 days of the end of that 120-day period that a denial due to inaction occurred and that placement on a Council agenda is requested. The applicant shall be placed on a Council agenda no later than 30 days after receipt of that written request by the City.

Preliminary approval of the subdivision plat shall be indicated in the official Minutes. The approval of a preliminary plat by the Planning Commission shall be effective for a maximum period of twelve months, during which time any condition of approval must be met before the preliminary plat may be submitted to Council. If more than one year has elapsed since preliminary approval was granted, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

If the Commission disapproves a preliminary plat, it shall enter into its Minutes the reason for the disapproval.

Within 30 days of action by the Planning Commission and after any conditions of approval have been met, the preliminary plat shall be submitted to Council, unless otherwise agreed to by the applicant. Council shall approve, approve with modifications or not approve the preliminary plat and such action shall be entered in the Minutes of Council.

In no case shall more than twelve months elapse between the time of Planning Commission approval of the preliminary plat and its submission to Council for approval. If more than twelve months has elapsed since preliminary approval was granted by the Planning Commission, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

The approval of a preliminary plat by Council shall be effective for a maximum period of twelve months, during which time a final plat for the tract of land may be submitted for approval. If a final plat has not both been submitted to Council within twelve months of the preliminary plat approval granted by Council and has not been approved within eighteen months of the preliminary plat approval was granted by Council, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

1111.04 FINAL PLAT SUBMISSION REQUIREMENTS (Pre-construction).

The owner of land who desires to subdivide it shall submit the following information to the Planning and Community Development Department:

1. 2 full copies of the plat at 24"x36" or equivalent.
2. 2 reduced copies of the plat at 11"x17" or equivalent.
3. An electronic copy of the entire submittal as determine appropriate by the Director.
4. The submission shall include the appropriate fees, as established by the codified ordinances
5. The Director of Planning & Community Development may require additional copies of all documents and may add to or modify the format required.

The submission of a Final Plat Map (pre-construction) is as described herein which proceeds through the approval processes described herein including review by the Planning Commission and City Council. Thereafter, and if approved by City Council through said process and after acceptance of public improvements, the applicant shall prepare a Final Plat Map (post construction) for review, approval, signature, and recording with the Delaware County Recorder's office as described herein. The Director of Planning and Community Development Shall review each submitted application to determine compliance with the submission requirements. ~~if~~If the application is deemed insufficient, the Director of Planning and Community Development shall notify the applicant within ten (10) business days of receiving such

application of necessary changes or additional information needed. when the application is deemed complete and the application fee has been paid, the Director of Planning and Community Development shall officially accept the application for consideration of the action(s) requested on the date such determination is made. (ORD 04-91 Passed June 14, 2004)

~~The owner of land who desires to subdivide it shall submit 3 full-size and 3 reduced size (not to exceed 11" x 17") copies of a final plat to the Planning and Community Development Department and, prior to review by the Planning Commission, shall submit a digital copy (of a format as determined appropriate by the Director). The submission shall include the appropriate fees, as established by the Codified Ordinances or the City Manager, as appropriate.~~

At the discretion of the Director of Planning and Community Development, the applicant can be required to show any off-site easements within 100 feet of the subject property. (ORD 04-91 Passed June 14, 2004)

(a) The final plat ~~or~~ and supporting documentation shall contain all the information required for the preliminary plat, meet all requirements imposed by the Planning Commission, Rules 4733-37-05 and 4733-37-07 of the then current Ohio Administrative Code, plus include the following (ORD 04-91 Passed June 14, 2004):

(1) The name of the surveyor who made the plat.
(2) Layout, numbers and dimensions of lots and blocks.
(3) Lot width and lot frontage lines plus the distance between them shown graphically with dimensions.
(4) Boundary of plat, based on accurate traverse-with angular and lineal dimensions, and the datum used.
(5) True angles and distances to the nearest established street lines or official monuments, not less than three, accurately described on the plat.
(6) Municipal, township, county or section lines accurately tied to the lines of the subdivision by distances and angles.
(7) Radii, internal angles, points of curvature, tangent bearings and lengths of all chord dimensions.
(8) All lot numbers and lines with accurate dimensions in feet and hundredths.
(9) Boundary monuments shall be composed of durable material, have a minimum length of thirty inches and a minimum cross-section area of 0.2 square inches. Every boundary monument shall be identified with a durable marker bearing the surveyor's Ohio registration number and/or name or company name. One such monument shall be placed at each corner and at each change of direction of the boundary. Center punched railroad spikes shall be placed in the centerlines of all new roads at the limits of the subdivision, at points of curve and at points of tangency. When it is impossible or impractical to set a boundary monument on a corner, the surveyor shall set a reference monument along one of the property lines which intersect at that corner. The datum shall be stated.
(10) Exact location, width and name of all streets and other public ways. Lines of adjoining public and private streets and alleys, with their widths and names and including radii, arcs, points of tangency, and central angles for all curvilinear streets and alleys plus radii for all rounded corners. (ORD 04-91 Passed June 14, 2004)
(11) Accurate outlines. Location, dimensions, acreage, and legal descriptions of any areas to be dedicated or reserved for public use, with the purposes indicated thereon, and of any area to be reserved by deed covenant for the common use of all property owners. (ORD 04-91 Passed June 14, 2004)
(12) A certificate by a surveyor registered in the State that the plat represents a survey

made by him and that all dimensional and geodetic details are correct.

(13) Notarized certification by the owner of the adoption of the plat and the dedication by him to public use of the streets and other public areas shown on the plat.

(14) The proper form for the approval of the Planning Commission and Clerk of Council, with space for signatures, plus providing the ordinance number and date plus Planning Commission case number and date. (ORD 03-76 Passed September 22, 2003)

(15) Space for acceptance by signature of the City Manager of the public improvements required.

(16) Coordinates of property corners, and major intersections within subdivisions shall be shown in the State Plane Coordinate System and either (a) or (b) below(ORD 03-76 Passed September 22, 2003):

(A) Referenced to the Delaware County Monumentation System. The plat must specify which monuments were used to establish the coordinates. A map of the available monuments and their coordinates is available from the City of Delaware Engineer's Office or the Delaware County Map Office.

(B) Coordinates of property corners, and major intersections within subdivisions, referenced to at least three distinct points visible on the City of Delaware or the Delaware County orthophoto. The points shall also be plotted on the recorded survey plat. The City of Delaware Engineering Department will supply a copy of the orthophoto and select the points to be used.

(17) Notes concerning establishment of a homeowners' association or other controlling party.

(18) Notes detailing when parks, park development, bike paths, sidewalks in reserves, traffic controls, and similar items will be installed or developed.

(19) Expanded building setbacks in side yards adjacent to sidewalks or asphalt paths.

(20) Proposed easements (especially including electric and street light easements), as well as their purpose and width. (ORD 03-76 Passed September 22, 2003)

(21) Proposed lighting in compliance with Chapter 1171. (ORD 04-91 Passed June 14, 2004)

(22) Proposed landscaping in compliance with Chapter 1166. (ORD 04-91 Passed June 14, 2004)

(23) A tree preservation plan as required by Chapter 1168. (ORD 04-91 Passed June 14, 2004)

(24) Location of all traffic control devices or signs. (ORD 04-91 Passed June 14, 2004)

(25) Proposed and existing fences and walls. (ORD 04-91 Passed June 14, 2004)

(26) Summary table showing total acres of the proposed development; number of acres devoted to each type of use including streets and open space. (ORD 04-91 Passed June 14, 2004)

(27) Where appropriate, location and configuration of off-street parking areas and loading areas; the arrangement of internal and in-out traffic movement, including access roads and drives; and lane and other pavement markings to direct and control parking and circulation. (ORD 04-91 Passed June 14, 2004)

(28) Detailed engineering plans shall be submitted simultaneously with the final plat for review by the appropriate administrative officials, including sanitary sewers, water and other utilities including fire hydrants, as required and proposed drainage and storm water management. (ORD 04-91 Passed June 14, 2004)

(29) Maps showing existing and proposed grading contours, wooded areas, wetlands, floodplains and other environmental features. (ORD 04-91 Passed June 14, 2004)

(30) The applicant shall submit a copy of an FAA determination report as a result of filing the FAA Form 7460-1, notice of proposed construction or alteration of an object that may affect the navigable airspace. (ORD 04-91 Passed June 14, 2004)

(31) Other information necessary for the evaluation of the final plat, as deemed necessary by the Director of Planning and Community Development or the Planning Commission. (ORD 04-91 Passed June 14, 2004)

(b) The construction plans shall conform to the standards, specifications, regulations, and policies established by the City Engineer.

(c) The final plat (pre-construction) shall be drawn on standard size reproducible mylar twenty-four inches by thirty-six inches in size, unless otherwise authorized. If the final plat (pre-construction) is to be drawn in sections, each section shall be accompanied by a key map, showing the location of the several sections.

(d) The Commission shall approve, approve with modifications, or disapprove the final plat (pre-construction). Failure of the Planning Commission to act within 120 days from the date the application was deemed complete, or an extended period as may be agreed upon, shall, at the election of the applicant, be deemed a denial of the application.

The applicant's determination of denial pursuant to this section does not give the applicant the right to seek Council's approval of the final plat (pre-construction), unless the Director of Planning and Community Development receives from the applicant notification in writing within 30 days of the end of that 120-day period that a denial due to inaction occurred and that placement on a Council agenda is requested. The applicant shall be placed on a Council agenda no later than 30 days after receipt of that written request by the City.

Within 30 days of action by the Planning Commission (which does not occur until completion of all approval conditions, if any), the final plat (pre-construction) shall be submitted to Council, unless otherwise agreed to by the applicant. Council shall approve, approve with modifications or disapprove the final plat (pre-construction) and such action shall be entered in the Minutes of Council. The Director shall inform the applicant when the approval conditions have been completed.

The Commission may approve the final plat (pre-construction) only if it is satisfied that the plat complies in all respects with this Chapter and provided the owner agrees in writing to the following:

(1) That he/she shall make no conveyance of any lot smaller in width or area than indicated on the plat;

(2) That all construction work and materials used in connection with public improvements in the area platted shall conform to the requirements and standards of the City and be installed under the City's supervision; and

(3) ~~That the City shall be notified three days before any construction is begun on such public improvements in order that proper supervision and inspection may be provided.~~ A preconstruction meeting shall be held prior to beginning construction on all projects. All inspection fees shall be paid at or prior to this meeting.

(e) The approval of the Planning Commission shall be indicated ~~by signature of the Director on the final plat map~~in the motion summary record of the Commission, and which shall then be transmitted to Council for consideration. The approval of Council shall ~~likewise~~ be indicated in writing on the final plat map (post construction). The approval of the final plat map (pre-construction) shall be effective for a period of twelve months, unless extended by Council for a specified period of time, during which time all public improvements shown on the final plat map (pre-construction) shall have been completed and accepted unless bonded as provided elsewhere in this chapter.

(f) In no case shall more than twelve months elapse between the date of Planning Commission action on the final plat (pre-construction) and its submission to Council for approval. If more than twelve months has elapsed since the Planning Commission action on the final subdivision plat (pre-construction)

it shall be resubmitted to the Planning Commission for consideration of reapproval.

The approval of a final plat (pre-construction) by Council shall be effective for a maximum period of twelve months, during which time construction of public improvements must be started as evidenced by approval of the City via documented inspections. Within twelve months of the public improvements being started, they must be installed or bonded to be installed per Section 1111.17 - Acceptance of Public Improvements ~~to be installed~~) and approved by the City~~Council~~ or the final subdivision plat (pre-construction) shall be resubmitted to the Planning Commission for consideration of reapproval.

After approval of the final plat map (pre-construction) by the Planning Commission and Council, and acceptance of the public improvements by the City according to the provisions of Section 1111.17, the final plat map (post construction) shall be submitted for review and signature by the City followed by record~~ed~~ing with the County Recorder. The owner shall file and record the final plat map (post construction) with the County Recorder within thirty days of City acceptance of the public improvements. If not recorded within this time, such plat (pre and post construction) shall become null and void. The owner shall provide the City a copy (or copies) of the recorded final plat map (post construction) in a format(s) acceptable to and as required by the City.

~~IMPROVEMENT BONDS.~~ 1111.05 Left Blank Intentionally – moved to Section 1117.11

~~In lieu of completing all or part of the required public improvements, the subdivider may apply for final plat approval by insuring completion of the required improvements by means of an improvement bond, letter-of-credit, or other cash equivalent, as described below:~~

~~At the developer's option, the developer may furnish a bond or bonds payable to the City with sureties acceptable to the City, conditioned upon performance by the owner of the agreement or, in lieu of such bond or bonds may deposit in a bank or savings and loan association in the City or provide an acceptable letter-of-credit or other cash equivalent for a sum of not less than the total estimated improvement cost in a form approved by the City Attorney. Total estimated improvement costs shall be submitted by the developer and the City shall determine the total estimated improvement cost that is to be used for bonding purposes.~~

~~These funds are to be held in escrow to guarantee the satisfactory completion of such public improvements within 18 months the, the form of such escrow to be subject to the approval of the City and which agreement may provide for the making of payments from such funds from time to time upon certificates of the City Manager that the balance remaining after such payments will, in his opinion, be adequate to pay the remaining costs of such public improvements.~~

~~If the installation or construction of all of the public improvements (except street trees) is not complete within 18 months after the City accepts the basic subdivision public improvements, the City may, at its option, use the available amounts to complete the remaining public improvements that have not been completed during lot construction.~~

~~MAINTENANCE BONDS.~~ 1111.06 Left Blank Intentionally – moved to Section 1111.17

~~**For a period of two years from the date that a public improvement is accepted by the City Council, the subdivider shall make such repairs or replacements as may be required by the City or for reasons of defective workmanship or material.**~~

~~The subdivider shall furnish the City with a bond or a certified check in the amount of twenty percent (20%) of the actual construction cost for such public improvement, including, but not limited to, streets, curbs and gutters, water and sewer, stormwater facilities, sidewalks, and street lights.~~

1111.07 PHYSICAL CONSIDERATIONS.

(a) Natural Land Use. Subdivisions should be planned to take advantage of the topography of the land to economize in the construction of drainage facilities, to reduce the amount of grading and to minimize destruction of trees and topsoil.

(b) Land Suitability. If the Planning Commission finds that land proposed to be subdivided is unsuitable for subdivision development due to flooding, inadequate drainage, soil and rock formations with severe limitations for development, susceptibility to mud slides or earth slides, severe erosion potential, unfavorable topography, inadequate water supply or sewage disposal capabilities or any other feature harmful to the health, safety or welfare of the future residents of the proposed subdivision or community, and if from investigations conducted by the public agencies concerned, it is determined that in the best interests of the public, the land should not be developed for the purpose proposed, the Commission shall not approve the land for subdivision unless adequate methods are advanced by the subdivider for solving the problems that will be created by the development of the land.

1111.08 MINIMUM REQUIREMENTS FOR LAYOUT OF SUBDIVISIONS. (ORD 03-76 Passed September 22, 2003)

(a) Street and Block Layout.

(1) The street layout of the subdivision shall be in general conformity with a plan for the most advantageous development of adjoining areas and the entire neighborhood.

A. Where appropriate to the design, proposed streets shall be continuous and in alignment with existing, planned or platted streets with which they are to connect.

B. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions or unless in the opinion of the Planning Commission, such extension is not necessary or desirable for the layout or the most advantageous future development of adjacent tracts. Permanent dead-end streets shall not be permitted unless necessitated by topography. Temporary dead-end streets shall be permitted only as a part of a continuing street plan.

C. Proposed streets shall intersect one another as nearly at right angles as topography and other limiting factors of good design permit.

D. Wherever there exists adjacent to the tract to be subdivided a dedicated or platted and recorded half width street, the other half width of such street shall be platted.

E. Lands abutting highways or principal thoroughfares should be platted to make the lots, if for residential use, desirable for such use by cushioning the impact of heavy traffic on such trafficways, and to minimize interference with traffic on such trafficways as well as the accident hazard.

F. No street names shall be used which will duplicate or be confused with the names of existing streets.

G. Reserve strips controlling access to streets shall be prohibited except where their control is definitely placed in the City under conditions approved by the Commission.

(2) Blocks shall have sufficient width to provide for two tiers of lots of appropriate depth.

A. The length of blocks shall not exceed 1200 feet unless deemed necessary by the Commission.

B. The number of intersecting streets along highways and thoroughfares shall be held to a minimum.

(b) Minimum Right-of-Way Widths of Streets, Alleys and Easements. (ORD 04-91 Passed June 14, 2004)

(1) Arterial streets, as specified in the Thoroughfare Plan, including the typical cross sections, but not less than one hundred (100) feet wide in any case.

(2) Collector streets, as specified in the thoroughfare plan, including the typical cross sections, but not less than seventy (70) feet.

(3) Local streets, as specified in the thoroughfare plan, including the typical cross sections, but not less than sixty (60) feet.

(4) Cul-de-sac bulbs shall have a minimum right-of-way radius of fifty feet and a minimum paved radius of forty feet, when there are four or fewer lots on either side of the street between the beginning of the cul-de-sac and its bulb or when there is less than 250 feet on either side of the street from the intersecting right-of-way to any part of the bulb. (ORD 03-76 Passed September 22, 2003) For any other cul-de-sac, the bulb shall have a minimum right-of-way radius of 67.5 feet, a curbed island with a 25-foot radius, and a minimum paved radius of 56.5 feet for the roadway.

Cul-de-sacs shall be a maximum of 700 feet in length, as measured from the centerline intersection of the cul-de-sac and the street it intersects.

(5) Where easements are required for utilities, their widths shall be at least ten feet along front, side or rear lot lines, or as otherwise determined by the City.

(6) Private streets are not encouraged and shall be permitted only in industrial developments and planned developments, if constructed to public street standards as developed by the City Manager's Office.

(c) Minimum Pavement Widths and Other Public Improvements.

(1) Minimum pavement widths, back to back of curb, required to be installed at the developer's expense, shall be as shown on the thoroughfare plan, including the typical cross sections, but not less than: (ORD 04-91 passed June 14, 2004)

a. forty (40) feet for arterial streets.
b. thirty-six (36) feet for collector streets.
c. thirty-two (32) feet for local streets.

(2) Curbs and gutters shall be installed on all new streets, except ditch sections may be used in industrial subdivisions, if approved by the Planning Commission.

(3) Sidewalks shall be required on both sides of the street. Sidewalks shall be at least five feet in width. Where the majority of lineal feet of existing sidewalk in the same block on the same side of the street is of a different width than five feet, then the width of the majority shall govern. The edge of the sidewalk furthest from the roadway shall be at the right-of-way line. (ORD 02-107 Passed August 26, 2002)

(4) Tree lawns shall be at least seven (7) feet in width to allow for pedestrian safety and proper driveway approaches. Trees to be installed must be certified to be the species approved by the shade tree commission; and installed ~~by~~ per the Delaware Shade Tree Commission and City requirements and guidelines. Trees will be free of disease and pests and come from a state inspected nursery. Proof of nursery inspection is required prior to planting. Trees improperly installed or installed without giving the ~~Parks and Natural Resource Director~~City~~Director of Facilities~~ 48 hours' notice, are subject to immediate removal and replacement by the developer. (ORD 04-91 passed June 14, 2004)

(5) In addition, ~~to sidewalks,~~sidewalks and/or bike paths shall be required in all open spaces in all subdivisions (unless the Planning Commission and Council grant a ~~variance~~an exception), in locations selected by the Planning Commission. In addition,

bike paths shall be provided as shown in the Comprehensive Plan, any specific plan, the Bikepath/Pedestrian Master Plan or to provide local and collector connections to those bike paths shown in ~~the Comprehensive Plan~~said plans.

Bike paths shall meet minimum City requirements and standards for such and shall be at least 8 feet wide. ~~that follow, parallel, or intersect with any arterial road or arterial bike path shall be a minimum of 10' wide~~. All bike paths not located in the public right-of-way shall be within a public access easement.

(6) All utilities shall be installed underground. All electric, telephone, cable TV, and other wired utilities shall be installed in the rear yard within 10 feet of the rear lot line.

(d) Lots. Setbacks that are shown on the recorded final plat (post construction) -shall control the principal use. The then current Zoning Code shall apply to all other aspects of the development~~Zoning Code~~. (ORD 03-76 Passed September 22, 2003)

(1) The size, shape and orientation of lots shall be appropriate for the location of the proposed subdivision and for the type of development contemplated. Lots shall meet the requirements of the Zoning Ordinance.

(2) Every lot shall abut on a public street. (ORD 03-76 Passed September 22, 2003)

(3) Excessive depth in relation to width shall be avoided. A proportion of two to one of depth to frontage shall be normal for lots having a width of sixty feet or more, except as otherwise noted.

(4) Side lot lines shall be approximately at right angles or radial to the street on which the lot faces.

(5) Double-frontage and reversed-frontage lots shall be avoided.

(6) Corner lots for residential use shall be platted wider than interior lots in order to permit conformance with the front yard setback on the side street required by the Zoning Ordinance.

(7) Residential lots fronting or abutting on highways, thoroughfares and other important trafficways should have extra depth to permit deep setbacks for the buildings from such trafficways.

(e) Street and Access Drive Requirements (ORD 02-107 Passed August 26, 2002).

A street shall be required to be publicly dedicated when such street:

(1) Provides access to detached single-family dwellings on a subdivided lot.

(2) Is a major street that connects two existing public streets, is intended to provide a future continuing street system beyond the project boundaries, or is expected to accommodate pass-through traffic going to and from adjacent developments.

Streets that are not so publicly dedicated may be approved as private streets when the ~~planning commission~~City determines that:

(1) The private street is not planned or expected to be extended to serve property outside the development.

(2) Adequate utility easements are provided to the satisfaction of the City and the utilities.

(3) The design and layout of the private street provides adequate and safe access to the intended units, as determined by the City of Delaware Police and Fire Departments.

Access drives shall be permitted in compliance with the following:

(1) An access drive shall serve no more than four (4) units.

(2) An access drive shall extend from a public or private street and shall not connect to any other existing or planned public or private street.

(3) The design and layout of the access drive shall provide adequate and safe access to the intended units, as determined by the City of Delaware Police and Fire Departments.

(f) Private Street and Access Drive Construction (ORD 02-107 Passed August 26, 2002). All elements of a private street that are to be provided shall be constructed in accordance with the construction standards set forth for "private residential pavement section".

(1) However, when the Planning Commission determines that certain elements of a public street do not or should not specifically apply to a private street due to the circumstances of a particular project or portion of a project, the Commission may waive, or permit a modification to the installation of any such element(s) to the extent deemed just and proper provided such relief may be granted without detriment to the public good.

(2) This provision applies to waiving the requirement for curbs and storm sewers when the applicant demonstrates to the satisfaction of the Planning Commission that, based on the topography of the site, open space, density and other environmental considerations, the proposed open natural drainage system will equally satisfy the city's drainage requirements.

Private streets may be constructed with narrower pavement widths than required for public streets, provided that two-way private streets shall be at least 24 feet wide (back-to-back of curb) plus alleys and one-way streets shall be at least 12 feet wide (back-to-back of curb). Where parking is to parking is to be allowed, at least 8 feet of paving shall be added. (ORD 04-91 passed June 14, 2004)

(3) Private streets may be constructed with narrower pavement widths than required for public streets, provided they comply with standards set forth in schedule 1111.07.

(4) Access drives may be constructed to multiple-family residential driveway standards when serving four (4) units or less.

(5) Whenever a private street and/or access drive is included in a development, deed restrictions shall be required which shall specifically include the following language:

> "The undersigned grantee(s) hereby acknowledge(s) that (he, she, they) understand that the premises described herein is located upon a non-dedicated, private street or access drive. And further, the grantee(s) understands that no government body is responsible for care and maintenance of said private street or access drive."

(6) Paved walkways and/or bikeways shall be provided to connect to common open space areas and to provide convenient pedestrian access throughout the development and from the development to other areas of the community. (ORD 04-91 passed June 14, 2004)

1111.09 CONSTRUCTION PLANS.

Construction plans (also known as engineering site improvement plans) shall be prepared by a registered professional engineer and be in accordance with the City's Standard construction specifications and regulations and as required by the Codified Ordinances. Construction plans shall be submitted with the final plat map (pre-construction). Such construction plans ~~shall~~ must receive approval of the City prior to installation and before approval of the final plat map (post construction).

1111.10 STREET CONSTRUCTION.

Streets shall be graded to the full width of the right-of-way and fully constructed with all-weather pavements, concrete curbs and gutters plus sidewalks, and proper storm drains and inlets. Streets and sidewalks shall be constructed to the City's standard construction specifications and regulations.

In no case shall any sidewalk or other public improvement (except street trees) be installed or constructed later than 18 months after the City accepts the street public improvements.

1111.11 WATER SUPPLY.

Where a public water supply main is reasonably accessible, in the judgment of ~~the Planning Commission~~the City, the subdivider shall provide a complete water distribution system adequate to serve the area being platted, including a connection for each lot and fire hydrants. Lack of public water supply can be adequate cause for the ~~Commission~~ City to disapprove a proposed subdivision within the City limits. Water lines shall be constructed to the City's standard construction specifications and regulations.

1111.12 STORM DRAINAGE.

Every subdivision shall be provided with a storm water sewer or drainage system adequate to serve the tributary drainage area and constructed to the City's standard construction specifications and regulations.

1111.13 SANITARY SEWAGE.

Where a public sanitary sewer main is within one mile of the subdivision, the subdivider shall provide a complete sanitary sewer system connected to the public system, including a lateral connection for each lot. Lack of a public sanitary sewer can be adequate cause for the ~~Planning Commission~~City to disapprove a proposed subdivision within City limits. If temporary measures for providing sanitary sewer facilities are approved by the ~~Commission~~City, such temporary measures including but not limited to lift stations, temporary sewer lines or force mains which direct flow to sewers not planned to receive such flow, lands within such subdivision shall be subject to future assessments for relieving the temporary sanitary sewer measures. Proper notation of the City's assessment privileges shall be noted on the subdivision plans and plats and in the conveyance of such lands indicating the possible future assessments. Sanitary sewer lines shall be constructed to the City's standard construction specifications and regulations.

1111.14 STREET SIGNS AND TRAFFIC SIGNALS.

The subdivider, at its expense, shall install street identification and traffic control signs in standard subdivisions in accordance with City specifications and standard drawings. Should traffic signals be required as a result of a proposed development, the subdivider shall either reimburse the appropriate authority for the cost of such signals, pay a proportionate share when they are installed or complete installation at their sole expense as determined and authorized by the City through the processes contained within the codified ordinances of the City.

1111.15 INSPECTION.

Prior to starting any of the work covered by the above plans, after approval thereof, arrangements shall be made to provide for full-time inspection of the work (including street trees) by the City.

1111.16 COST OF INSPECTION.

For a subdivision within the City, the subdivider shall pay the cost as required by the City for review and approval of the plans and specifications, inspections (including street trees) and the cost of the legal services and administrative expenses incident to such improvements.

1111.17 ACCEPTANCE OF PUBLIC IMPROVEMENTS BY CITY.

(a) Prior to acceptance of the public improvements by the City, the following conditions shall be met:

(1) That upon final inspection by the City, the public improvements are found to be built according to City specifications and are in good repair and that all bonds or cash equivalents required by Sections 1111.17 d (Performance Bond) and e (Maintenance Bond)~~1111.05 and 1111.06~~ have been received by the City.

(2) Should any construction items remain uncompleted due to circumstances beyond the applicant's control (as determined by the City), a performance bond or letter of credit for the full amount of the improvement costs shall be submitted along with any other

bond requirements as determined by the City.

~~(3) "As built" construction plans shall be submitted to the City on a reproducible mylar. "As built" construction plans on reproducible mylar or linen, not less than sixteen inches by twenty-two inches and not more than twenty-four inches by thirty-six inches in size, are submitted to the City~~.

(3) Unless bonded per the requirements of this section, ~~A~~a letter of monument ~~certificataion~~certification from a licensed Ohio registered surveyor shall be submitted. It shall certify that all required monuments have been placed in accordance with the construction plans. The letter shall include coordinates and elevation of all monument markers. ~~A letter of monument certification from a licensed Ohio registered surveyor shall be submitted. It shall certify that all required monuments have been placed in accordance with the final plat. The letter shall include the coordinates and elevation of all monument markers.~~

(4) That a two-year maintenance bond as required in Section 1111.~~06~~17e is submitted to the City and the two-year tree replacement bond has been submitted.

(5) That inspection fees have been paid in full.

(6) That a listing of final quantities and sizes of water and/or sewer lines with the cost of each such line be provided.

(b) ~~Council shall enact a resolution accepting such improvements, provided these six conditions have been met and the public improvements have been duly dedicated.~~ The City shall verify that all public improvements have been completed, accepted or bonded and shall issue a letter accepting the public improvements for the subject subdivision if verified. The acceptance may be done administratively by Staff

(c) Acceptance of public improvements shall be required of all public streets, whether a part of a subdivision or not. (ORD 04-91 -passed June 14, 2004)

(d) Performance Bond – The majority of infrastructure improvements shall be completed and approved by the City before a performance bond or cash equivalent ~~can~~will be accepted by the City in its sole discretion. The following construction and/or site improvements are the only item(s) that the City will allow to ~~shall~~ be bonded for completion at its sole discretion:

1. ADA ramps
2. Final grading & seeding
3. Final wearing course of asphalt
4. Bike path/walk in common areas
5. Pavement markings and rejuvenate
6. Landscaping
7. Lighting
8. Sidewalks and street trees
9. Monument assemblies

(e) Maintenance Bond – For a period of two years from the date that a public improvement is accepted by the City, the subdivider shall make such repairs or replacements as may be required by the City or for reasons of defective workmanship or material. The subdivider shall furnish the City with a maintenance bond or cash equivalent in the amount of twenty percent (20%) of the actual construction cost (as determined in final amount by the City) for such public improvements, including but not limited to, streets, curbs and gutters, water and sewer, stormwater facilities, sidewalks and street lights,

(f) "As built" construction plans shall be submitted to the City on a reproducible mylar and in digital form(s) acceptable to the City within 30 days of the completion of the particular infrastructure

element and prior to construction of buildings or as otherwise determined by the City should some of the improvements be bonded per the requirements of this code in which case piece by piece or a series of updated as built drawings may be required by the City.

1111.18 CONSTRUCTION OF BUILDINGS.

Construction of buildings shall not be permitted until all public improvements (except sidewalks, street lights, and street trees) leading to that lot are completed and approved by the City and/or that all bonds or cash equivalents required by Sections 1111.17 d (Performance Bond) and e (Maintenance Bond) ~~05 and 1111.06~~ have been received by the City to ensure completion of ~~the sidewalks and street lights~~said improvements.

1111.19 DEDICATION OF LAND FOR PUBLIC PURPOSES.

The amount of land, a percentage of each residential development or planned residential development, inclusive of streets, which shall be required to be deeded and dedicated shall meet the following standards as applied to the projected dwelling units (D.U.) per acre in residential areas. The minimum standard for open space standard neighborhood parks accepted by the Parks and Recreation~~al~~ Advisory Board and the Department of Recreation services is 2.5 acres per 1000 people.

Land equal to ten per cent of the gross acreage shall be dedicated for public recreational purposes in proposed subdivisions, multi-family developments, and the residential portion of planned developments.

(a) Any land to be dedicated as a requirement of this section shall be reasonably adaptable for use for park and recreation purposes and shall be at a location convenient to the people to be served. Factors used in evaluating the adequacy of proposed park and recreation areas shall include size and shape, topography, geology, tree cover, access and location.

(b) Council, upon recommendation from the Planning Commission, may reduce the land dedication requirement for those recreational areas or facilities which are provided by the owner within the subdivision as a part of the development or in cases where lower density development is anticipated.

(c) Council may, upon recommendation from the Planning Commission, require or accept cash in lieu of the required land dedication. A cash dedication shall be at a rate established every two years by resolution of Council based upon the recommendations of a qualified land appraiser retained by the City to research recent real estate transactions to determine an estimated average value of land per acre with public improvements completed thereon. The decision to accept cash in lieu of parkland shall be made with regard to the availability of City park and recreational facilities and by the population generated by the proposed subdivision.

(d) Cash received in lieu of parkland dedication shall be placed in a special fund for the development of parks and recreational facilities. To the extent possible, the funds should be spent in the area from which they originated.

1111.20 AREAS OF GOVERNMENTAL PURCHASE RIGHTS.

When a proposed development or subdivision contains an area described in the Master Plan or as designated by a public agency as a proposed public building site, park or school, such area shall be dedicated on the plat to a public agency or reserved for acquisition by such an agency within a period of five years by purchase or other means.

1111.21 VARIANCES BY COUNCIL.

Council shall have the power to authorize upon recommendation from the Planning Commission in a specific case, such variances from the terms, provisions or requirements of this Chapter as will not be contrary to the public interest, but only in such cases where, owing to special conditions pertaining to a specific piece of property, a literal enforcement of the provisions or requirements of this Chapter will result in practical difficulty or undue hardship. The spirit of this Chapter shall be observed, public safety

and welfare secured and substantial justice done. A variance is adopted by adoption of the plat.

1111.22 MINOR SUBDIVISIONS.

A proposed subdivision of a parcel of land into only two parcels of land may be submitted by written request to the Planning Commission for approval without submission of a preliminary and final plat provided it does not involve the following:

(a) The opening or extension of any street or road, except the widening in conformance with the Comprehensive Plan.

(b) A private easement of access.

Minor subdivision plat approval may also be sought when the sale or exchange of parcels between adjoining property owners occurs and where such sale or exchange does not create additional building sites and where the lots resulting are not reduced below minimum sizes required by law.

The application shall be accompanied by a plat of survey prepared by a registered surveyor showing the original parcel being divided, the parcel to be divided and conveyed, and contiguous parcels as well as any additional information deemed necessary by the City. If the Planning Commission, acting through delegated authority to the Director of Planning and Community Development, is satisfied that such proposed subdivision is not contrary to applicable platting, subdivision or zoning regulation, or the Comprehensive Plan, it may approve such subdivision by stamping the conveyance "Approved by Planning Commission, City of Delaware, Ohio; no plat required" and affixing the signature of the Director of Planning and Community Development or his designated representative.

If the subdivision is not approved within ten days of its submission, or is disapproved by the Director of Planning and Community Development, it shall automatically be submitted under Section 1111.02, unless withdrawn by the applicant.

The procedure established under this section may be utilized only one time for each parcel of land unless subsequent minor subdivisions are approved by a majority vote of the Commission.

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 12

DATE: 05/22/2017

ORDINANCE NO: 17-33

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
May 22, 2017 at 7:25 p.m.

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David Efland, Planning and Community Development Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE APPROVING A STREET VACATION OF STRATFORD DRIVE FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

BACKGROUND:
See attached staff report.

REASON WHY LEGISLATION IS NEEDED:
To achieve compliance with Section 910 Street and Alley Vacation of the Codified Ordinances.

COMMITTEE RECOMMENDATION:
Planning Commission approved this case 7-0 on May 3, 2017.

FISCAL IMPACT(S):
N/A

POLICY CHANGES:
N/A

PRESENTER(S):
David Efland, Planning and Community Development Director

RECOMMENDATION:
Staff recommends approval as submitted with the documented condition.

ATTACHMENT(S)
See attached

ORDINANCE NO. 17-33

AN ORDINANCE APPROVING A STREET VACATION OF STRATFORD DRIVE FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

WHEREAS, the Planning Commission at its meeting of May 3, 2017 recommended approval of a Street Vacation for Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way (PC 2017-0692).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the Street Vacation for Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, is hereby confirmed, approved, and accepted with the following condition that:

1. The applicant shall contact OUPS to determine if any private utilities are located in the vacated alley right-of-way and shall be responsible for any relocations or easements requested by these utilities (if existing).

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

PLANNING COMMISSION / STAFF REPORT

CASE NUMBER: 2017-0689, 0691-0692
REQUEST: Multiple Requests
PROJECT: Coughlin's Crossing
MEETING DATE: May 3, 2017

APPLICANT/OWNER
Delaware Development Plan LTD
P.O. Box 991
Pataskala, Ohio 43062

REQUEST
2017-0689: A request by Delaware Development Plan LTD for approval of a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.
2017-0691: A request by Delaware Development Plan LTD for approval of a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.
2017-0692: A request by Delaware Development Plan LTD for approval of a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) located east of US 23, west of Stratford Road and north of Meeker Way.

PROPERTY LOCATION & DESCRIPTION
The approximate 77 acre site encompasses fifteen parcels located east of US 23, west of Stratford Road, north of Meeker Way and south of Chesrown Chevrolet and Elliot Estates Subdivision. All the parcels are in the City after the recently approved annexation and are zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District). The zoning to the north is A-1 PMU in the City and FR-1 in the Township, to the south is B-4 PMU (General Business District with a Planned Mixed Use Overlay District) in the City, to the east is FR-1 in the Township and to the west B3 (Community Business District), R-3 (One-Family Residential District) and R-4 (Medium Density Residential District) in the City and FR-1 in the Township.

BACKGROUND/PROPOSAL
In November 2016, the Planning Commission and City Council approved a Rezoning Amendment, Conditional Use Permit, an Amendment to the Comprehensive Plan, Preliminary Development Plan and Preliminary Subdivision Plat for the proposed mixed use development.
Now the applicant is proposing a Final Development Plan for Phase 1 (infrastructure), a Final Subdivision Plat and Street Vacation to subdivide the site and initiate construction for the subject development. The subject site would be subdivided from the existing fifteen parcels to eight developable lots and four reserve areas while vacating Stratford Drive which provides access to the Stratford View Subdivision that is accessed from US 23. The Final Development Plan Phase I (infrastructure) would allow the construction of the public spine road, main trunk utilities including storm water basins, the bike path and the northern landscape buffer adjacent to Elliot Subdivision.

STAFF ANALYSIS

- **ZONING:** As mentioned above, the subject site is zoned A-1 PMU with approved development text and an approved Preliminary Development Plan that would allow the proposed uses and site layout. The Final Development for Phase 1 (infrastructure), Final Subdivision Plat and Street Vacation would have to be approved by the Planning Commission and City Council.
- **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 for each subject phase prior to Final Development Plan approval.

- **UTILITIES:** Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements or as approved by the City Director of Utilities. Specifically, the proposed public sanitary main running north and south across the site needs to be upsized to serve its full tributary area shall be extended to the north property line of the development. The engineering drawings for such improvements shall accompany the submittal of the Final Development Plans for each subject phase.
- **STREET VACATION:** Stratford Drive which accesses US 23 along the northern portion of the site and serves eight lots in the Stratford View Subdivision and two large lots to the north was recently annexed into the City (ordinance 17-08) and now the developer is requesting Stratford Drive to be vacated. The existing houses and appurtenances in the subdivision would be razed for the subject development. Because the subject property owner purchased this entire subdivision and the property adjacent to the subdivision, there are not any adjacent residents to the street right-of-way and the entire street right-of-way would be vacated and deeded over to the subject developer per City Code.
- **SUBDIVISION OF LOTS:** The subject development would be re-subdivided into eight developable lots and four reserve areas (from the existing 15 lots) with a public road extending from Meeker Way north to US 23 per the approved Preliminary Development Plan. There would be two access points for the aforementioned public spine road on US 23. The developable lots would range from 2.69 to 11.47 acres. All the developable lots would have frontage on US 23, Stratford Road and/or the new public road and would meet the minimum bulk requirements of the approved development text. The four reserve areas would range from 0.552 to 3.66 acres with three of the four reserve areas having detention basins. Reserve A (3.59 acres), which is a detention basin and tree preserve, would be located on US 23 just south the southernmost access point (Hawthorn Boulevard) into the development. Reserve B (3.66 acres) is located along Stratford Road just north of the northernmost access point into the development and is primarily a tree preserve with a small detention basin along Stratford Road. Reserve C (2.21 acres) is located at the northwest corner of Meeker Way and Stratford Road and is a detention basin while Reserve D (0.552 acres) is located just south of Meeker Way along Stratford Road and is a remnant piece of land from the Meeker Way road project in 2016. Reserve D shall be identified as a preservation area like the other reserves. Per the approved development text, lots 1, 2 and 5 could be further subdivided utilizing the minor subdivision process if the subject lots meet the minimum bulk requirements. Also, a note shall be placed on the Final Subdivision Plat to include language that an access easement through lot 1 to the Chesrown Property to the north to give access to the public spine road and ultimately US 23 shall be delineated, executed and recorded. The actual alignment and location of the aforementioned access road shall be included in the Final Development Plan of lot 1 or before and the applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submitting any Final Development Plan for lot 1.
- **STREAM PRESERVATION** The Final Subdivision Plat identifies conservation easements along the two creeks that bisect the site along the northern and southwestern portion of the site respectively. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
- **ROADS AND ACCESS:** ODOT, the City and County have approved the traffic impact study and the developer shall be responsible for any improvements and/or financial obligations of the subject mixed use development would have in the area. In Phase 1 (infrastructure), the developer is proposing to construct the public spine road from Meeker Way to US 23 where there would be two access points. The northern most access point would be at the current Wendy's traffic signal and a second access point would be at a proposed traffic signal at Hawthorn Boulevard. A roundabout would be located just east of the Hawthorn Boulevard traffic signal and would stub east into lots 6 and 7 (lot 6 is the location of the primary and lot 7 is the location of the secondary signature commercial buildings for the development). The public spine road has access points stubbed into the adjacent lots per the approved Preliminary Development Plan while the remainder of the private roads would be constructed as each lot is developed with an approved Final Development Plan.
- **PEDESTRIAN CONNECTIVITY:** In Phase 1 (infrastructure), the developer is constructing the bike path from their property line just south of Meeker Way along Stratford Way to the northern property line of the development just south of Elliot Estates Subdivision and then it would extend west just south of the proposed undulating mound to lot 1 and then would extend south on the eastside of the spine road to just north of the proposed roundabout and then would extend east to US 23 and cross US 23 at the Hawthorn Boulevard traffic signal. In addition, a bike easement shall be required from lot 5 to lot 1 to the Chesrown property to the north

for a future bike path when lots 1 and 5 are developed. The required bike path would likely align with the aforementioned access road from lot 1 to the Chesrown property. On other similar projects, the City indicated it would not want a side walk adjacent to US 23 because of safety reasons. The applicant would be required to provide easements for a sidewalk in the event of a long range future potential connection (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) while a condition of approval would require a payment in lieu of construction from the Hawthorn Boulevard intersection south to the Meeker Way intersection along US 23 (Reserve A and lot 3 frontage). Because the development is providing a bike path north of Hawthorn Boulevard to their northern property line, a payment in lieu would not be required for lots 1 and 2 as that pedestrian access would be achieved. This method would ensure space for future such connections if desired while allowing for other priority pathway construction to be addressed in accordance with adopted plans. Typically the payment in lieu would be required after Final Development Plan approval of each lot but would be required for the frontage along Reserve A prior to Final Development Plan Phase 1 (infrastructure) construction drawing approval since it is a reserve. The payment is lieu for the Reserve A portion would be $14,650 (416 linear feet x $35 per linear foot to construct). Except for along US 23, concrete sidewalks 5 feet in width and achieving compliance with minimum engineering requirements shall be provided on one side of the public spine road to connect components of the overall plan. This will ensure the walkability of the site and provide an overall neighborhood feel. These shall be extended into and throughout the site subareas as they develop to ensure full pedestrian connectivity throughout the development.

- **TREE REMOVAL & REPLACEMENT:** A tree survey has been provided that documents the total number, type, size, and health of trees to be preserved and replaced according to the survey of open land, preserves and sample areas and verified by the City of Delaware. Per the approved development text, the developer has agreed upon a replacement fee of $407,200 (4,072 caliper inches) or replanting on the site or adjacent sites (above current landscaping requirements) or combination of the aforementioned options which is required upon any individual Final Development Plan approval. To satisfy this deficiency and facilitate administration of these provisions, the applicant shall pay $100,000 up front or plant 1,000 additional caliper inches of trees as noted above with the approved Final Development Plan Phase 1 (infrastructure). The balance of $307,200 (or 3,072 caliper inches of qualifying replacement trees) shall be paid (if not planted) on a per acre basis as the site developments. The Preliminary Development Plan identifies 67.95 net developable acres which would require $4,521 per acre ($307,200/$67.95) to be paid as development occurs and as given in the process requirements of this section, the zoning text and other tree replacement permits. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat.
- **LANDSCAPING & SCREENING**: In Phase 1 (infrastructure), the developer is proposing to install street trees along the public spine road, install landscaping along Stratford Road from Meeker Way to Reserve B, install landscaping within Reserves A, B and C and install the mounding and landscaping adjacent to Elliot Estates Subdivision along the northern portion of the development. The street trees, the Stratford Road landscaping and the reserve area landscaping meet or exceed the Landscape Plan in the approved Preliminary Development Plan. However, the northern landscape buffer is 40 feet wide including the bike path but is not consistently 6 foot high (actually it appears most of the mound is less than 6 feet high) as required by the approved development text. The mounding and landscaping shall be required west of the creek adjacent to the residential house but could be constructed when lot 1 is developed because of the topography and unknown site layout for lot 1. The remainder of the landscaping would be required upon development of each lot and approved during the Final Development Plan process of each lot. In addition, stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the adopted Gateway & Corridor Plan and with other recently approved developments in the corridor and as approved during the Final Development Plan process. Stone piers expected along US 23 can be installed lot by lot basis as developed but shall be installed in Reserve A with this Final Development Plan Phase 1 (infrastructure) approval. Also, a stone monolith shall be installed at the US 23 and Hawthorn Boulevard entrance into the development per the adopted Gateways and Corridor Plan. Furthermore, the roundabout should have landscaping and/or a monument installed within the interior grass area for aesthetic and safety purposes. The Shade Tree Commission would have to approve all landscape plans.
- **LIGHTING:** The applicant submitted a lighting plan for the public spine road that achieves compliance with the zoning code and development text and has been approved by the Chief Building Official.

- **FUTURE PHASING:** As mentioned throughout the report, the intent of Phase 1 (infrastructure) is to allow the developer to construct the public spine road, install main trunk utilities including storm water basins, install the bike path, install the northern landscape buffer adjacent to Elliot Subdivision and install landscaping along the public street and Stratford Road and within the reserve areas. Any other construction and required site improvements, requirements and amenities per the approved development text would require Final Development Plan approval on a lot by lot and/or building by building basis depending on the future build out of the development.

STAFF RECOMMENDATION (2017-0689 – FINAL DEVELOPMENT PLAN – PHASE 1 INFRASTRUCTRE)
Staff recommends approval of a request by Delaware Development Plan LTD for a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, with 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.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. The proposed public sanitary main running north and south across the site needs to be upsized to serve its full tributary area shall be extended to the north property line of the development All utilities shall be underground except for the street and parking lot light poles.
3. All ponds shall include fountains, bubblers and/or aerators to prevent stagnant water.
4. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
5. The applicant shall be responsible for any roadway improvements and/or financial obligations of the traffic impact study approval per ODOT, City Engineer and County Engineer.
6. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.
7. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
8. The applicant shall be required to provide easements for a sidewalk (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) along US 23 from Hawthorn Boulevard south to Meeker Way. A payment in lieu of construction of $14,560 (416 linear feet x $35 per linear foot to construct) per the City Engineer shall be required along Reserve A prior to approval of the engineering plans for Phase 1 (infrastructure).
9. Except for along US 23, concrete sidewalks shall be 5 feet in width, achieve compliance with minimum engineering requirements and shall be provided on one side of the public spine road.
10. The developer shall install street trees along the public spine road, install landscaping along Stratford Road from Meeker Way to Reserve B, install landscaping around Reserves A, B and C and install the mounding and landscaping adjacent to Elliot Estates Subdivision along the northern portion of the development in Phase 1 (infrastructure) per the landscape plan.
11. The northern mounding and landscape buffer shall be 40 feet wide including the bike path and the mound shall be consistently 6 foot high as required by the approved development text.
12. Stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the adopted Gateways and Corridor Plan. Stone piers expected along US 23 can be

installed lot by lot basis as developed but shall be installed in Reserve A with this Final Development Plan Phase 1 (infrastructure) approval

13. A stone monolith shall be installed at the US 23 and Hawthorn Boulevard entrance into the development per the adopted Gateways and Corridor Plan.
14. The roundabout shall have landscaping and/or a monument installed within the interior grass area for aesthetic and safety purposes.
15. The lot just south of Meeker Way along Stratford Road shall be documented as Reserve D.
16. According to the tree replacement schedule, the applicant shall pay $100,000 or plant 1,000 caliper inches of trees prior to approval of engineering drawings for Phase 1 (infrastructure).
17. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat
18. Any landscape plans shall be reviewed and approved by the Shade Tree Commission.
19. Any lighting plan shall be reviewed and approved by the Chief Building Official and shall be consistent with the zoning code and approved development text.

STAFF RECOMMENDATION (2017-0691 – FINAL SUBDIVISION PLAT)

Staff recommends approval of a request by Delaware Development Plan LTD for a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, 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.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. All utilities shall be underground except for street and parking lot light poles.
3. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.
4. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
5. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat.
6. After the Final Subdivision Plat is approved and recorded, administrative staff level minor lot splits and lot line adjustments may be allowed thereafter so long as the request is consistent with the approved development text and then current zoning regulations. These will be processed pursuant to the minor modifications of the approved development text.

STAFF RECOMMENDATION (2017-0692 – STREET VACATION)

Staff recommends approval of a request by Delaware Development Plan LTD for a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) located east of US 23, west of Stratford Road and north of Meeker Way, with the following condition that:

1. The applicant shall contact OUPS to determine if any private utilities are located in the vacated alley right-of-way and shall be responsible for any relocations or easements requested by these utilities (if existing).

COMMISSION NOTES:

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

CONDITIONS/MISCELLANEOUS:

FILE:
ORIGINAL: 04/26/17
REVISED:

April 5, 2017

Coughlin's Crossing
Phase 1, Final Development Plan
Delaware Development, Ltd.
Delaware, Ohio
Project No. D2910002

Delaware Development, Ltd. is planning a mixed use development for the area north of the new Meeker Way, east of US23, west of Stratford Road, and south of Chesrown Chevrolet. The site improvements will include new mixed retail, office space and residential uses with associated parking, greenspace, and circulation drives. The project received Preliminary Development Plan approval in November 2016 and this submittal is the subsequent Final Development Plan submittal for Phase 1. The following narrative describes what is included in the Phase 1 area as well as the overall intent of the Phase 1 Development.

Phase 1 consist of the construction of the Spine Road and two US23 connector roads and the associated storm sewers. It also includes the stormwater management for the vast majority of the site, with the only exclusion being Lot #5, the North Multi-Family/Residential Part or Subarea 1 and Lot #3, the southwest parcel of Subarea 5. These parcels were excluded from the overall master drainage due to their locations in relation to streams and the natural separation from the rest of the site.

As a request of the Commission and Staff, it is intended that a shared use / bike path be installed with Phase 1 as well as necessary screening along the northern property line. These elements have been included in the Phase 1 plans.

The overall intent of the Phase 1 plan is to create the necessary subarea lots and to make the lots pad ready for the commercial sale of these lots. It is our understanding that any lots to be split / developed in the future will be required to obtain Final Development Plan approval at the time of the development. The project will include a very large earthwork effort and it is best for the development to do this all in one stage. Therefore, to make the lots pad ready, a mass/rough grading plan is included with the Phase 1 Development plan.

Water and sewer extensions are included to provide the necessary services to the lots. Individual service laterals have not been established at this time, but rather mainline access to manholes and/or stubs to allow flexibility in building location within the lots.

1160 Dublin Road, Suite 100, Columbus, Ohio 43215 Tel: 614.441.4222 Fax: 888.488.7340 www.MannikSmithGroup.com

SHADE & SHADE
ATTORNEYS AT LAW
41 N. SANDUSKY STREET, SUITE 410
P.O. BOX 438
DELAWARE, OHIO 43015-0438

DAVID C. SHADE
MICHAEL R. SHADE
MATTHEW F. KEAR

(740) 363-9232
FAX (740) 363-0146

March 29, 2017

David M. Efland
City Planner
City of Delaware
1 S. Sandusky Street
Delaware, OH 43015

Per Email and Hardcopy

Re: Delaware Development Plan, Ltd.
(Coughlin Crossing)
Zoning Change

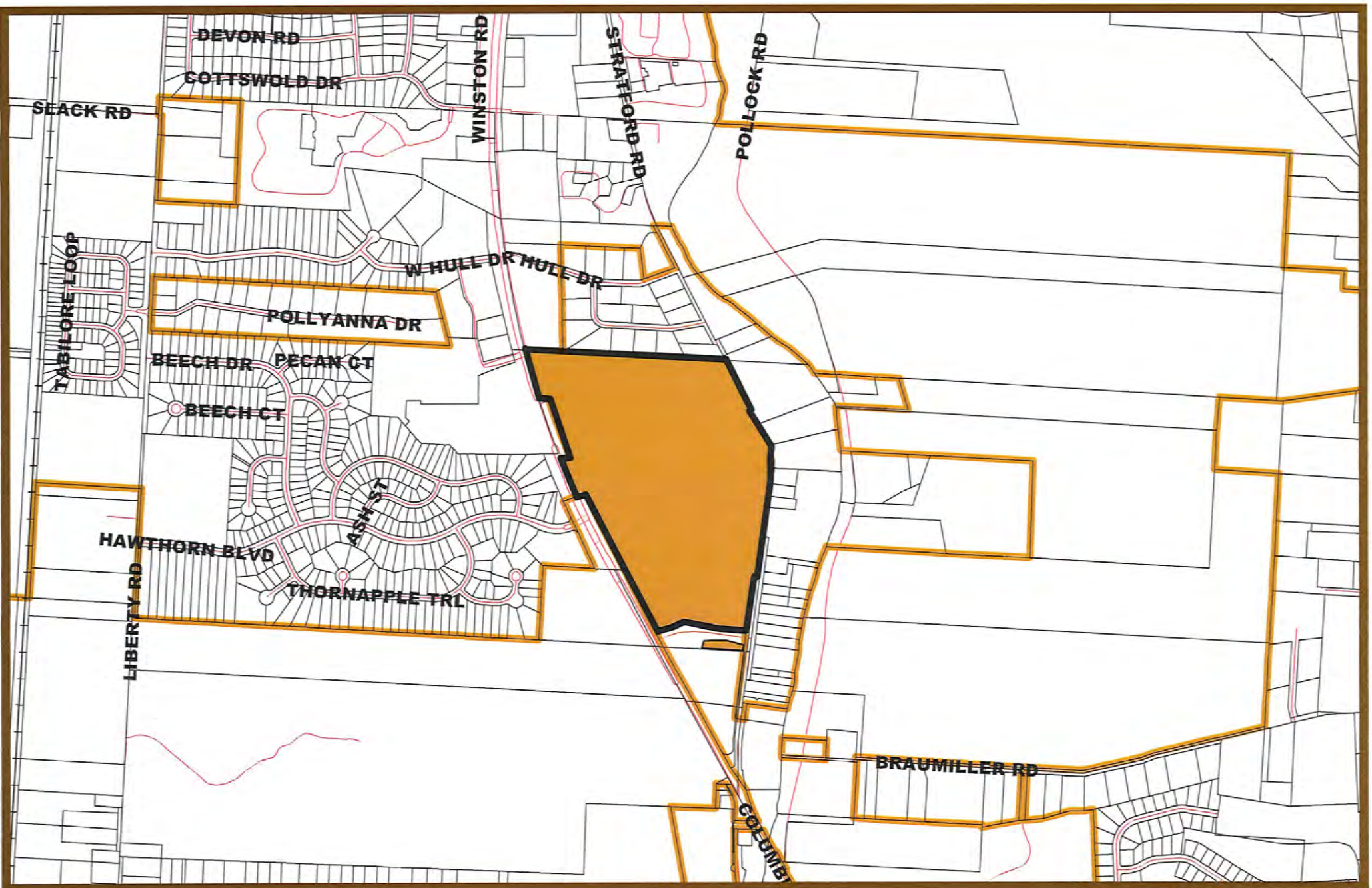
Dear Dave:

The two annexations for Coughlin Crossing were approved on February 27, 2017. The required 30-day referendum period has now passed. Per Preliminary Development Plan and Text, please extend the PMU Zoning to the additional annexed property.

Please call if you have any questions.

Very truly yours,

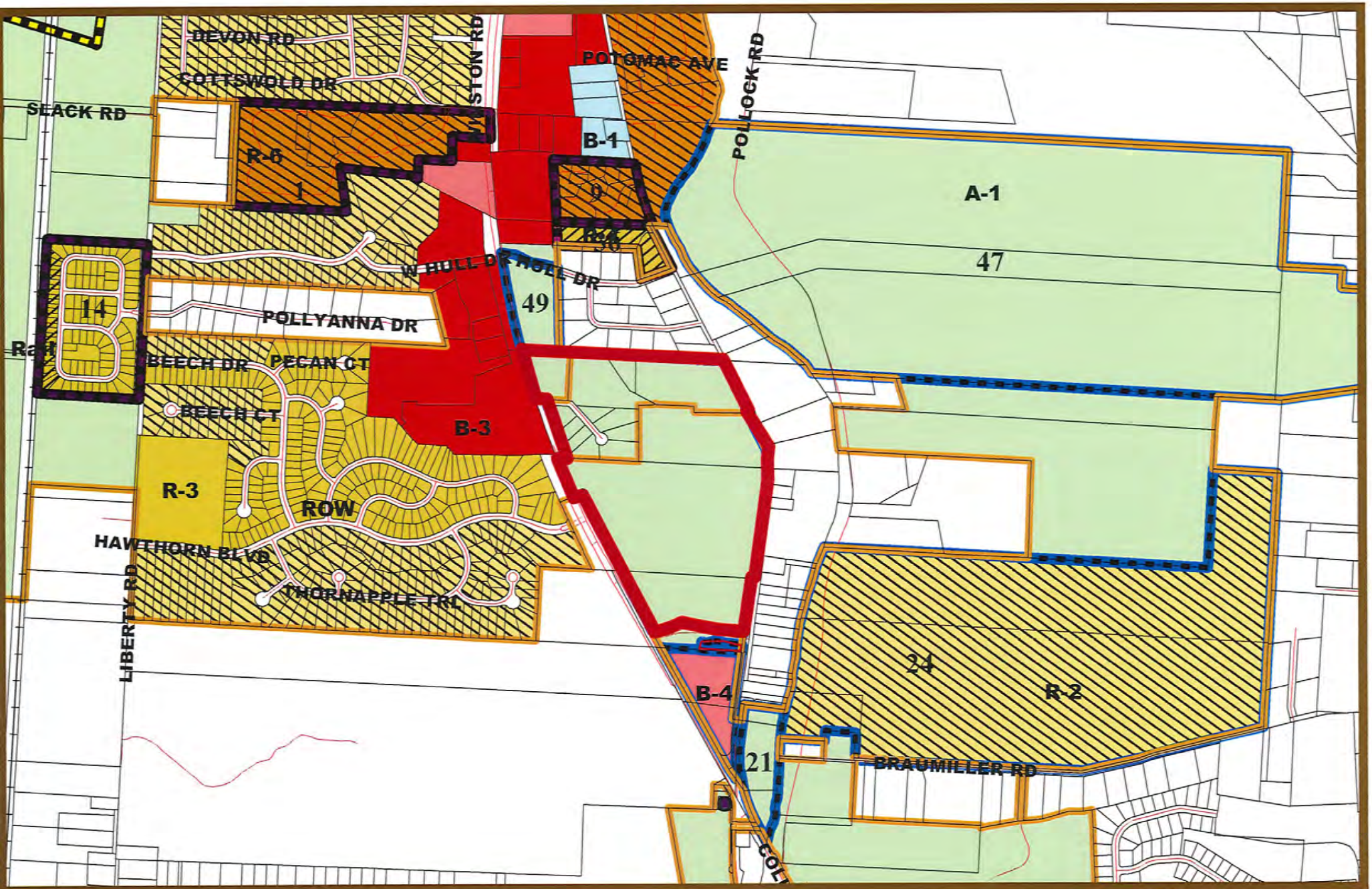
Michael R. Shade
Attorney at Law



EST 1808
CITY OF
DELAWARE
OHIO

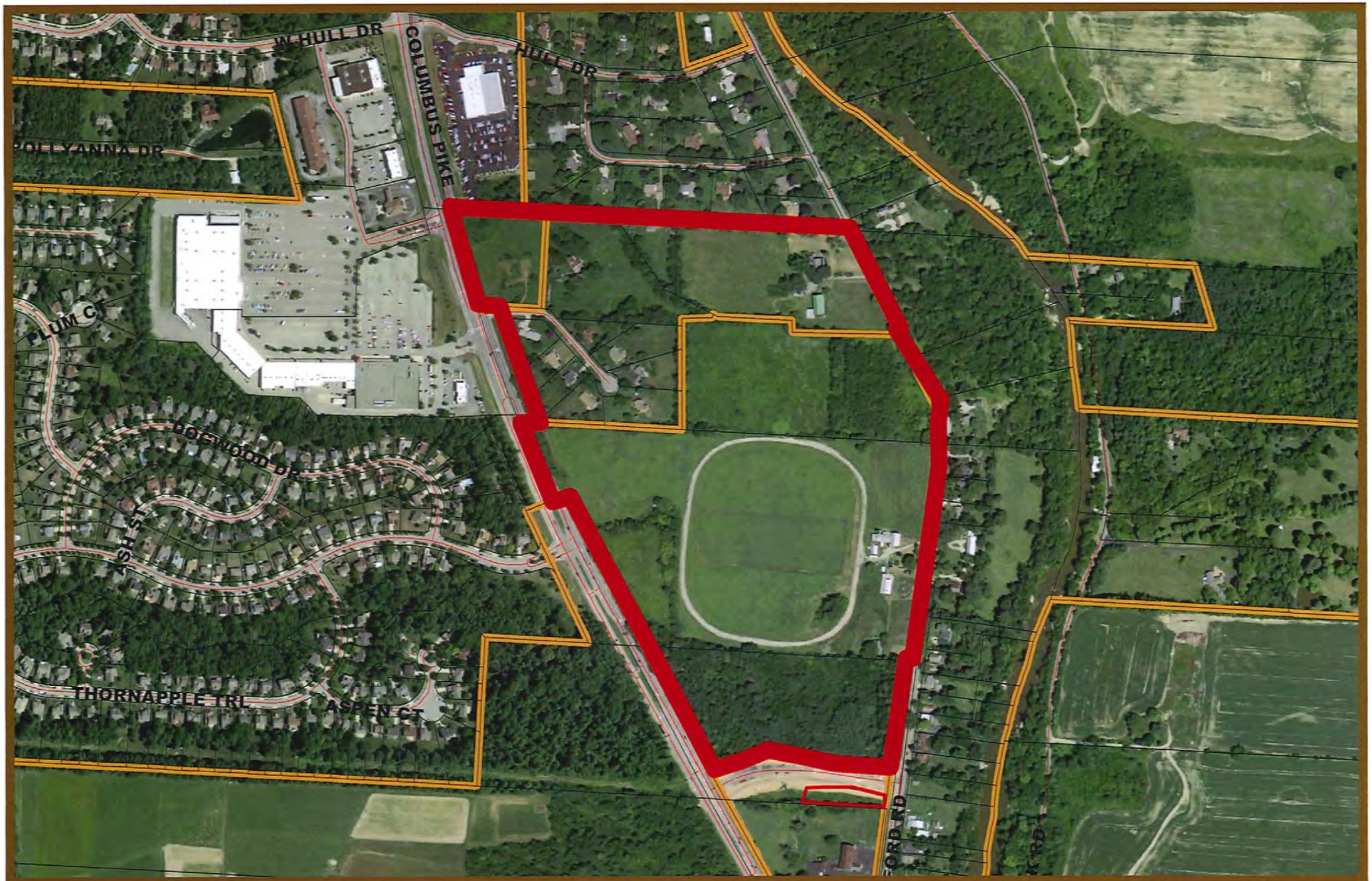
2017-0689, 0691-0692
Final Development Plan Phase 1, Final Subdivision Plat & Street Vacation
Coughlin's Crossing
Location Map

N



EST 1808
CITY OF
DELAWARE
OHIO

2017-0689, 0691-0692
Final Development Plan Phase 1, Final Subdivision Plat & Street Vacation
Coughlin's Crossing
Zoning Map



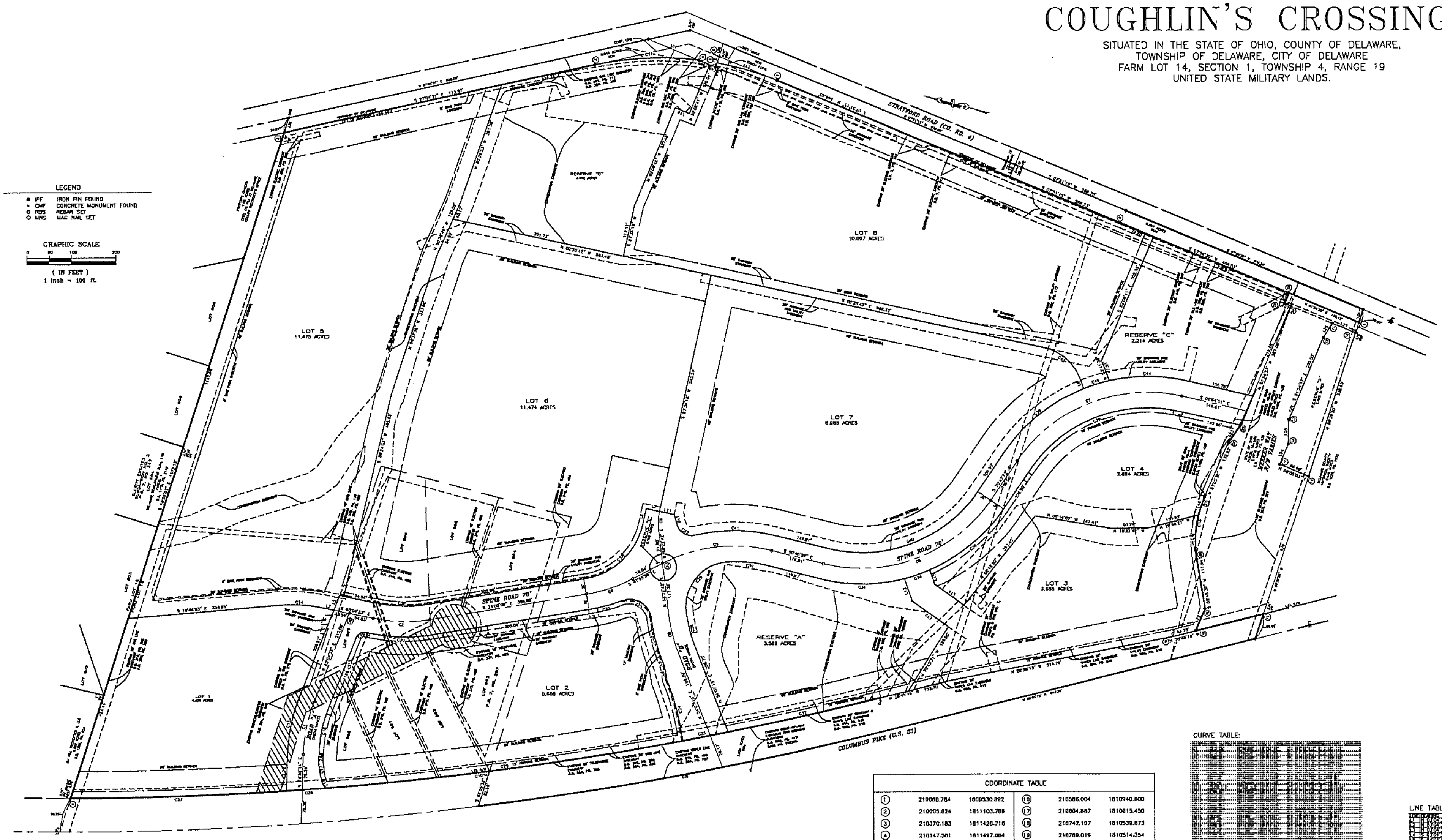
EST 1808
CITY OF
DELAWARE
OHIO

2017-0689, 0691-0692
Final Development Plan Phase 1, Final Subdivision Plat & Street Vacation
Coughlin's Crossing
Aerial (2016)

N

COUGHLIN'S CROSSING

SITUATED IN THE STATE OF OHIO, COUNTY OF DELAWARE,
TOWNSHIP OF DELAWARE, CITY OF DELAWARE
FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
UNITED STATE MILITARY LANDS.



CURVE TABLE:

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4	218147.581	1811497.084	19	216769.019	1810514.354
5	218106.421	1811492.003	20	218568.612	1810094.319
6	218104.309	1811517.239	21	217937.094	1810381.953
7	217965.092	1811497.744	22	216733.327	1811327.199
8	217137.942	1811383.643	23	216730.614	1811302.415
9	216564.638	1811303.694	24	216721.751	1811300.342
10	216560.298	1811278.656	25	216762.123	1811016.119
11	216622.716	1811286.526	26	216779.055	1810968.022
12	216632.911	1811250.272	27	216802.203	1810625.633
13	216661.037	1811052.259	28	216760.614	1810695.357
14	216646.367	1810999.945	29	216734.659	1810593.289
15	216655.269	1810950.442			

LINE TABLE:

[illegible]

DRAWN BY: DJH

LANDMARK SURVEY
GROUP, INCORPORATED
2009 WEST FIFTH AVENUE, COLUMBUS, OHIO 43212
PHONE: (614) 485-9000 FAX: (614) 485-9003
DATE: 4/26/17 FILE NO. 171874

COUGHLIN'S CROSSING

SITUATED IN THE STATE OF OHIO, COUNTY OF DELAWARE,
TOWNSHIP OF DELAWARE, CITY OF DELAWARE
FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
UNITED STATE MILITARY LANDS.

SITUATE IN THE STATE OF OHIO, COUNTY OF DELAWARE, TOWNSHIP OF DELAWARE, CITY OF DELAWARE, BEING PART OF FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19 UNITED STATES MILITARY LANDS, AND BEING LOT 590 OF STRATFORD VIEW AS SHOWN AND DELINEATED IN PLAT BOOK 7, PAGE 257 OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1367, PAGE 1261, LOT 591 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1358, PAGE 1317, LOT 592 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1360, PAGE 281, LOT 593 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1353, PAGE 753, LOT 594 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1372, PAGE 1542, LOT 595 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1354, PAGE 1330, LOT 596 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1352, PAGE 1528, LOT 597 OF SAID STRATFORD VIEW OF WHICH BEING CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1337, PAGE 2887, A 4.675 ACRE TRACT CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1370, PAGE 1550, PART OF A 7.896 ACRE TRACT CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1392, PAGE 784, A 1.00 ACRE TRACT (PARCEL 2) CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1419, PAGE 2142, PART OF A 10.950 ACRE TRACT CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1369, PAGE 2538, PART OF A 32.1655 ACRE TRACT CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1381, PAGE 1250, PART OF A 14.455 ACRE TRACT CONVEYED TO DELAWARE DEVELOPMENT PLAN, LTD., BY DEED OF RECORD IN DEED BOOK 1398, PAGE 1870 AND ALL OF DEDICATED STRATFORD DRIVE (PLAT BOOK 7, PAGE 257), RECORDER'S OFFICE, DELAWARE COUNTY, OHIO.

THE UNDERSIGNED, DELAWARE DEVELOPMENT PLAN, LTD., AN OHIO LIMITED LIABILITY COMPANY, BY ALBERT L. COUGHLIN, JR. AND CHRISTINA COUGHLIN, MANAGING MEMBERS, OWNERS OF THE LANDS PLATTED HEREIN, DULY AUTHORIZED IN THE PREMISES, DOES HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS ITS "COUGHLIN'S CROSSING", A SUBDIVISION CONTAINING LOTS NUMBERED 1 TO 8, AND RESERVES "A" THRU "E" BOTH INCLUSIVE, DOES HEREBY ACCEPT THIS PLAT OF SAME AND DEDICATES TO PUBLIC USE, AS SUCH, ALL OF SPINE ROAD, ROAD "A" AND ROAD "B" (5.117 ACRES OF LAND, MORE OR LESS) SHOWN HEREON AND NOT HERETOFORE DEDICATED.

EASEMENTS ARE HEREBY RESERVED IN, OVER AND UNDER AREAS DESIGNATED ON THIS PLAT AS "EASEMENT" OR "DRAINAGE EASEMENT" OR "CONSERVATION EASEMENT". EACH OF THE AFOREMENTIONED DESIGNATED EASEMENTS PERMIT THE CONSTRUCTION, OPERATION AND MAINTENANCE OF ALL PUBLIC AND QUASI-PUBLIC UTILITIES ABOVE, BENEATH AND ON THE SURFACE OF THE GROUND AND, WHERE NECESSARY, FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF SERVICE CONNECTIONS TO ALL ADJACENT LOTS AND LANDS AND FOR STORM WATER DRAINAGE. WITHIN THOSE AREAS DESIGNATED "DRAINAGE EASEMENT" ON THIS PLAT, AN ADDITIONAL EASEMENT IS HEREBY RESERVED FOR THE PURPOSE OF CONSTRUCTING, OPERATING AND MAINTAINING MAJOR STORM WATER DRAINAGE SWALES AND/OR OTHER ABOVE GROUND STORM WATER DRAINAGE FACILITIES. NO ABOVE GRADE STRUCTURES, DAMS OR OTHER OBSTRUCTIONS TO THE FLOW OF STORM WATER RUNOFF ARE PERMITTED WITHIN DRAINAGE EASEMENT AREAS AS DELINEATED ON THIS PLAT UNLESS APPROVED BY THE DELAWARE CITY ENGINEER. EASEMENT AREAS SHOWN HEREON OUTSIDE OF THE PLATTED AREAS ARE WITHIN LANDS OWNED BY THE UNDERSIGNED AND EASEMENTS ARE HEREBY RESERVED THEREIN FOR THE USES AND PURPOSES EXPRESSED HEREIN.

CERTIFICATION:

WE DO HEREBY CERTIFY THAT WE HAVE SURVEYED THE ATTACHED PREMISES, PREPARED THE ATTACHED PLAT, AND THAT SAID PLAT IS CORRECT. ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. DIMENSIONS SHOWN ALONG CURVES ARE CHORD MEASUREMENTS. MONUMENTATION IS TO BE PLACED UPON COMPLETION OF CONSTRUCTION NECESSARY TO THE IMPROVEMENT OF THIS LAND AND ARE INDICATED BY THE FOLLOWING SYMBOLS:

- ● IPF IRON PIN FOUND
- ■ CMF CONCRETE MONUMENT FOUND
- ○ RBS REBAR SET
- ◇ MNS MAG NAIL SET

SCOTT Q. GRUNDD, P.S. DATE
REGISTERED SURVEYOR NO. 8047

LANDMARK SURVEY GROUP, INCORPORATED
2099 WEST FIFTH AVENUE, COLUMBUS, OHIO 43212
PHONE: (614) 485-9000 FAX: (614) 485-9003

DATE: 3/24/17 FILE NO. 171874

DRAWN BY: DJH

IN WITNESS WHEREOF, ALBERT L. COUGHLIN, JR. AND CHRISTINA COUGHLIN, MANAGING MEMBERS OF, DELAWARE DEVELOPMENT PLAN, LTD., HAS HEREUNTO SET THEIR HAND THIS THIS _____DAY, OF_____ 20___.

SIGNED AND ACKNOWLEDGED IN THE PRESENCE OF:

DELAWARE DEVELOPMENT PLAN, LTD.

_____ BY_____
ALBERT L. COUGHLIN, JR., MANAGING MEMBER

_____ BY_____
CHRISTINA COUGHLIN, MANAGING MEMBER

STATE OF OHIO
COUNTY OF FRANKLIN SS:

BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED ALBERT L. COUGHLIN, JR. AND CHRISTINA COUGHLIN, MANAGING MEMBERS OF DELAWARE DEVELOPMENT PLAN, LTD., WHO ACKNOWLEDGED THE SIGNING AND FOREGOING INSTRUMENT TO BE THEIR VOLUNTARY ACT AND DEED AND THE VOLUNTARY AGT AND DEED OF SAID DELAWARE DEVELOPMENT PLAN, LTD., FOR THE USES AND PURPOSES EXPRESSED HEREIN.

IN WITNESS THEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THIS DAY___OF_____, 20_____.

MY COMMISSION EXPIRES_____ _____
NOTARY PUBLIC, STATE OF OHIO

PC Case No._____approved by the Planning Commission on this _____day of_____20

Approved and accepted this___day of_____20____, by Ordinance No._____, wherein all of Spine Road (5.117 acres of land, more or less) shown dedicated hereon are accepted as such by the City Council of the City of Delaware, Ohio.

Approved this___Day of_____ 20____ _____ Michele Kohler, Acting City Clerk, Delaware, Ohio

Approved this___Day of_____ 20____ _____ R. Thomas Homan, City Manager, Delaware, Ohio

Approved this___Day of_____ 20____ _____ David M. Efland, AICP, Planning AND Community Development Director, Delaware, Ohio

Approved this___Day of _____ 20____ _____ William L. Ferrigno, P.E., Public Works Director/City Engineer, Delaware, Ohio

Approved this___Day of_____ 20____ _____ Brad Stanton, Utilities Director, Delaware, Ohio

Transferred this___day of_____ 20____ _____ Auditor, Delaware County, Ohio

Filed for record this___day of 20___ at M. Recorder, Delaware County, Ohio

Fee $_____
File No. _____

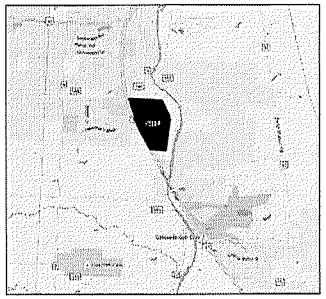
Official Record_____Pages_____

BASIS OF BEARINGS: THE BEARINGS ON SHOWN HEREON ARE BASED ON THE BEARING OF NORTH 25°58'13" WEST, FOR THE EASTERLY LINE OF COLUMBUS PIKE (U.S. 23), BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 DATUM (2011), TAKEN FROM GPS OBSERVATION, TAKEN AT DELAWARE COUNTY ENGINEER MONUMENTS 97-129 AND 97-130.

SOURCE OF DATA: THE SOURCES OF RECORDED SURVEY DATA REFERENCED IN THE PLAN AND TEXT OF THIS PLAT ARE THE RECORDS OF THE RECORDER'S OFFICE, DELAWARE COUNTY, OHIO.

REBAR: REBAR, WHERE INDICATED HEREON, UNLESS OTHERWISE NOTED, ARE TO BE SET AND ARE REBAR, 5/8 INCH DIA. 30 INCHES IN LENGTH, WITH A RED PLASTIC CAP PLACED ON THE TOP END BEARING THE NAME "LANDMARK SURVEY".

PERMANENT MARKERS: PERMANENT MARKERS, WHERE INDICATED HEREON IN THE PUBLIC STREET CENTERLINE, ARE TO BE ONE-INCH DIAMETER, THIRTY-INCH LONG, SOLID IRON PINS, ENCASED IN A STANDARD SURVEY MONUMENT BOX. PINS ARE TO BE SET TO MONUMENT THE POINTS INDICATED, ARE TO BE SET AFTER THE CONSTRUCTION/INSTALLATION OF THE STREET PAVEMENT AND ARE TO BE SET WITH THE TOP END ONE-FOURTH INCH BELOW THE TOP OF THE PAVEMENT. ONCE INSTALLED, THE TOP OF THE PIN SHALL BE MARKED (PUNCHED) TO RECORD THE ACTUAL LOCATION OF THE POINT. PERMANENT MARKERS, WHERE INDICATED HEREON IN POSITIONS OTHER THAN IN THE PUBLIC STREET CENTERLINE, ARE TO BE ONE-INCH DIAMETER, THIRTY-INCH LONG, SOLID IRON PINS. PINS ARE TO BE SET TO MONUMENT THE POINTS INDICATED, AND SET WITH THE TOP END FLUSH WITH THE SURFACE OF THE GROUND AND THEN CAPPED WITH AN ALUMINUM CAP STAMPED LANDMARK SURVEY ONCE INSTALLED, THE TOP OF THE CAP SHALL BE MARKED (PUNCHED) TO RECORD THE ACTUAL LOCATION OF THE POINT.



VICINITY MAP
NOT TO SCALE

NOTE "A": NO VEHICULAR ACCESS TO BE IN EFFECT UNTILL SUCH TIME AS THE PUBLIC STREET RIGHT-OF-WAY IS EXTENDED AND DEDICATED BY PLAT OR DEED.

NOTE "B": THE PURPOSE OF THE PLAT IS TO SHOW CERTAIN PROPERTY, RIGHTS OF WAY, AND EASEMENT BOUNDARIES AS OF THE TIME OF PLATTING. AT THE REQUEST OF THE ZONING AND PLANNING AUTHORITIES AT THE TIME OF PLATTING, THIS PLAT SHOWS SOME OF THE LIMITATIONS AND REQUIREMENTS OF THE ZONING CODE IN EFFECT ON THE DATE OF FILING THIS PLAT FOR REFERENCE ONLY. THE LIMITATIONS AND REQUIREMENTS MAY CHANGE FROM TIME TO TIME AND SHOULD BE REVIEWED TO DETERMINE THE THEN CURRENT APPLICABLE USE AND DEVELOPMENT LIMITATIONS OF THE ZONING CODE AS ADOPTED BY THE GOVERNMENT AUTHORITY HAVING JURISDICTION. THE THEN APPLICABLE ZONING CODE SHALL HAVE CONTROL OVER CONFLICTING LIMITATIONS AND REQUIREMENTS THAT MAY BE SHOWN AS ON THIS PLAT. THIS NOTE SHOULD NOT BE CONSTRUED AS CREATING PLAT OR SUBDIVISION RESTRICTIONS. PRIVATE USE RESTRICTIONS, COVENANTS RUNNING WITH THE LAND OR TITLE ENCUMBRANCES OF ANY NATURE, EXCEPT TO THE EXTENT SPECIFICALLY IDENTIFIED AS SUCH.

NOTE "C": NOTICE IS HEREBY GIVEN TO ANY BUYER OF THE LOTS DELINEATED UPON THIS PLAT, THAT ON FILE WITH THE ENGINEERING SERVICES DEPARTMENT OF THE CITY OF DELAWARE, ARE SITE IMPROVEMENT PLANS FOR THE DEVELOPMENT OF SAID LOTS SHOWING PROPOSED LOT DRAINAGE, PROPOSED GROUND ELEVATION AT THE HOUSE AND/OR LOT GRADING PLANS. THESE PLANS, AS APPROVED BY THE GOVERNMENTAL AGENCIES, ARE CONSIDERED PART OF THE APPROVAL OF THIS SUBDIVISION AND ARE TO BE INCORPORATED INTO THE FINAL SITE PLAN REQUIRED WITH THE BUILDING PERMIT.

NOTE "D": ALL UTILITIES WITHIN "COUGHLIN'S CROSSING" SHALL BE INSTALLED UNDERGROUND. ELECTRIC, TELEPHONE AND CABLE T.V. LINES AND THE ABOVE GROUND PEDESTALS SHALL BE LOCATED IN REAR YARD ACCESS EXCEPT WHERE A SERVICE FEED MUST CROSS A STREET RIGHT OF WAY OR ENTER THE SUBDIVISION.

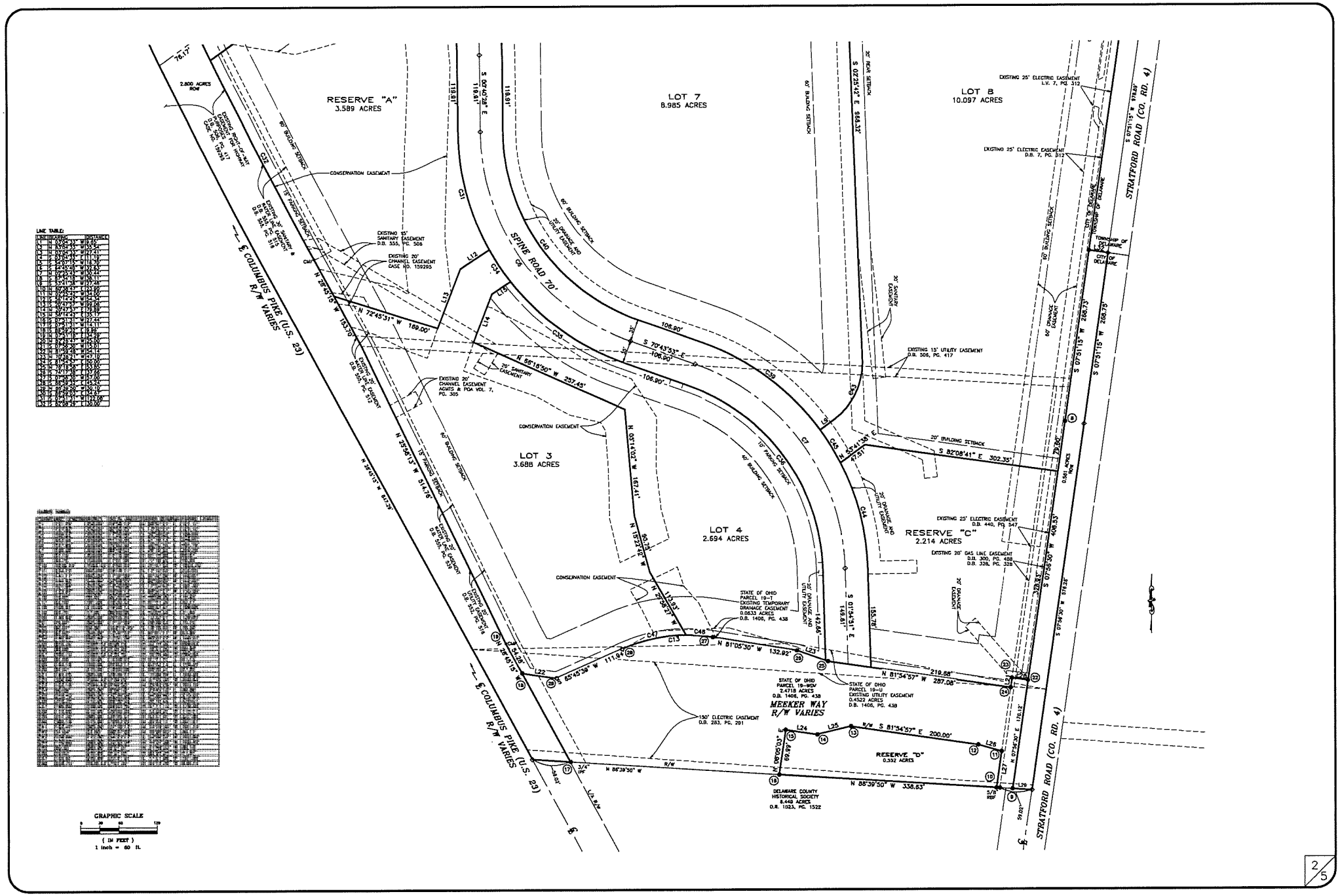
NOTE "E": ACREAGE BREAKDOWN:
TOTAL ACREAGE 77.102
ACREAGE IN REMAINING LOTS 58.407
ACREAGE IN RESERVES 10.082
ACREAGE IN RIGHT-OF-WAY 8.612

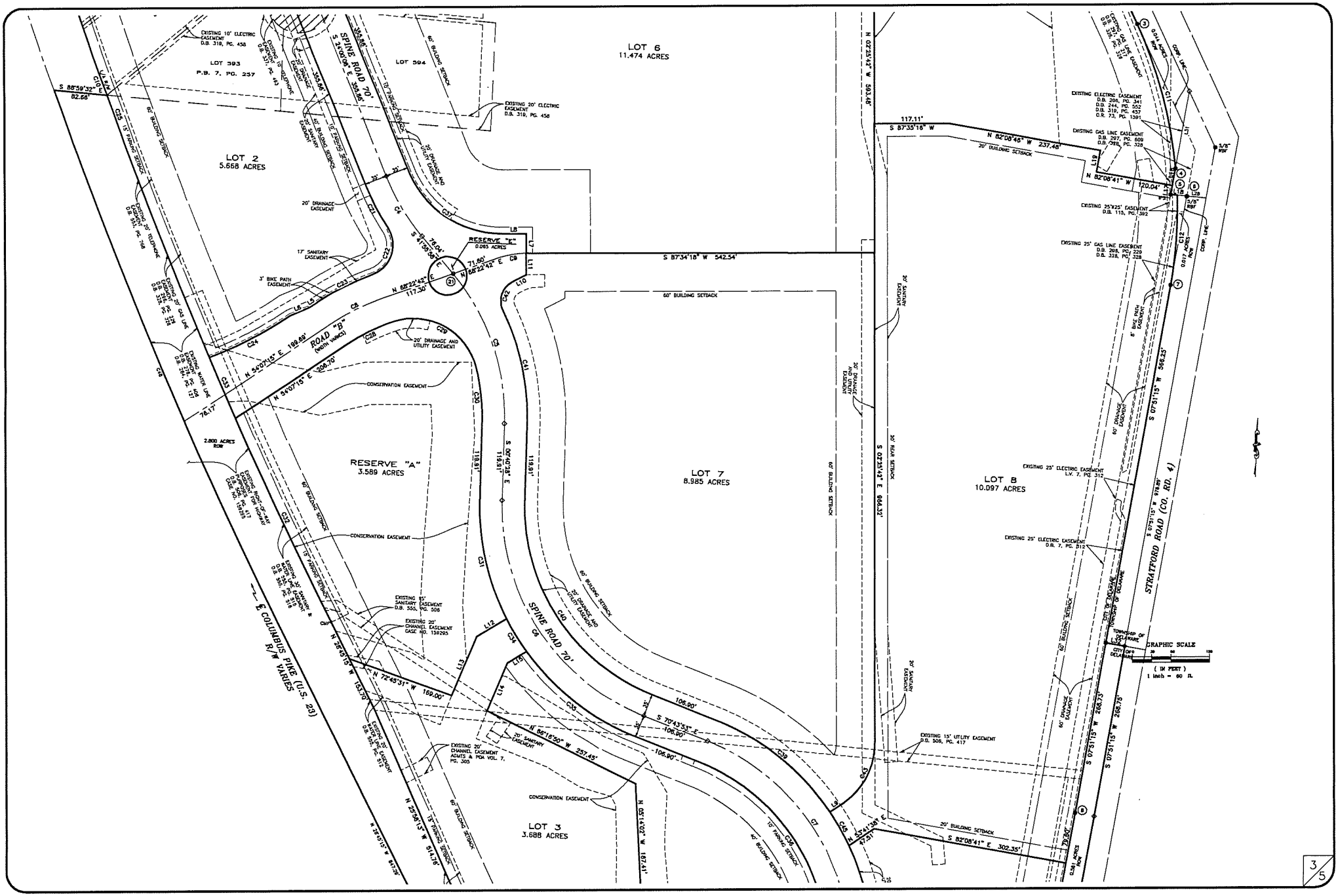
NOTE "F": AS PER CITY OF DELAWARE ZONING CODE, ALL LOTS WITHIN COUGHLIN'S CROSSING ARE SUBJECT TO THE TERMS, CONDITIONS, RESTRICTIONS AND SPECIAL ASSESSMENT DISTRICT AS OUTLINED IN THE DEVELOPMENT TEXT FOR COUGHLIN'S CROSSING SAID TEXT BEING APPROVED ON _____, 2018 BY ORDINANCE NO. _____, ON FILE AT THE CITY OF DELAWARE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT.

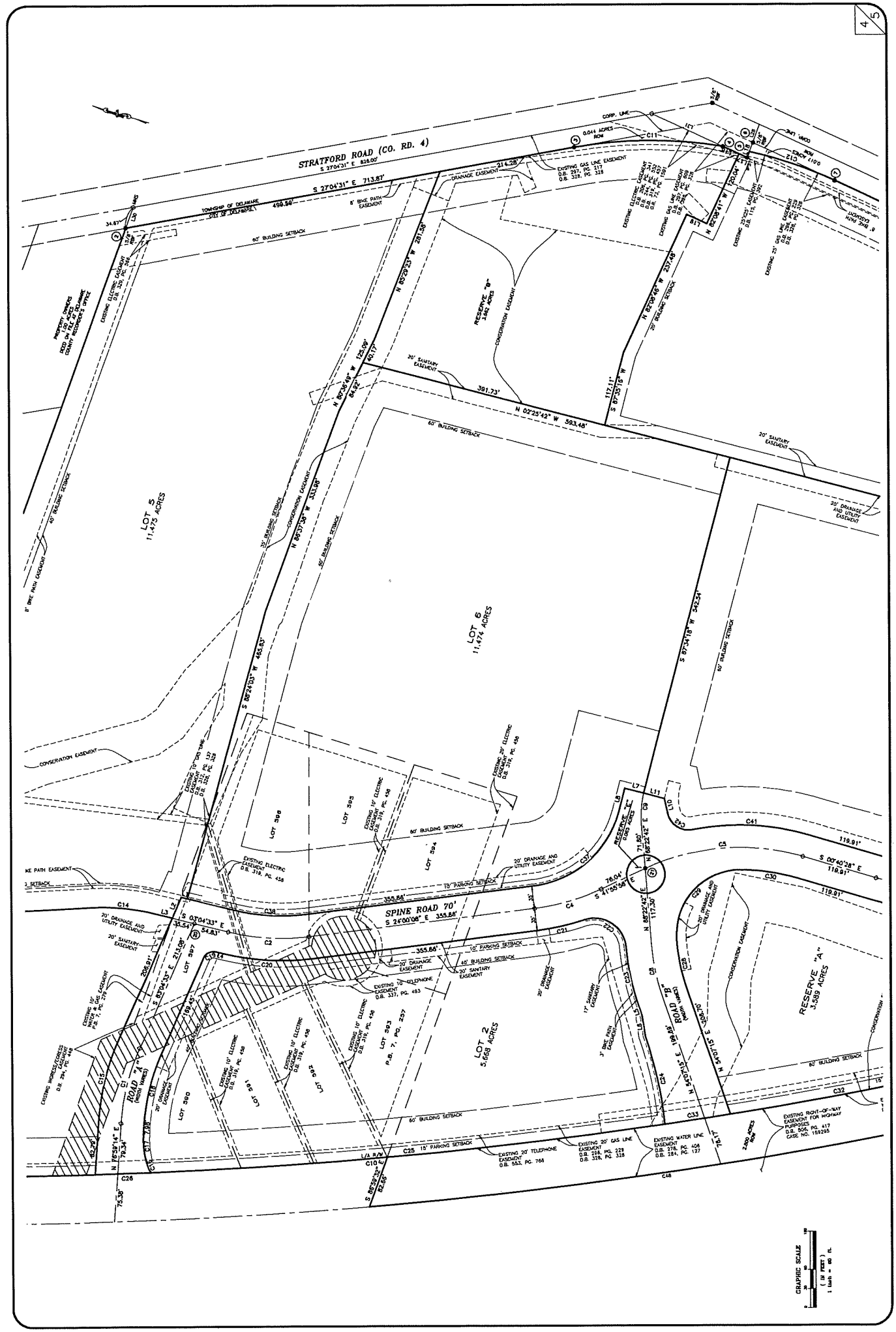
NOTE "G": – RESERVE "A" AND "C": AS SHOWN AND DELINEATED HEREON, SHALL BE OWNED AND MAINTAINED BY AN ASSOCIATION COMPROMISED OF THE OWNERS OF THE FEE SIMPLE TITLES TO THE RESERVES IN THE COUGHLIN'S CROSSING SUBDIVISION FOR THE PURPOSE OF OPEN SPACE AND STORMWATER RETENTION FACILITIES.

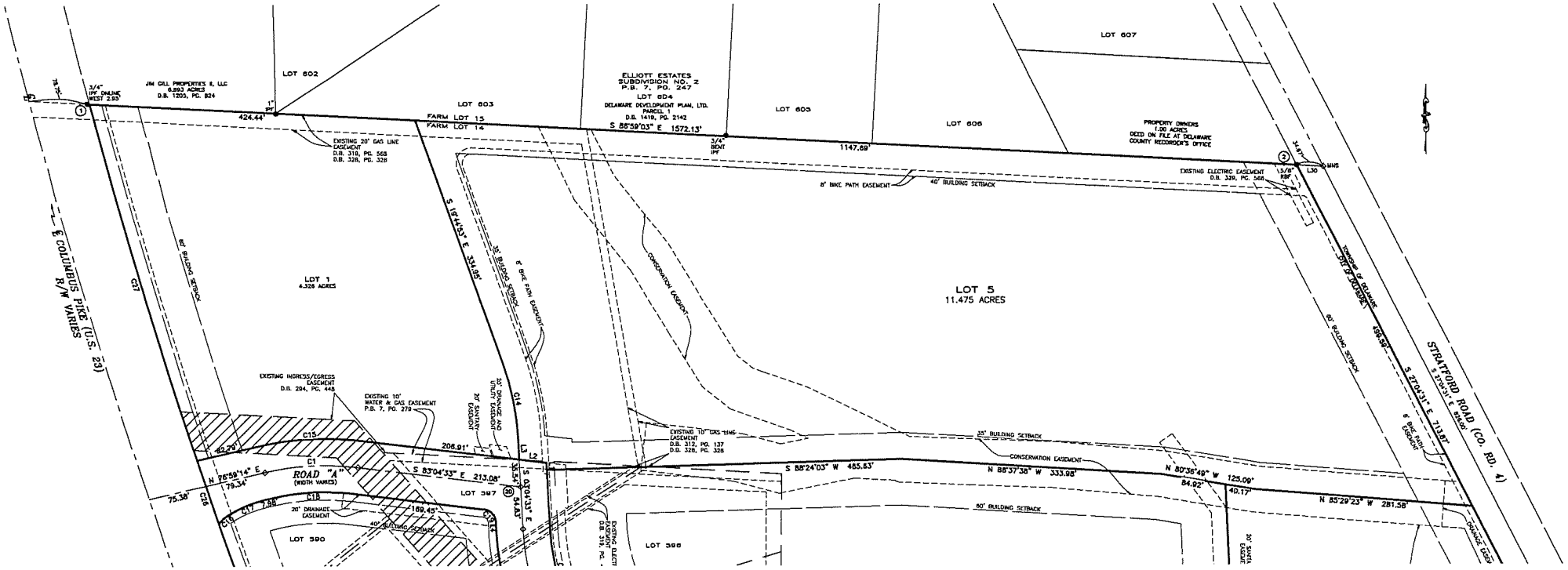
NOTE "H": AT THE TIME OF THIS PLATTING, ELECTRIC, CABLE AND TELEPHONE SERVICE PROVIDERS HAVE NOT ISSUED INFORMATION REQUIRED SO THAT EASEMENT AREAS, IN ADDITIONTO THOSE SHOWN ON THIS PLAT AS DEEMED NECESSARY BY THESE PROVIDERS FOR THE INSTALLATION AND MAINTENANCE OF ALL OF THEIR MAIN LINE FACILITIES, COULD CONVENIENTLY BE SHOWN ON THIS PLAT. EXISTING RECORDED EASEMENT INFORMATION ABOUT "COUGHLIN'S CROSSING" OR ANY PART THEREOF CAN BE ACQUIRED BY A COMPETENT EXAMINATION OF THE THEN CURRENT PUBLIC RECORDS, INCLUDING THOSE IN THE DELAWARE COUNTY RECORDER'S OFFICE.

▨ EXISTING STRATFORD DRIVE (0.815 ACRES, P.B. 7, PG. 257) RIGHT-OF-WAY TO BE VACATED UPON RECORDING OF THIS PLAT.


RESERVE "A"
3.589 ACRES
LOT 7
8.985 ACRES
LOT 8
10.097 ACRES
LOT 3
3.688 ACRES
LOT 4
2.694 ACRES
RESERVE "C"
2.214 ACRES
RESERVE "D"
0.332 ACRES
SPINE ROAD 70'
MEEKER WAY
R/W VARIES
℄ COLUMBUS PIKE (U.S. 23)
R/W VARIES
STRATFORD ROAD (CO. RD. 4)
CONSERVATION EASEMENT
EXISTING 15' SANITARY EASEMENT D.B. 555, PG. 508
EXISTING 20' CHANNEL EASEMENT CASE NO. 159203
EXISTING 20' CHANNEL EASEMENT ACMTS & POA VOL. 7, PG. 305
EXISTING 25' ELECTRIC EASEMENT L.V. 7, PG. 312
EXISTING 25' ELECTRIC EASEMENT D.B. 7, PG. 312
EXISTING 15' UTILITY EASEMENT D.B. 506, PG. 417
EXISTING 25' ELECTRIC EASEMENT D.B. 440, PG. 547
EXISTING 20' GAS LINE EASEMENT D.B. 300, PG. 488 D.B. 328, PG. 328
STATE OF OHIO PARCEL 19-I EXISTING TEMPORARY DRAINAGE EASEMENT 0.0633 ACRES D.B. 1406, PG. 438
STATE OF OHIO PARCEL 19-WDW 2.4718 ACRES D.B. 1406, PG. 438
STATE OF OHIO PARCEL 19-U EXISTING UTILITY EASEMENT 0.4522 ACRES D.B. 1406, PG. 438
150' ELECTRIC EASEMENT D.B. 283, PG. 291
DELAWARE COUNTY HISTORICAL SOCIETY 8.440 ACRES O.R. 1023, PG. 1522
CITY OF DELAWARE
TOWNSHIP OF DELAWARE
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.


LOT 6
11.474 ACRES
LOT 2
5.688 ACRES
LOT 7
8.985 ACRES
LOT 8
10.097 ACRES
LOT 3
3.688 ACRES
RESERVE "A"
3.589 ACRES
RESERVE "E"
0.065 ACRES
SPINE ROAD 70'
ROAD "B"
(WIDTH VARIES)
STRATFORD ROAD (CO. RD. 4)
E COLUMBUS PIKE (U.S. 23)
R/W VARIES
LOT 593
P.B. 7, PG. 237
LOT 594
S 87°34'18" W 542.54'
N 82°08'46" W 237.48'
N 82°08'41" W 120.04'
S 82°08'41" E 302.35'
S 07°51'15" W 598.25'
S 07°51'15" W 268.73'
S 07°51'15" W 268.75'
S 02°25'42" E 904.32'
N 07°25'42" W 594.40'
S 88°59'32" E 82.66'
N 54°07'15" E 199.69'
N 54°07'15" E 208.70'
N 72°43'31" W 169.00'
N 86°18'50" W 257.45'
N 25°41'30" E 87.51'
S 70°43'53" E 106.90'
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.


STRATFORD ROAD (CO. RD. 4)
S 27°04'31" E 826.00'
S 27°04'31" E 713.87'
TOWNSHIP OF DELAWARE
CITY OF DELAWARE
490.58'
8' BIKE PATH EASEMENT
DRAINAGE EASEMENT
214.28'
EXISTING GAS LINE EASEMENT
D.B. 297, PG. 417
D.B. 328, PG. 328
0.044 ACRES ROW
CORP. LINE
60' BUILDING SETBACK
PROPERTY OWNERS DEED IN FILE AT THE DELAWARE COUNTY RECORDER'S OFFICE
EXISTING ELECTRIC EASEMENT
D.B. 320, PG. 396
N 85°29'23" W 291.59'
RESERVE "B" 3.882 ACRES
CONSERVATION EASEMENT
N 82°09'46" W 237.48'
20' BUILDING SETBACK
EXISTING 25' GAS LINE EASEMENT
D.B. 328, PG. 328
EXISTING 25' GAS LINE EASEMENT
D.B. 297, PG. 417
D.B. 328, PG. 328
N 82°09'41" W 120.04'
8' BIKE PATH EASEMENT
20' SANITARY EASEMENT
391.73'
N 00°36'49" W 125.09'
N 00°25'42" W 593.48'
S 87°35'12" W
117.11'
LOT 5
11.475 ACRES
40' BUILDING SETBACK
8' BIKE PATH EASEMENT
N 88°37'36" W 335.98'
S 88°24'03" W 465.83'
LOT 6
11.474 ACRES
S 87°34'18" W 542.34'
20' DRAINAGE AND UTILITY EASEMENT
CONSERVATION EASEMENT
EXISTING 20' ELECTRIC EASEMENT
D.B. 319, PG. 456
EXISTING 10' ELECTRIC EASEMENT
D.B. 319, PG. 456
EXISTING 10' GAS LINE EASEMENT
D.B. 319, PG. 328
EXISTING ELECTRIC EASEMENT
D.B. 319, PG. 456
LOT 398
LOT 395
LOT 394
RESERVE "C"
4.665 ACRES
71.60'
N 88°22'42" E
76.04'
S 41°55'58" E
117.30'
C41
119.91'
S 00°40'38" E
119.91'
C30
C29
10' PARKING SETBACK
355.86'
SPINE ROAD 70'
S 24°00'08" E 355.88'
C14
L3
S 03°04'33" E
34.61'
54.83'
20' DRAINAGE AND UTILITY EASEMENT
20' SANITARY EASEMENT
C38
C4
C21
C22
C2
C19
C20
20' DRAINAGE EASEMENT
40' BUILDING SETBACK
20' SANITARY EASEMENT
EXISTING 10' TELEPHONE EASEMENT
D.B. 317, PG. 483
20' DRAINAGE EASEMENT
17' SANITARY EASEMENT
3' BIKE PATH EASEMENT
ROAD "B"
(MAIN ENTRY)
N 45°07'15" E 198.88'
N 45°07'15" E 1,026.70'
RESERVE "A"
3.589 ACRES
CONSERVATION EASEMENT
LOT 397
S 82°04'33" E 211.09'
206.91'
EXISTING 10' WATER & SEWER EASEMENT
D.B. 7, PG. 328
EXISTING IMPROVEMENTS
D.B. 324, PG. 448
ROAD "A"
(MAIN ENTRY)
C15
C16
C17
C18
20' DRAINAGE EASEMENT
LOT 390
LOT 391
LOT 392
LOT 393
P.B. 7, PG. 257
LOT 2
5.668 ACRES
EXISTING 10' ELECTRIC EASEMENT
D.B. 319, PG. 456
EXISTING 10' ELECTRIC EASEMENT
D.B. 319, PG. 456
EXISTING 10' ELECTRIC EASEMENT
D.B. 319, PG. 456
60' BUILDING SETBACK
N 15°59'14" E
79.34'
C26
76.38'
C10
C25
15' PARKING SETBACK
L/A R/W
S 85°59'32" E
82.56'
EXISTING 20' TELEPHONE EASEMENT
D.B. 553, PG. 766
EXISTING 20' GAS LINE EASEMENT
D.B. 298, PG. 329
D.B. 328, PG. 328
EXISTING WATER LINE EASEMENT
D.B. 278, PG. 408
D.B. 284, PG. 127
C48
EXISTING RIGHT-OF-WAY EASEMENT FOR HIGHWAY PURPOSES
D.B. 506, PG. 417
CASE NO. 159295
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.



COORDINATE TABLE					
1	219088.784	1809530.892	16	216586.004	1810940.500
2	219005.824	1811103.789	17	216604.887	1810615.450
3	218370.183	1811428.716	18	216742.197	1810539.673
4	218147.581	1811497.684	19	216789.019	1610514.354
5	218106.421	1811492.003	20	218588.612	1810094.319
6	218104.509	1811517.239	21	217937.094	1810381.953
7	217985.092	1811497.744	22	216733.327	1811327.199
8	217137.942	1611383.643	23	216736.614	1811302.415
9	216564.838	1811303.694	24	216721.751	1811300.342
10	216586.295	1811278.656	25	216762.123	1811016.119
11	216622.715	1811286.326	26	216779.055	1810958.022
12	216632.911	1811250.272	27	216802.203	1810825.833
13	216661.037	1811052.259	28	216780.614	1810695.357
14	216648.287	1810999.945	29	216734.659	1810593.289
15	216655.299	1810950.442			

GRAPHIC SCALE

0 20 60 120

(IN FEET)
1 inch = 60 ft.

NOTES PER TITLE COMMITMENTS:

FLOOD ZONE NOTE:

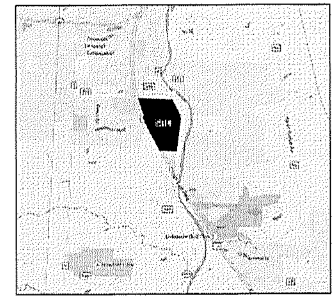
NOTES:

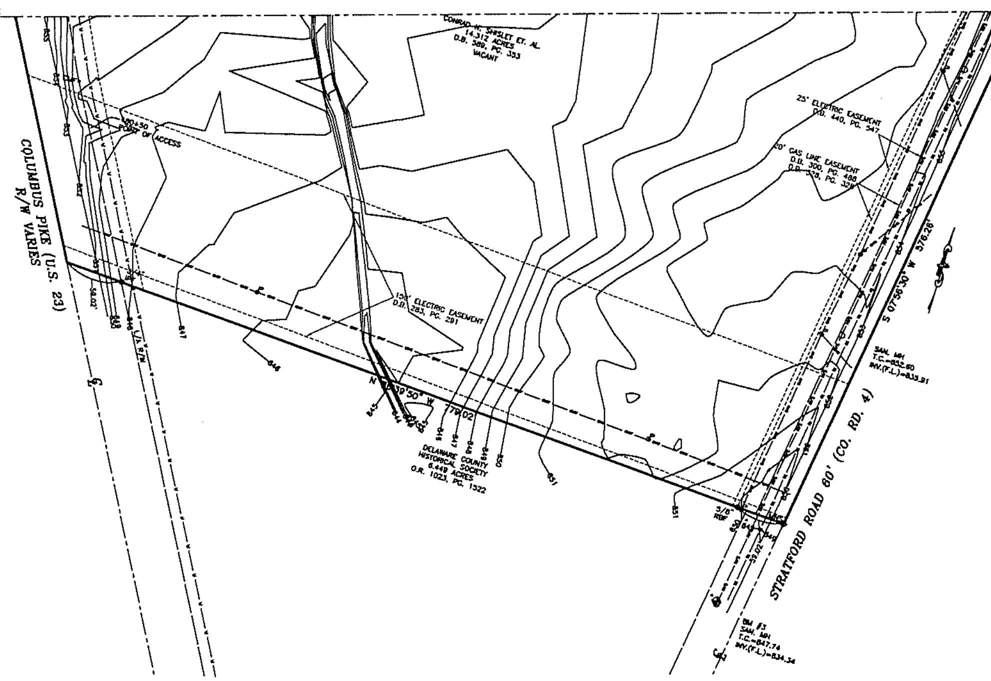
CURVE TABLE:

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	936.73'	7638.43'	7°01'32"	N 25°14'29" W	936.15'
C2	472.48'	7564.43'	3°34'43"	N 20°13'04" W	472.40'
C3	261.88'	50.00'	300°04'25"	N 48°57'57" E	49.94'
C4	417.62'	7564.43'	3°09'48"	N 18°25'23" W	417.57'

BASIS OF BEARINGS:

UTILITY STATEMENT:





BENCHMARKS:

LEGEND

ALTA/ACSM LAND TITLE SURVEY OF

79.793 ACRES

LYING IN

FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DELAWARE, TOWNSHIP OF DELAWARE,
COUNTY OF DELAWARE, STATE OF OHIO

SCALE IN FEET
SCALE: 1"=60'

CERTIFICATION:

Scott D. Grundei 8/10/15
SCOTT D. GRUNDEI, P.S. DATE
REGISTERED SURVEYOR NO. 8047

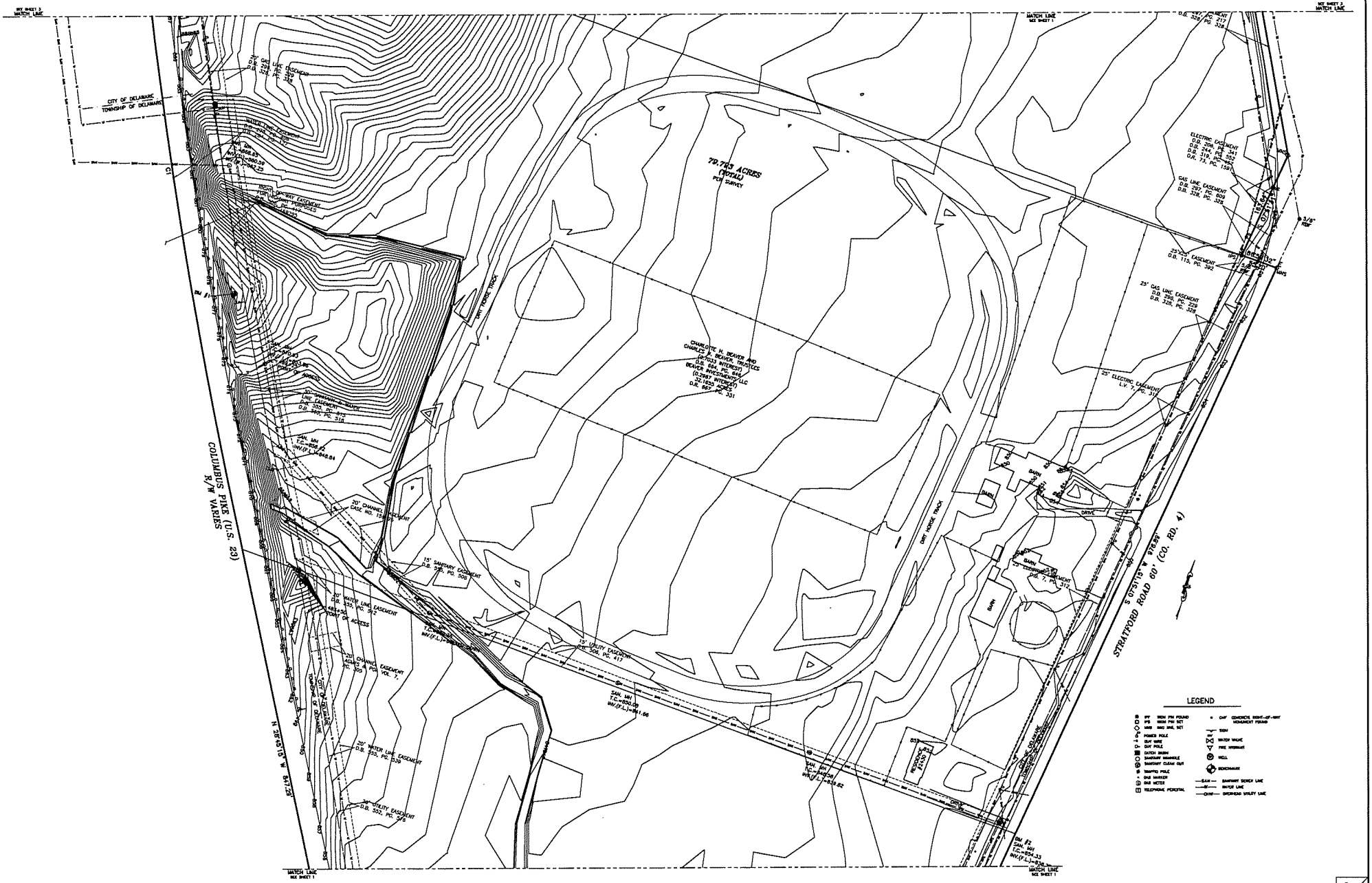
STATE OF OHIO SCOTT D. GRUNDEI S-8047 REGISTERED PROFESSIONAL SURVEYOR

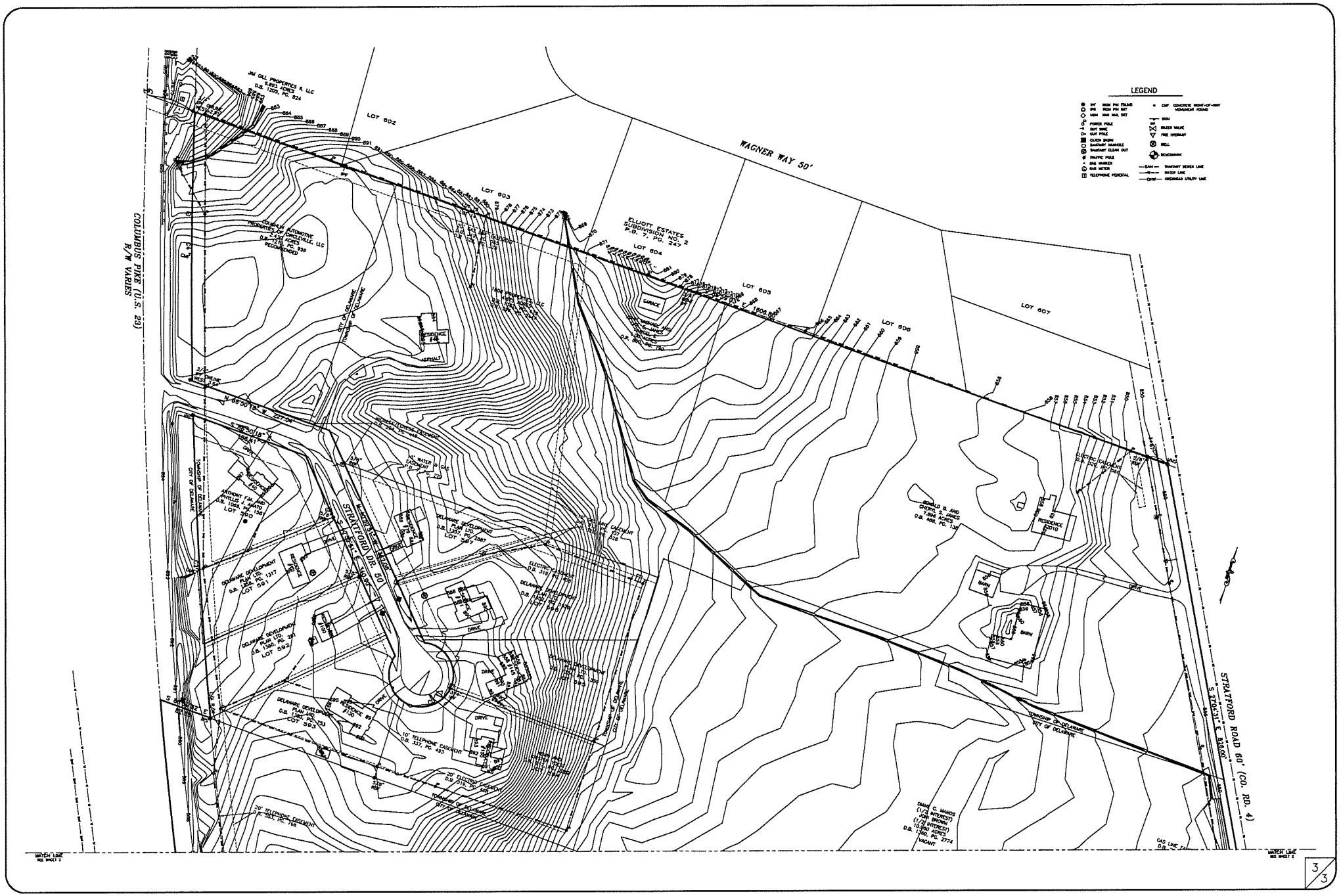
LANDMARK SURVEY GROUP, INCORPORATED
2099 WEST FIFTH AVENUE, COLUMBUS, OHIO 43212
PHONE: (614) 485-9000 FAX: (614) 485-9003
DATE: 7/20/15 FILE NO. 171874

REV. DATE DESCRIPTION

1/3

DRAWN BY: DJH


MATCH LINE SEE SHEET 3
MATCH LINE SEE SHEET 2
MATCH LINE SEE SHEET 1
CITY OF DELAWARE
TOWNSHIP OF DELAWARE
COLUMBUS PIKE (U.S. 23)
R/W VARIES
STRATFORD ROAD 60' (CO. RD. 4)
79.749 ACRES (TOTAL) PER SURVEY
CHARLOTTE H. BEAVER AND CHARLES W. BEAVER, TRUSTEES
BEAVER 604 INTERCEPT, LLC
BEAVER 604 INTERCEPT, LLC
DRY HORSE TRACK
BARN
DRIVE
LEGEND


LEGEND
WAGNER WAY 50'
COLUMBUS PIKE (U.S. 23)
R/W VARIES
STRATFORD DR. 50'
STRATFORD ROAD 60' (CO. RD. 4)
LOT 602
LOT 603
LOT 604
LOT 605
LOT 606
LOT 607
ELLIOTT ESTATES SUBDIVISION NO. 2
P.B. 7, PG. 247
JM GILL PROPERTIES II, LLC
DELAWARE AUTOMOTIVE PROPERTIES, LLC
TOWNSHIP OF DELAWARE
CITY OF DELAWARE
MATCH LINE SEE SHEET 2
3/3

FINAL DEVELOPMENT PLANS
FOR
COUGHLIN'S CROSSING

FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
CITY OF DELAWARE, TOWNSHIP OF DELAWARE,
COUNTY OF DELAWARE, STATE OF OHIO
APRIL 2017

BENCH MARKS

ALL BENCHMARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE (NAVD 88) NORTH AMERICAN VERTICAL DATUM OF 1988 (U.S. SURVEY FEET):

B.M. #1
BEING THE NORTH BOLT ON THE TOP FLANGE OF A FIRE HYDRANT LOCATED ON THE EAST SIDE OF COLUMBUS PIKE (U.S. 23) 627.5'± SOUTH OF THE SOUTHWESTERLY CORNER OF LOT 593 OF STRATFORD VIEW SUBDIVISION, 31.5'± EAST OF THE EASTERLY EDGE OF PAVEMENT LINE OF SAID COLUMBUS PIKE.

ELEV.= 884.55

B.M. #2
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4) AND BEING IN THE GRAVEL DRIVEWAY TO RESIDENCE #2430, 13.5'± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD.

ELEV.=854.33

B.M. #3
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5'± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0'± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD.

ELEV.=847.74

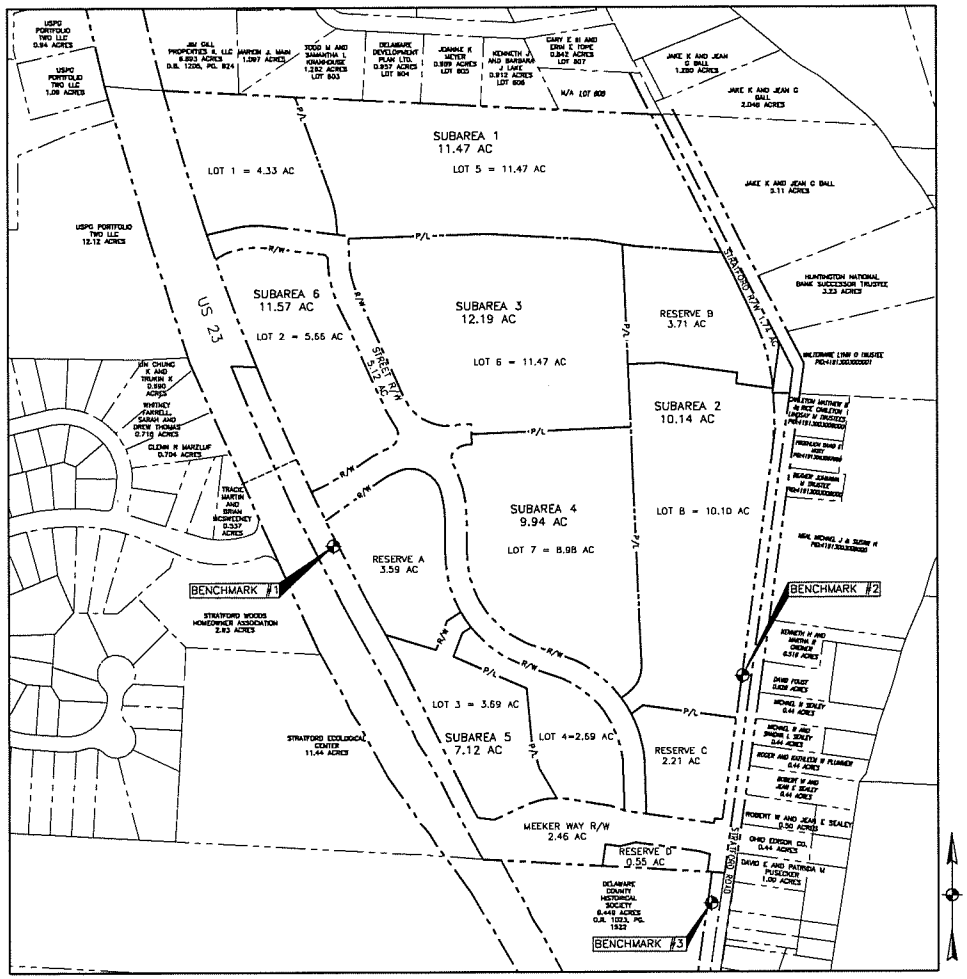
BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 DATUM (2011), TAKEN FROM GPS OBSERVATION.

SITE DATA

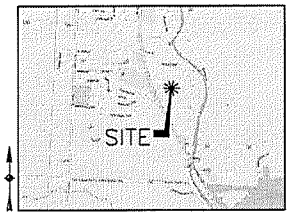
SURVEY SITE AREA:	79.79 AC
– VACATED R/W (STRATFORD DR.)	0.82 AC
TOTAL SITE AREA:	80.61 AC
– EX. R/W (MEEKER WAY)	2.48 AC
– EX. R/W TO BE DEDICATED (US23)	2.80 AC
– EX. R/W TO BE DEDICATED (STRATFORD RD)	1.66 AC
– ADD. R/W TO BE DEDICATED (STRATFORD RD)	0.34 AC
TOTAL DEVELOPABLE SITE AREA:	73.33 AC
– ONSITE R/W (TO BE DEDICATED)	5.08 AC
TOTAL DEVELOPMENT SITE AREA:	68.25 AC

UTILITY CONTACTS

UTILITY	ADDRESS	TELEPHONE
AMERICAN ELECTRIC POWER	850 TECH CENTER DRIVE GAHANNA, OH 43230	(800) 672-2231
COLUMBIA GAS	355 JOHNNY APPLESEED CT COLUMBUS, OH 43231	(800) 344-4077 24-HOUR CONTACT
AT&T	8601 COLUMBUS PIKE COLUMBUS, OHIO 43035	(740) 549-4546
TIME WARNER CABLE	156 JOHNSON DRIVE DELAWARE, OH 43015	(844) 316-8554
DEL-CO WATER COMPANY	6773 OLENTANGY RIVER ROAD DELAWARE, OH 43015	(740) 548-7748
SANITARY DELAWARE COUNTY SEWER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2240
STORM SEWER DELAWARE COUNTY ENGINEER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2434



INDEX MAP
SCALE: 1"=200'



VICINITY MAP
NOT TO SCALE

DEVELOPER

DELAWARE DEVELOPMENT, LTD
9000 E BROAD STREET
PATASKALA, OHIO 43062
CONTACT: CONNIE KLEMA
PHONE: 614-374-8488
EMAIL:CKLEMAATTORNEY@GMAIL.COM

ENGINEER

THE MANNIK & SMITH GROUP, INC.
815 GRANDVIEW AVENUE, SUITE 650
COLUMBUS, OHIO 43215
CONTACT: RANDY L VANTILBURG, P.E.
PHONE: 614-441-4222
EMAIL: RVANTILBURG@MANNIKSMITHGROUP.COM

SHEET INDEX

TITLE SHEET C000
ALTA SURVEY S-1
FINAL DEVELOPMENT PLAN C100-103
PRESERVATION/OPEN SPACE PLAN C200-203
TREE REPLACEMENT PLAN C300-303
GRADING PLAN C400-403
LANDSCAPE PLAN C500-503
LIGHTING PLAN SE1.0-SE2.1

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-3222

PROJECT DATE: 03-16-2017
PROJECT NO: D201002
DRAWN BY:
CHECKED BY:

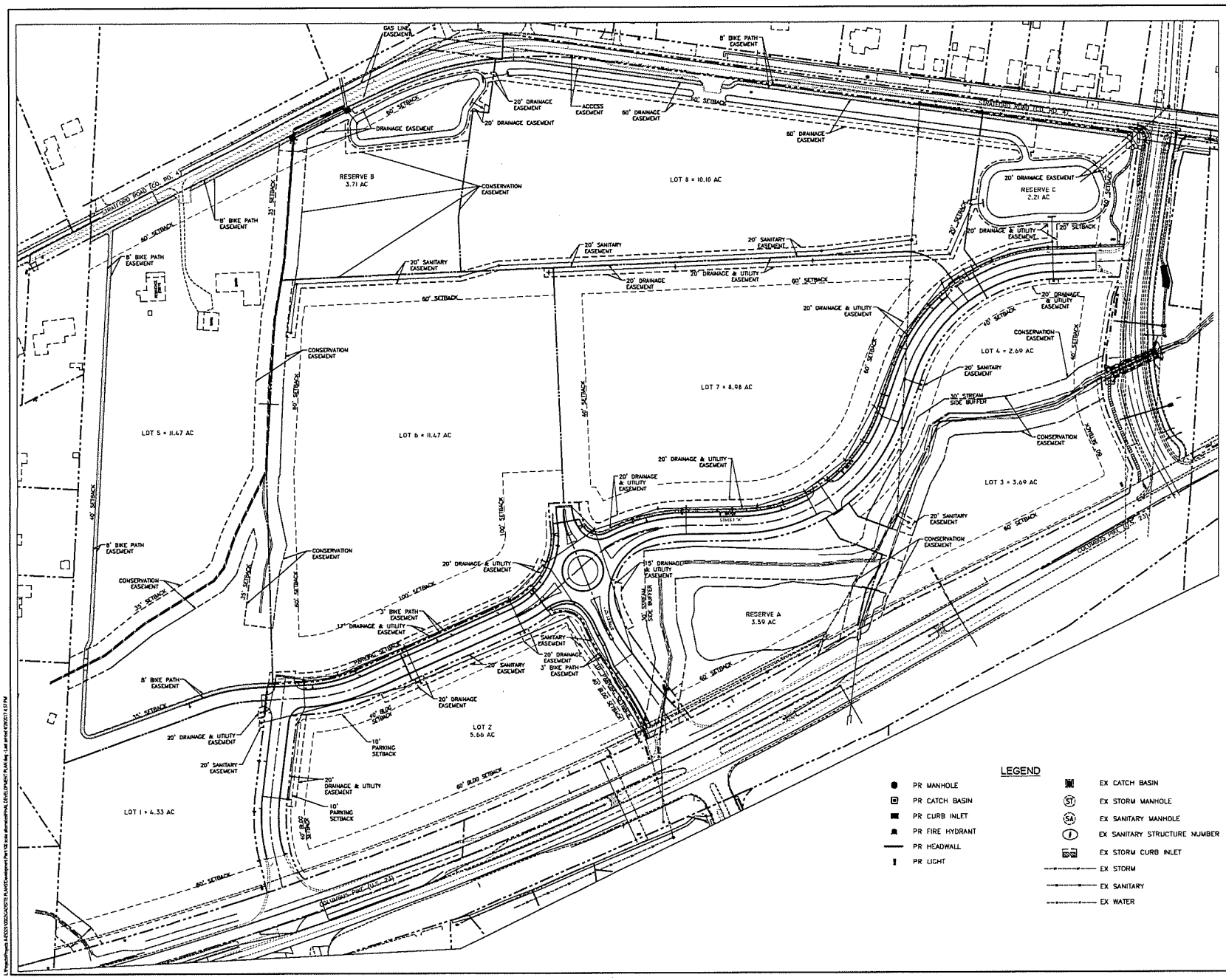
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TITLE SHEET

C000



NO	DATE	BY	DESCRIPTION

1190 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.464.4922

PROJECT DATE: 03.15.2017
PROJECT NO: 0281002
DRAWN BY:
CHECKED BY:

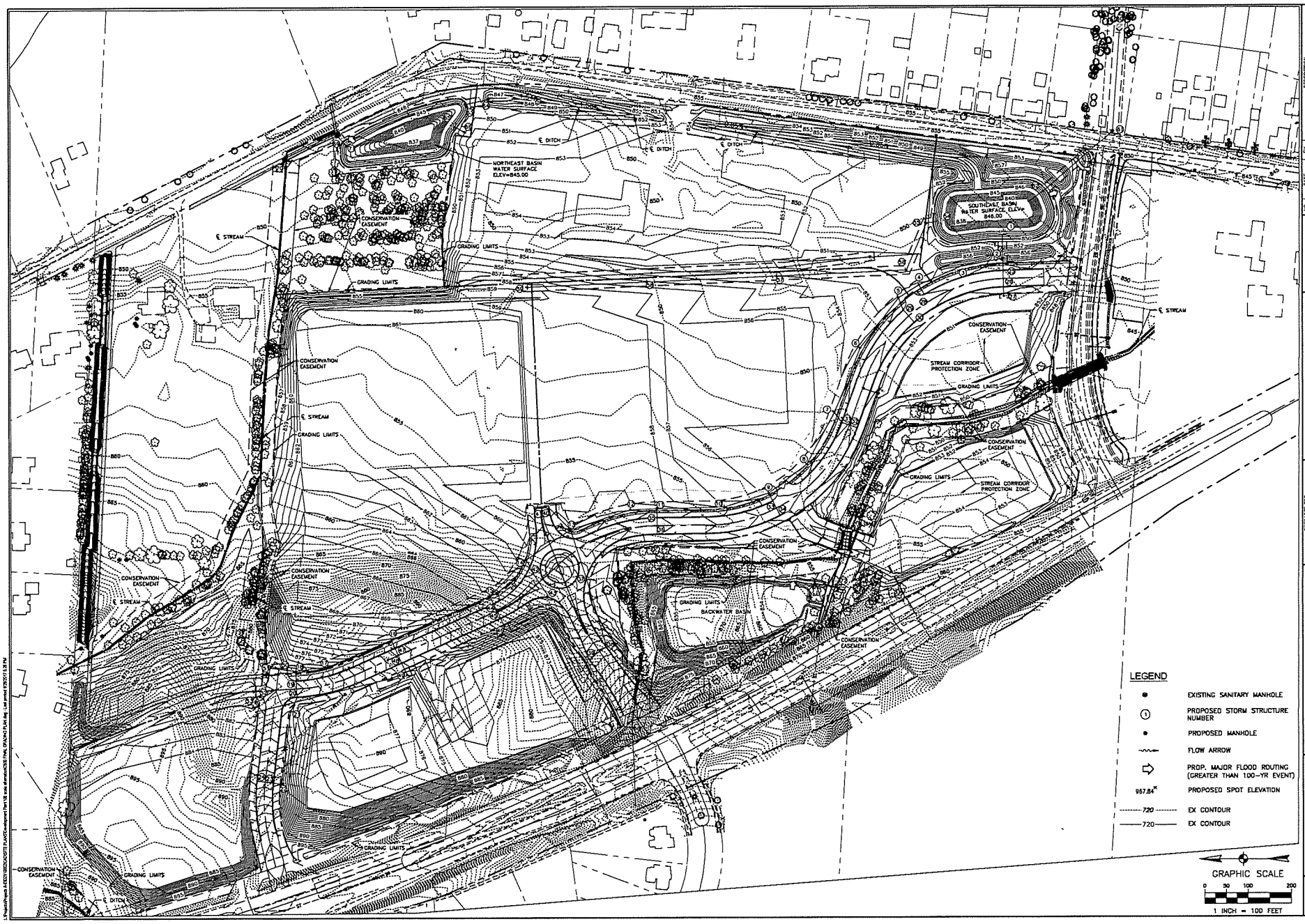
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 EGINDALE ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL DEVELOPMENT PLAN

C100



NO.	DATE	BY	DESCRIPTION

1195 FLIGHT ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-0223

PROJECT DATE: 03-15-2017
PROJECT NO: 2201.003
DRAWN BY:
CHECKED BY:

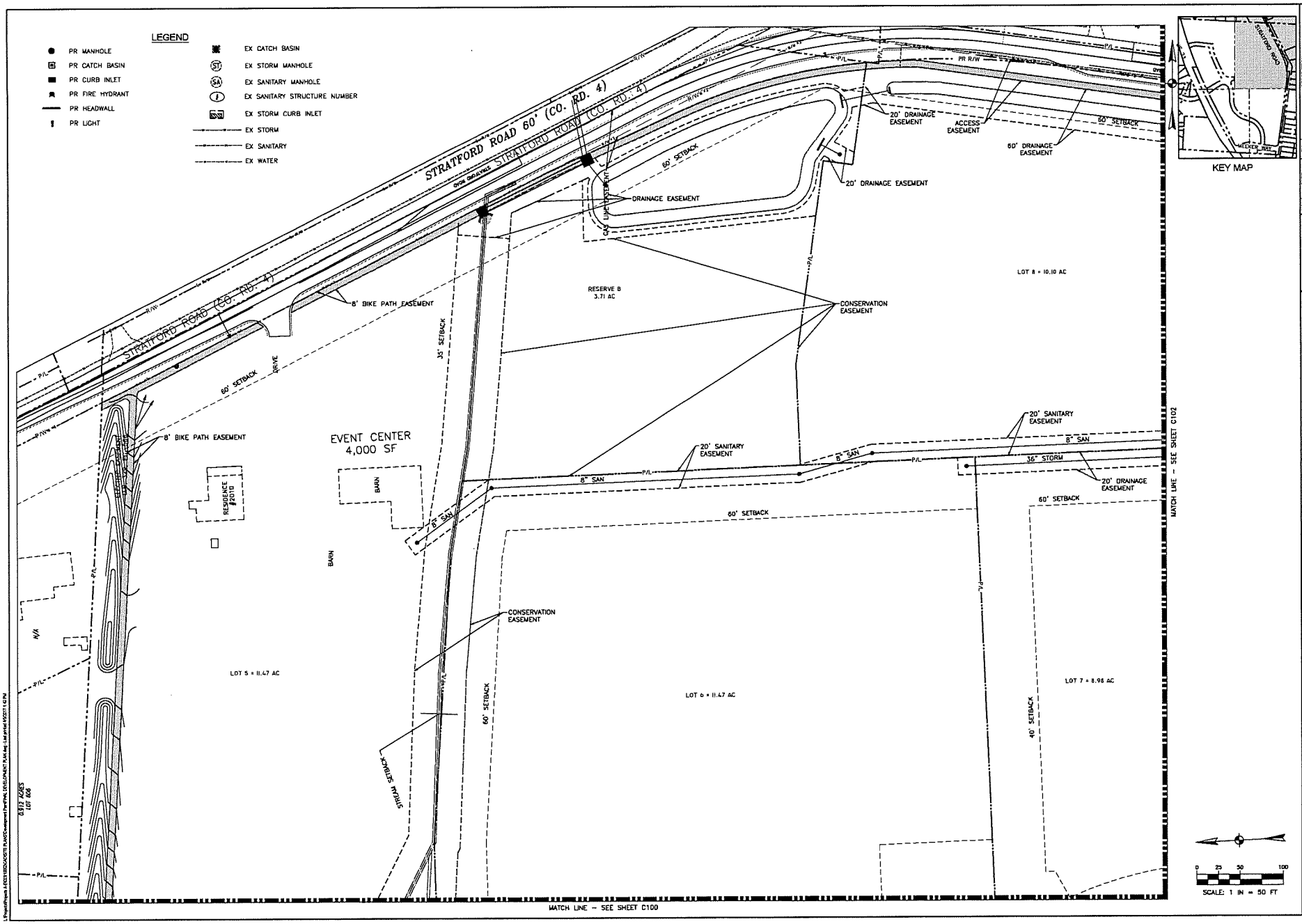
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
3000 E BROAD ST
PINGNOLA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C400



NO.	DATE	BY	DESCRIPTION

1164 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2272

PROJECT DATE: 03-15-2017
PROJECT NO: 0291102
DRAWN BY:
CHECKED BY:

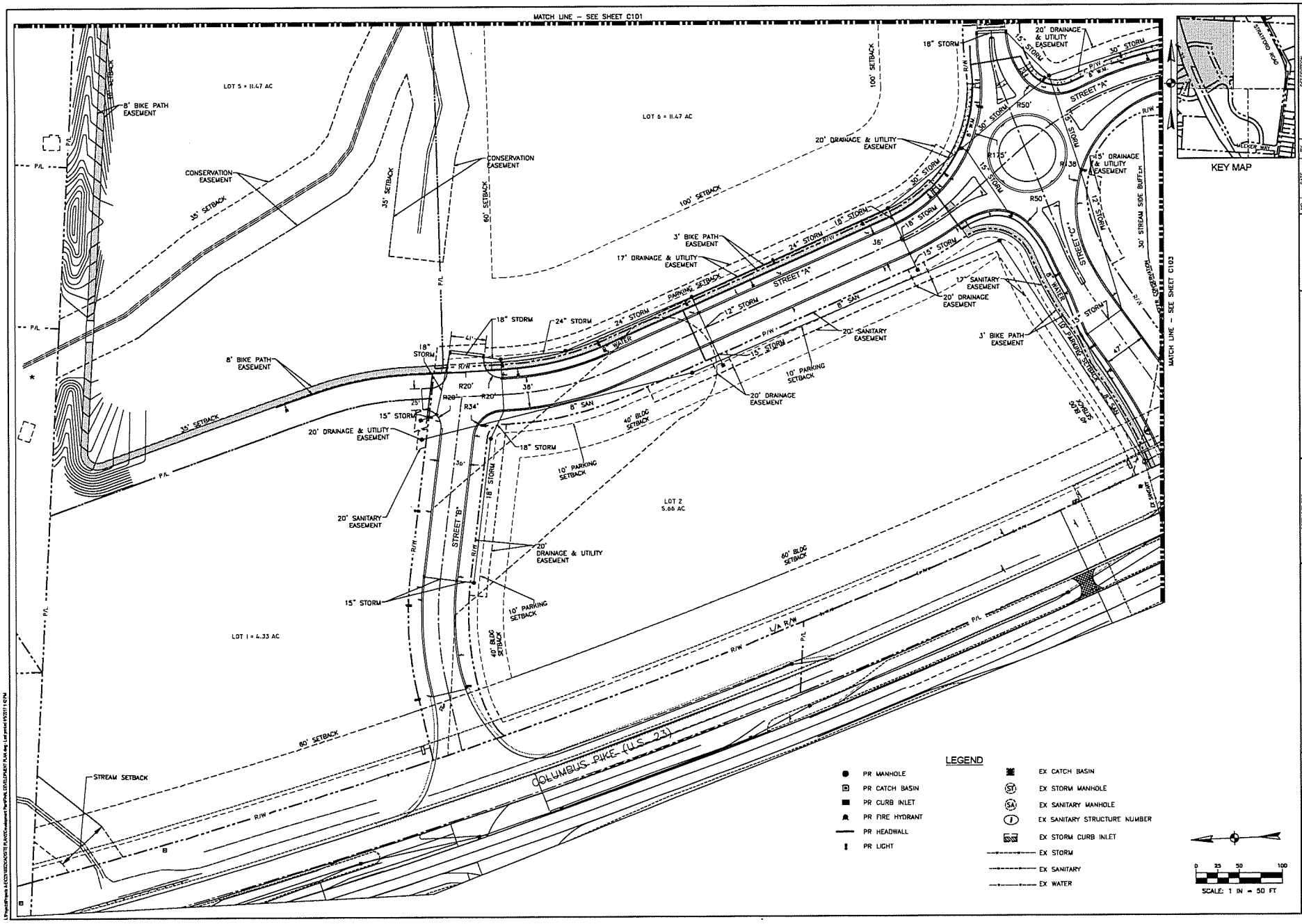
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 EBFOLD ST
PRIVATRAX, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL DEVELOPMENT PLAN

C101



NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-461-9222

PROJECT DATE: 03-15-2017
PROJECT NO: D201100
DRAWN BY: DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
CIVIL ENGINEERS • SURVEYORS • PLANNERS
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
REYNOLDSBURG, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL DEVELOPMENT PLAN

C100

NO	DATE	BY	DESCRIPTION				

1110 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-441-2220

PROJECT DATE 03-16-2017
PROJECT NO. 0291052
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
WWW.MANNIKSMITHGROUP.COM

TIMOTHY L. SEIL
CIVIL

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL DEVELOPMENT PLAN

C102

MATCH LINE – SEE SHEET C102

MATCH LINE – SEE SHEET C100

LOT 7 = 8.98 AC

LOT 3 = 3.69 AC

RESERVE A
3.59 AC

STREET "A"

COLUMBUS PIKE (U.S. 23)
R/W VARIES

COLUMBUS PIKE (U.S. 23)

20' SANITARY EASEMENT

30' STREAM SIDE BUFFER

CONSERVATION EASEMENT

20' DRAINAGE & UTILITY EASEMENT

BUFFER CONSERVATION EASEMENT

EX DRAINAGE DITCH

40' BLDG SETBACK

60' SETBACK

15' BLDG SETBACK

10' BLDG SETBACK

12" STORM

36" STORM

15" STORM

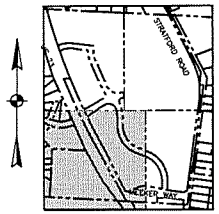
8" WATER

R331

R332'

R/W

P/L



KEY MAP

LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- EX CATCH BASIN
- EX STORM MANHOLE
- EX SANITARY MANHOLE
- EX SANITARY STRUCTURE NUMBER
- EX STORM CURB INLET
- EX STORM
- EX SANITARY
- EX WATER

0 25 50 100
SCALE: 1 IN = 50 FT

NO	DATE	BY	DESCRIPTION

1110 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.461.9222

PROJECT DATE 03-15-2017
PROJECT NO. 0251002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8055 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL DEVELOPMENT PLAN

C103

MATCH LINE – SEE SHEET C401

℄ STREAM

℄ STREAM

GRADING LIMITS

GRADING LIMITS

GRADING LIMITS

℄ DITCH

COLUMBUS PIKE (U.S. 23)

MATCH LINE – SEE SHEET C403

KEY MAP

LEGEND

- EXISTING SANITARY MANHOLE
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- FLOW ARROW
- PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
- 957.84 PROPOSED SPOT ELEVATION
- 720 EX CONTOUR
- 720 EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

1150 DELIN ROAD SUITE 100
COLUMBUS, OHIO 43223
TEL 614-461-2222

PROJECT DATE: 03-16-2017
PROJECT NO.: D201100
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP

TERRAMAR BELL CARTER WEST

www.MannikSmithGroup.com

PREPARED FOR:

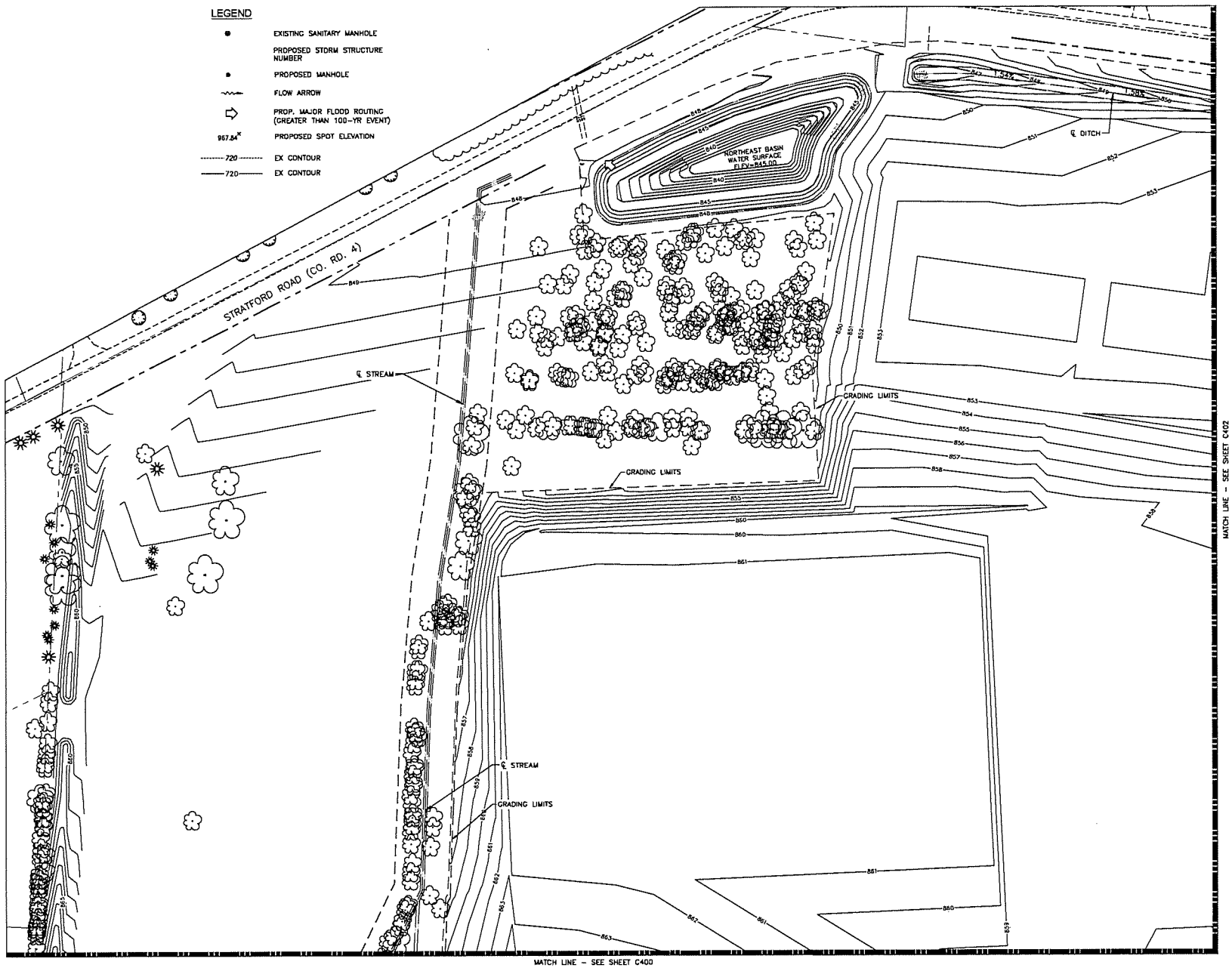
DELAWARE DEVELOPMENT PLAN, LTD

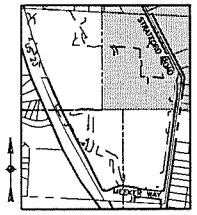
8016 ESPGRO ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C400





KEY MAP

GRAPHIC SCALE
0 25 50 100
1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1165 DUBLIN ROAD, SUITE 100
COLUMBUS, OHIO 43215
TEL: 614.481.8222

PROJECT DATE: 03-15-2017
PROJECT NO.: 0291102
DRAWN BY:
CHECKED BY:

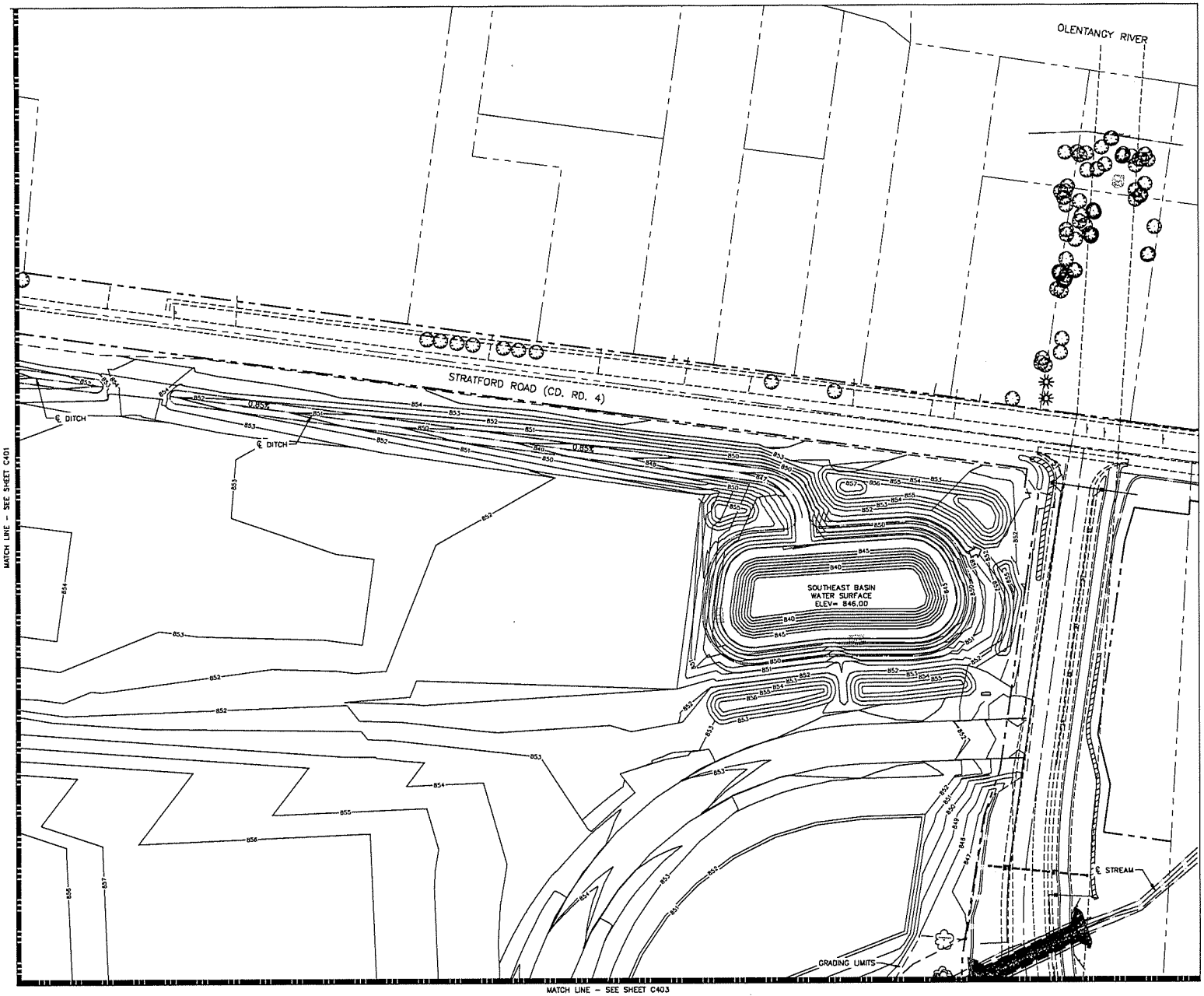
Mannik Smith GROUP
TRANSMITTAL SCALE
ELECTRIC SHEET
www.MannikSmithGroup.com

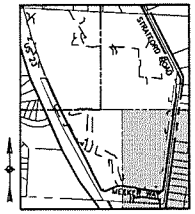
PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8033 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C401





KEY MAP

LEGEND

- EXISTING SANITARY MANHOLE
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- FLOW ARROW
- PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
- 967.84 PROPOSED SPOT ELEVATION
- 720 EX CONTOUR
- 720 EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

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1180 DUBLIN ROAD, SUITE 102
COLUMBUS, OHIO 43215
TEL: 614-241-2222

PROJECT DATE: 03-15-2017
PROJECT NO.: D291103
DRAWN BY:
CHECKED BY:

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8051 BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C402

MATCH LINE – SEE SHEET C402

MATCH LINE – SEE SHEET C400

GRADING LIMITS

BACKWATER BASIN

COLUMBUS PIKE (U.S. 23)

KEY MAP

LEGEND

- EXISTING SANITARY MANHOLE
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- FLOW ARROW
- PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
- 957.84 PROPOSED SPOT ELEVATION
- 720 EX CONTOUR
- 720 EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD SUITE 100
COLUMBUS, OHIO 43215
TEL: 614.441.2222

Mannik Smith GROUP

TRANSMITTAL WILL BE ELECTRONIC SHEET.

www.MannikSmithGroup.com

PROJECT DATE: 03-15-2017
PROJECT NO.: 029.102
DRAWN BY:
CHECKED BY:

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8070 E SEFORD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C403

PLANT LIST

DECIDUOUS TREES: TO BE FURNISHED BALLED AND BURLAPPED

QTY	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	ROOT
3	AC SA	ACER SACCHARUM 'GREEN MTN.'	GREEN MTN. SUGAR MAPLE	1 1/2" CAL	B & B
9	AL GL	ALNUS GLUTINOSA	BLACK ALDER	1 1/2" CAL	B & B
30	CA CA	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	1 1/2" CAL	B & B
4	FA GR	FAGUS GRANDIFOLIA	AMERICAN BEECH	1 1/2" CAL	B & B
10	GL TR	GLEDITSIA T. INERMIS 'SKYLINE'	SKYLINE THORNLESS LOCUST	1 1/2" CAL	B & B
3	JU VI	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	1 1/2" CAL	B & B
7	LI TU	LIRIODENDRON TULIPIFERA	TULIPTREE	1 1/2" CAL	B & B
45	PI ST	PINUS STROBUS	WHITE PINE	6'-7' HT.	B & B
30	PI VI	PICEA ABIES 'VIRGATA'	VIRGATA NORWAY SPRUCE	6'-7' HT.	B & B
5	PL OC	PLATINUS OCCIDENTALIS	AMERICAN SYCAMORE	1 1/2" CAL	B & B
24	QU AC	QUERCUS ACUTISSIMA	SAWTOOTH OAK	1 1/2" CAL	B & B
17	QU BI	QUERCUS BICOLOR	SWAMP WHITE OAK	1 1/2" CAL	B & B
2	QU PR	QUERCUS PRINUS	CEHSTNUT OAK	1 1/2" CAL	B & B
20	QU RU	QUERCUS RUBRUM	NORTHERN RED OAK	1 1/2" CAL	B & B
6	QU SH	QUERCUS SHUMARDII	SHUMARD OAK	1 1/2" CAL	B & B
22	SY RE	SYRINGA RETICULATA	JAPANESE TREE LILAC	1 1/2" CAL	B & B
23	TX DL	TAXODIUM DISTICHUM	BALD CYPRESS	6'-7' HT.	B & B
10	TI SP	TILIA TOMENTOSA 'GREENSPIRE'	LITTLELEAF LINDEN	1 1/2" CAL	B & B
20	TI TO	TILIA TOMENTOSA 'STERLING'	SILVER LINDEN	1 1/2" CAL	B & B
10	ZE SE	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	1 1/2" CAL	B & B
20	UL HO	ULMUS 'HOMESTEAD'	HOMESTEAD ELM	1 1/2" CAL	B & B

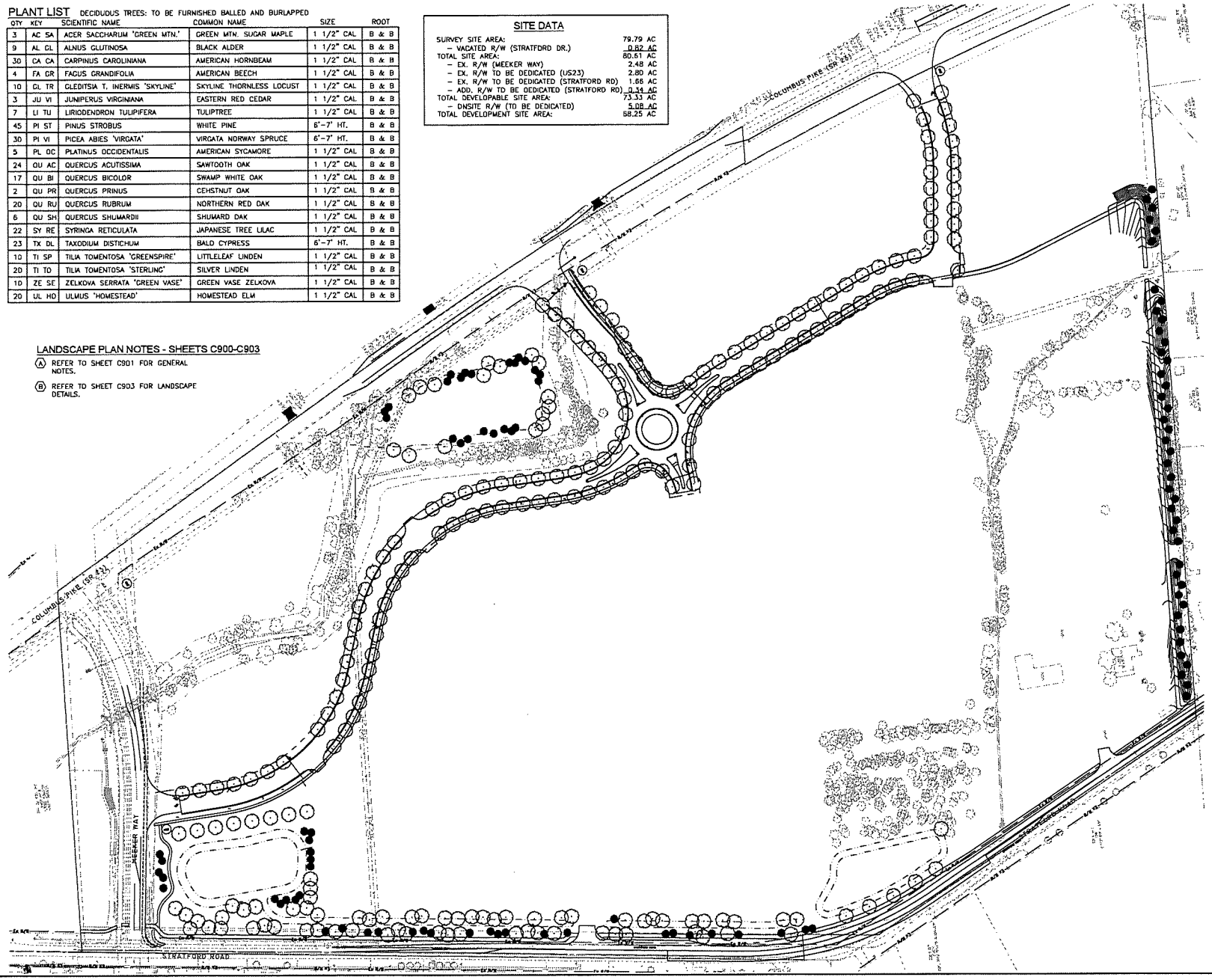
SITE DATA

SURVEY SITE AREA:	79.79 AC
– VACATED R/W (STRATFORD DR.)	0.82 AC
TOTAL SITE AREA:	80.61 AC
– EX. R/W (WEEKER WAY)	2.48 AC
– EX. R/W TO BE DEDICATED (US23)	2.80 AC
– EX. R/W TO BE DEDICATED (STRATFORD RD)	1.66 AC
– ADD. R/W TO BE DEDICATED (STRATFORD RD)	0.14 AC
TOTAL DEVELOPABLE SITE AREA:	73.33 AC
– ONSITE R/W (TO BE DEDICATED)	5.08 AC
TOTAL DEVELOPMENT SITE AREA:	68.25 AC

LANDSCAPE PLAN NOTES - SHEETS C900-C903

(A) REFER TO SHEET C901 FOR GENERAL NOTES.

(B) REFER TO SHEET C903 FOR LANDSCAPE DETAILS.



LEGEND

- EXISTING DECIDUOUS TREE
- PROPOSED DECIDUOUS/ EVERGREEN SHRUB
- EXISTING EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
R/W	RIGHT-OF-WAY
P/L	PROPERTY LINE
FF	FINISHED FLOOR

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-14-2017
PROJECT NO.: D791000
DRAWN BY:
CHECKED BY:

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www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 EFFGAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

OVERALL LANDSCAPE PLAN

C500

LANDSCAPE PLAN NOTES - SHEETS C900-C903

(A) REFER TO THIS SHEET FOR GENERAL PLANTING NOTES.

(B) REFER TO SHEET C903 FOR LANDSCAPE DETAILS.

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
R/W	RIGHT-OF-WAY
P/L	PROPERTY LINE
FF	FINISHED FLOOR

LEGEND

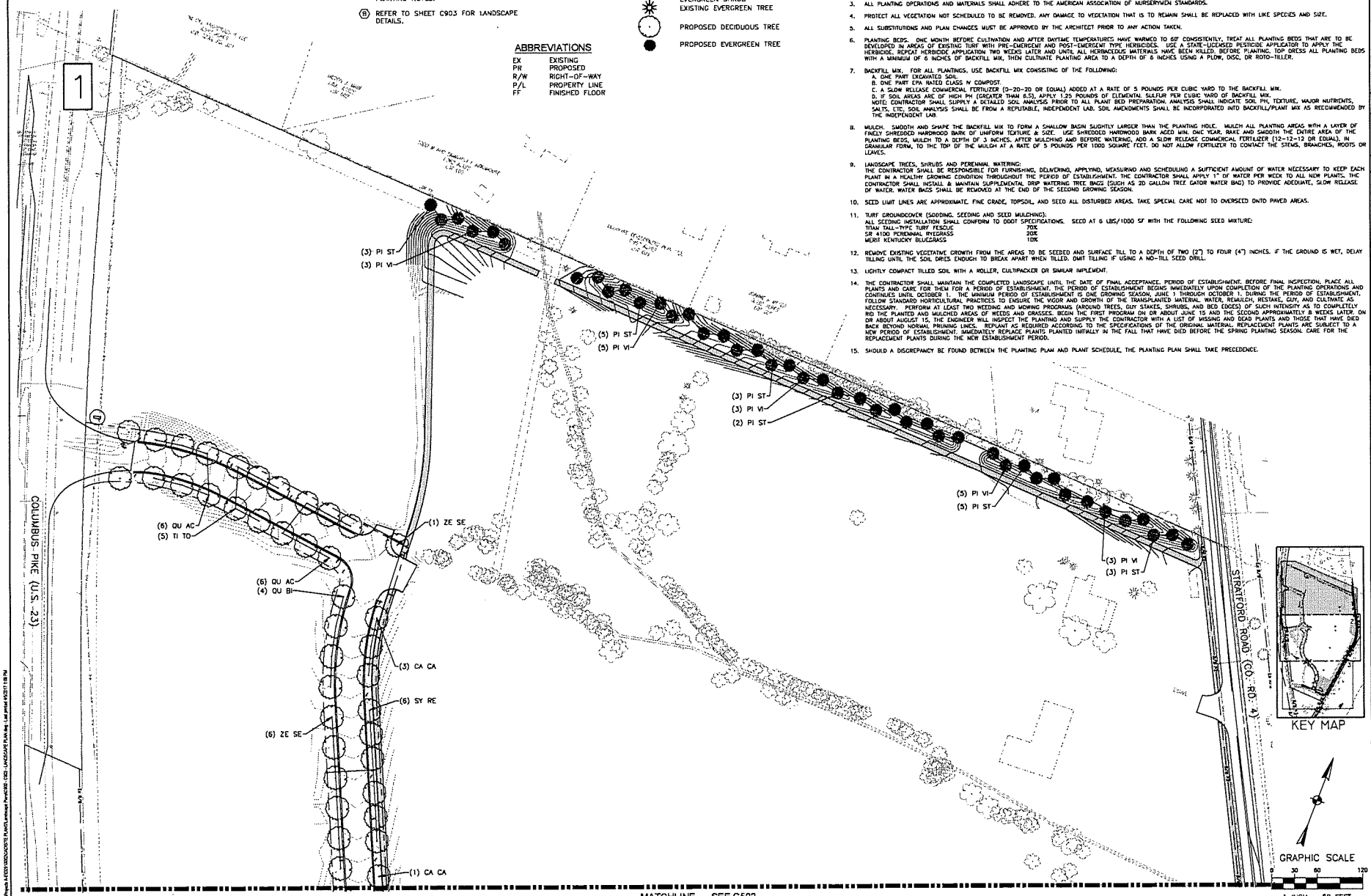
- EXISTING DECIDUOUS TREE
- PROPOSED DECIDUOUS/ EVERGREEN SHRUB
- EXISTING EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE

GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHALL CONFIRM LOCATION OF ALL UTILITIES AND SUBSURFACE DRAINS. CONTRACTOR TO REPAIR ALL DAMAGES TO EXISTING UTILITIES, CURBS, PAVEMENTS, ETC., RESULTING FROM LANDSCAPE INSTALLATIONS WHICH OCCUR DURING THE INSTALLATION PROCESS.
2. THE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANTS AND VEGETATION PROPOSED ON THE LANDSCAPING PLAN. ANY TREES, SHRUBS, GROUND COVER OR OTHER VEGETATION PLANTED AS PART OF THIS PROJECT THAT DO NOT SURVIVE ONE YEAR FROM PLANTING SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
3. ALL PLANTING OPERATIONS AND MATERIALS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
4. PROTECT ALL VEGETATION NOT SCHEDULED TO BE REMOVED. ANY DAMAGE TO VEGETATION THAT IS TO REMAIN SHALL BE REPLACED WITH LIKE SPECIES AND SIZE.
5. ALL SUBSTITUTIONS AND PLAN CHANGES MUST BE APPROVED BY THE ARCHITECT PRIOR TO ANY ACTION TAKEN.
6. PLANTING BEDS. ONE MONTH BEFORE CULTIVATION AND AFTER DAYTIME TEMPERATURES HAVE WARMED TO 60° CONSISTENTLY, TREAT ALL PLANTING BEDS THAT ARE TO BE DEVELOPED IN AREAS OF EXISTING TURF WITH PRE-EMERGENT AND POST-EMERGENT TYPE HERBICIDES. USE A STATE-LICENSED PESTICIDE APPLICATOR TO APPLY THE HERBICIDE. REPEAT HERBICIDE APPLICATION TWO WEEKS LATER AND UNTIL ALL HERBACEOUS MATERIALS HAVE BEEN KILLED. BEFORE PLANTING, TOP DRESS ALL PLANTING BEDS WITH A MINIMUM OF 6 INCHES OF BACKFILL MIX, THEN CULTIVATE PLANTING AREA TO A DEPTH OF 8 INCHES USING A PLOW, DISC, OR ROTO-TILLER.
7. BACKFILL MIX. FOR ALL PLANTINGS, USE BACKFILL MIX CONSISTING OF THE FOLLOWING:
   A. ONE PART EXCAVATED SOIL
   B. ONE PART EPA RATED CLASS IV COMPOST.
   C. A SLOW RELEASE COMMERCIAL FERTILIZER (0-20-20 OR EQUAL) ADDED AT A RATE OF 5 POUNDS PER CUBIC YARD TO THE BACKFILL MIX.
   D. IF SOIL AREAS ARE OF HIGH PH (GREATER THAN 8.5), APPLY 1.25 POUNDS OF ELEMENTAL SULFUR PER CUBIC YARD OF BACKFILL MIX.
   NOTE: CONTRACTOR SHALL SUPPLY A DETAILED SOIL ANALYSIS PRIOR TO ALL PLANT BED PREPARATION. ANALYSIS SHALL INDICATE SOIL PH, TEXTURE, MAJOR NUTRIENTS, SALTS, ETC. SOIL ANALYSIS SHALL BE FROM A REPUTABLE, INDEPENDENT LAB. SOIL AMENDMENTS SHALL BE INCORPORATED INTO BACKFILL/PLANT MIX AS RECOMMENDED BY THE INDEPENDENT LAB.
8. MULCH. SMOOTH AND SHAPE THE BACKFILL MIX TO FORM A SHALLOW BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE. MULCH ALL PLANTING AREAS WITH A LAYER OF FINELY SHREDDED HARDWOOD BARK OF UNIFORM TEXTURE & SIZE. USE SHREDDED HARDWOOD BARK AGED MIN. ONE YEAR. RAKE AND SMOOTH THE ENTIRE AREA OF THE PLANTING BEDS, MULCH TO A DEPTH OF 3 INCHES. AFTER MULCHING AND BEFORE WATERING, ADD A SLOW RELEASE COMMERCIAL FERTILIZER (12-12-12 OR EQUAL), IN GRANULAR FORM, TO THE TOP OF THE MULCH AT A RATE OF 5 POUNDS PER 1000 SQUARE FEET. DO NOT ALLOW FERTILIZER TO CONTACT THE STEMS, BRANCHES, ROOTS OR LEAVES.
9. LANDSCAPE TREES, SHRUBS AND PERENNIAL WATERING:
   THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DELIVERING, APPLYING, MEASURING AND SCHEDULING A SUFFICIENT AMOUNT OF WATER NECESSARY TO KEEP EACH PLANT IN A HEALTHY GROWING CONDITION THROUGHOUT THE PERIOD OF ESTABLISHMENT. THE CONTRACTOR SHALL APPLY 1" OF WATER PER WEEK TO ALL NEW PLANTS. THE CONTRACTOR SHALL INSTALL & MAINTAIN SUPPLEMENTAL DRIP WATERING TREE BAGS (SUCH AS 20 GALLON TREE GATOR WATER BAG) TO PROVIDE ADEQUATE, SLOW RELEASE OF WATER. WATER BAGS SHALL BE REMOVED AT THE END OF THE SECOND GROWING SEASON.
10. SEED LIMIT LINES ARE APPROXIMATE. FINE GRADE, TOPSOIL, AND SEED ALL DISTURBED AREAS. TAKE SPECIAL CARE NOT TO OVERSEED ONTO PAVED AREAS.
11. TURF GROUNDCOVER (SODDING, SEEDING AND SEED MULCHING):
    ALL SEEDING INSTALLATION SHALL CONFORM TO ODOT SPECIFICATIONS. SEED AT 6 LBS/1000 SF WITH THE FOLLOWING SEED MIXTURE:

TITAN TALL-TYPE TURF FESCUE	70%
SR 4100 PERENNIAL RYEGRASS	20%
MERIT KENTUCKY BLUEGRASS	10%

12. REMOVE EXISTING VEGETATIVE GROWTH FROM THE AREAS TO BE SEEDED AND SURFACE TILL TO A DEPTH OF TWO (2") TO FOUR (4") INCHES. IF THE GROUND IS WET, DELAY TILLING UNTIL THE SOIL DRIES ENOUGH TO BREAK APART WHEN TILLED. DAMP TILLING IF USING A NO-TILL SEED DRILL.
13. LIGHTLY COMPACT TILLED SOIL WITH A ROLLER, CULTIPACKER OR SIMILAR IMPLEMENT.
14. THE CONTRACTOR SHALL MAINTAIN THE COMPLETED LANDSCAPE UNTIL THE DATE OF FINAL ACCEPTANCE. PERIOD OF ESTABLISHMENT. BEFORE FINAL INSPECTION, PLACE ALL PLANTS AND CARE FOR THEM FOR A PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT BEGINS IMMEDIATELY UPON COMPLETION OF THE PLANTING OPERATIONS AND CONTINUES UNTIL OCTOBER 1. THE MINIMUM PERIOD OF ESTABLISHMENT IS ONE GROWING SEASON, JUNE 1 THROUGH OCTOBER 1. DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE VIGOR AND GROWTH OF THE TRANSPLANTED MATERIAL. WATER, REMULCH, RESTAKE, GUY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) OF SUCH INTENSITY AS TO COMPLETELY RID THE PLANTED AND MULCHED AREAS OF WEEDS AND GRASSES. BEGIN THE FIRST PROGRAM ON OR ABOUT JUNE 15 AND THE SECOND APPROXIMATELY 8 WEEKS LATER. ON OR ABOUT AUGUST 15, THE ENGINEER WILL INSPECT THE PLANTING AND SUPPLY THE CONTRACTOR WITH A LIST OF MISSING AND DEAD PLANTS AND THOSE THAT HAVE DIED BACK BEYOND NORMAL PRUNING LINES. REPLANT AS REQUIRED ACCORDING TO THE SPECIFICATIONS OF THE ORIGINAL MATERIAL. REPLACEMENT PLANTS ARE SUBJECT TO A NEW PERIOD OF ESTABLISHMENT. IMMEDIATELY REPLACE PLANTS PLANTED INITIALLY IN THE FALL THAT HAVE DIED BEFORE THE SPRING PLANTING SEASON. CARE FOR THE REPLACEMENT PLANTS DURING THE NEW ESTABLISHMENT PERIOD.
15. SHOULD A DISCREPANCY BE FOUND BETWEEN THE PLANTING PLAN AND PLANT SCHEDULE, THE PLANTING PLAN SHALL TAKE PRECEDENCE.



MATCHLINE SEE C502

NO	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.441.2222

PROJECT DATE 03-15-2017
PROJECT NO. 0251002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

LANDSCAPE PLAN

C501

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
R/W	RIGHT-OF-WAY
P/L	PROPERTY LINE
FF	FINISHED FLOOR

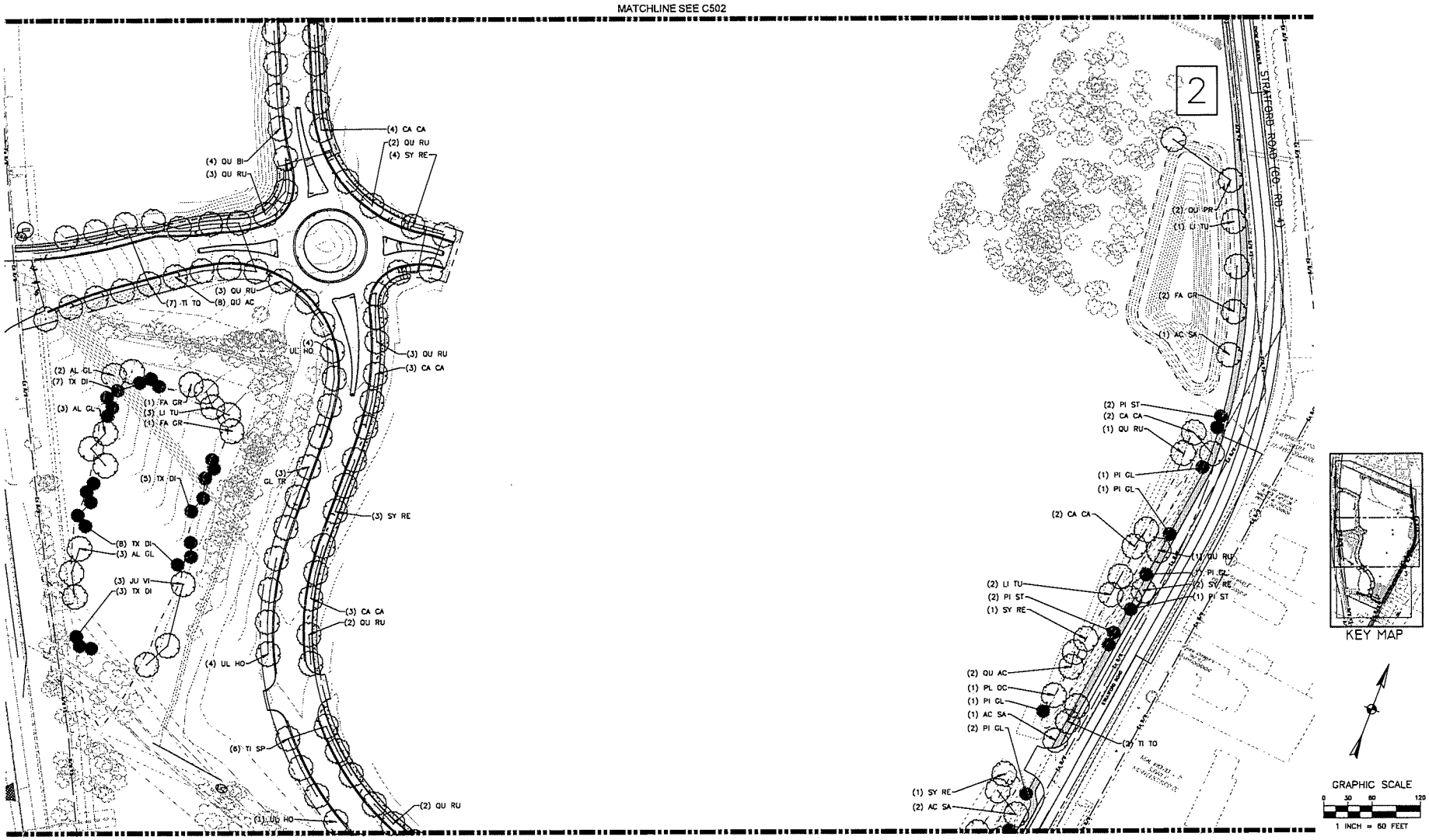
LEGEND

- EXISTING DECIDUOUS TREE
- PROPOSED DECIDUOUS/ EVERGREEN SHRUB
- EXISTING EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE

LANDSCAPE PLAN NOTES - SHEETS C900-C903

(A) REFER TO SHEET C901 FOR GENERAL PLANTING NOTES.

(B) REFER TO THIS SHEET C903 FOR LANDSCAPE DETAILS.



GRAPHIC SCALE

0 30 60 120

1 INCH = 60 FEET

NO.	DATE	BY	DESCRIPTION

1195 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.441.2222

PROJECT DATE: 03-15-2017
PROJECT NO: 0291002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 BROAD ST
PITTSBURGH, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

LANDSCAPE PLAN

C502

LANDSCAPE PLAN NOTES - SHEETS C900-C903

(A) REFER TO SHEET C901 FOR GENERAL PLANTING NOTES.

(B) REFER TO THIS SHEET FOR LANDSCAPE DETAILS.

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
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LEGEND

- EXISTING DECIDUOUS TREE
- PROPOSED DECIDUOUS/ EVERGREEN SHRUB
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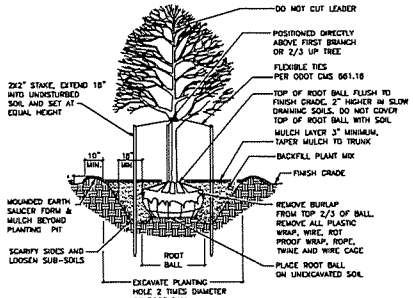
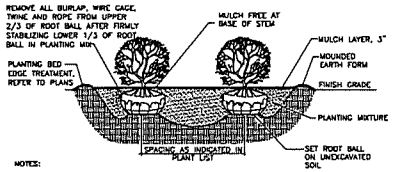
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE



DECIDUOUS TREE PLANTING DETAIL

NO SCALE



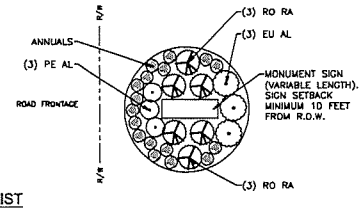
NOTES:

ALL SHRUBS PLANTED IN ROWS OR MASSES SHALL BE MATCHED IN SIZE AND FORM.

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)

NO SCALE



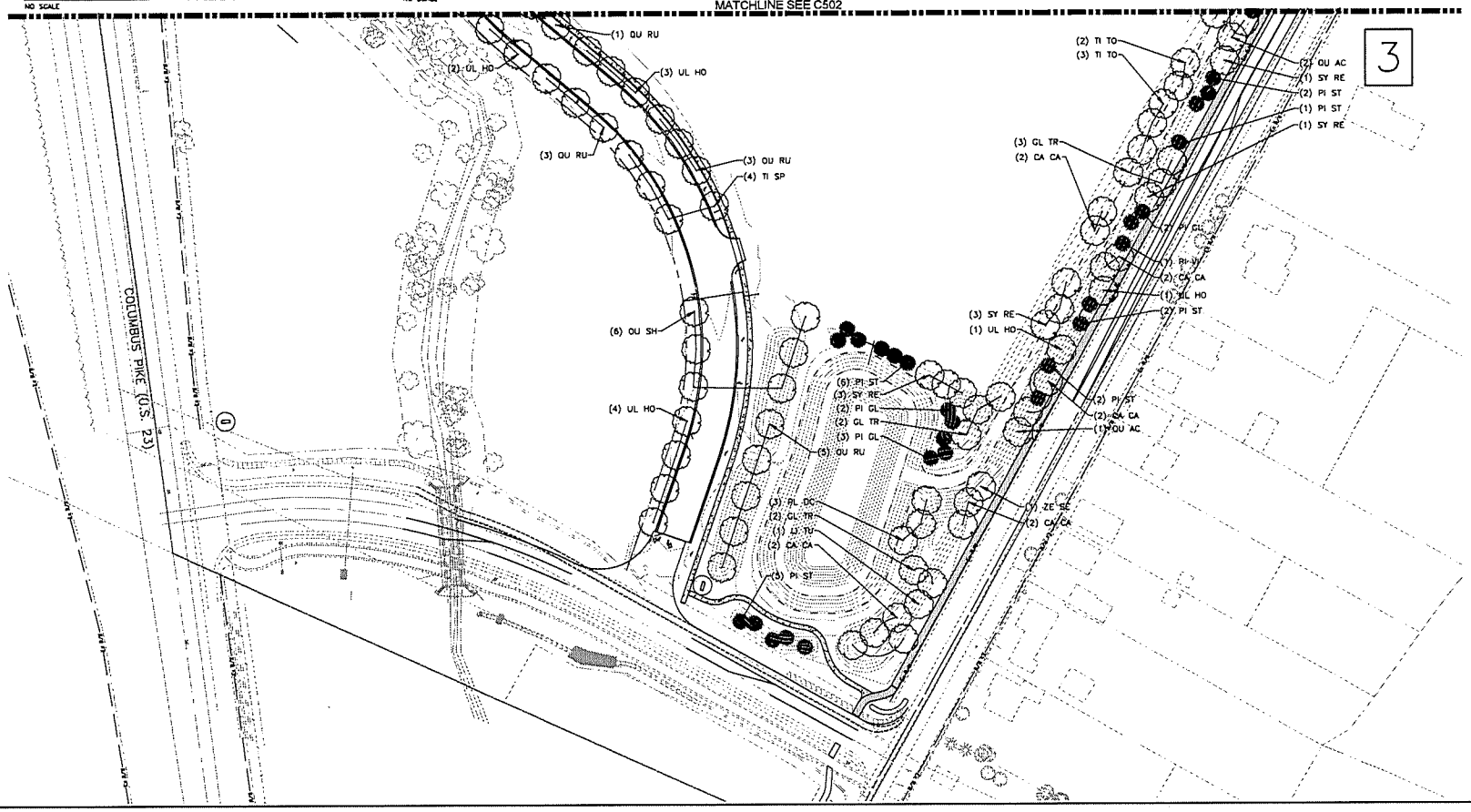
PLANT LIST

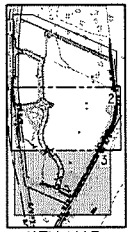
QTY	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	ROOT
3	EU AL	EUONYMUS ALATAS 'COMPACTUS'	DWARF BURNING BUSH	36" HT	B & B
3	PE AL	PENNESITUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	3 GAL	CONT.
6	RO RA	ROSA x 'RADTKO'	DOUBLE KNOCKOUT ROSE	5 GAL	CONT.

MONUMENT SIGN PLANTING PLAN

SCALE: 1"=10'-0"

MATCHLINE SEE C502





KEY MAP

GRAPHIC SCALE

0 30 60 120

1 INCH = 60 FEET

NO.	DATE	BY	DESCRIPTION

1195 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-481-2222

PROJECT DATE: 03-15-2017
PROJECT NO. 0231.002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP

PREPARED FOR:

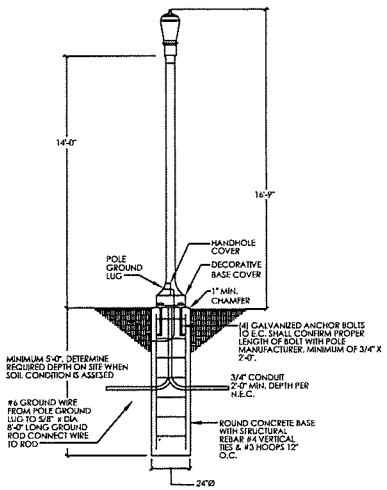
DELAWARE DEVELOPMENT PLAN, LTD

8000 E BROAD ST
PATAKALA, OHIO

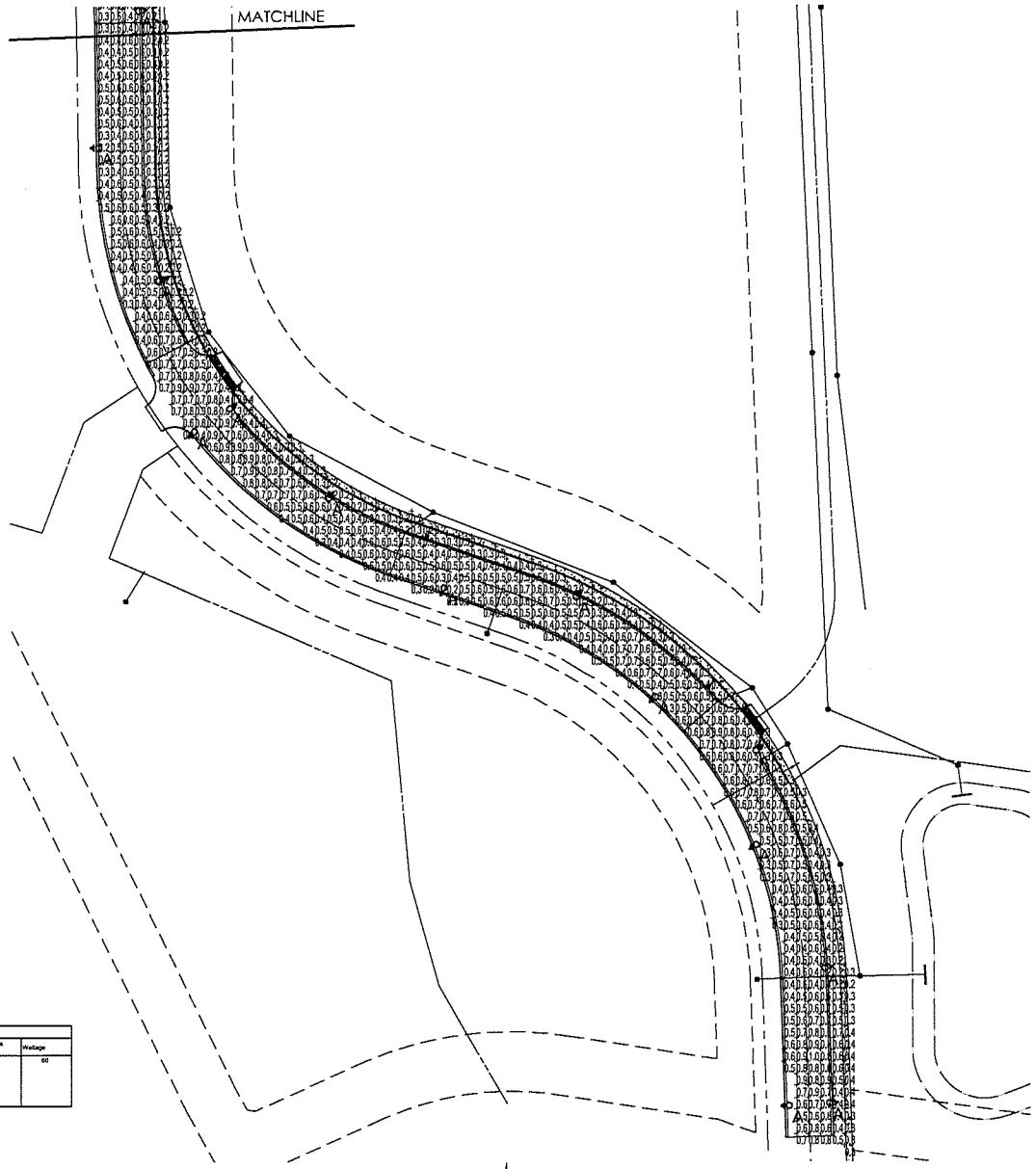
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

LANDSCAPE PLAN

C503



A POLE BASE DETAIL FOR "A" POLE
SCALE: N.T.S.



A SITE PHOTOMETRIC PLAN
SCALE: 1"=50'-0"

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
D	A	25	Holophane	GVD2 P30 40K A5 X XX 3 R X XX F	GranVille II LED, LED Package 30, 4000K, 60, 120-277V, Type 5 distribution, Hibs & bands with Full Cover option	LED	1	GVD2_P30_40K_A5_X_XX_3_R_X_XX_F.ies	6101.606	1	60

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Calc Zone #1	+	0.6 fc	1.1 fc	0.1 fc	11.0:1	6.0:1	0.6:1

NO.	DATE	BY	DESCRIPTION

1140 DUBLIN ROAD SUITE 130
COLUMBUS, OH 43215
TEL: 614-441-4222

PROJECT DATE: 04-05-2017
PROJECT NO: D201202
DRAWN BY:
CHECKED BY:

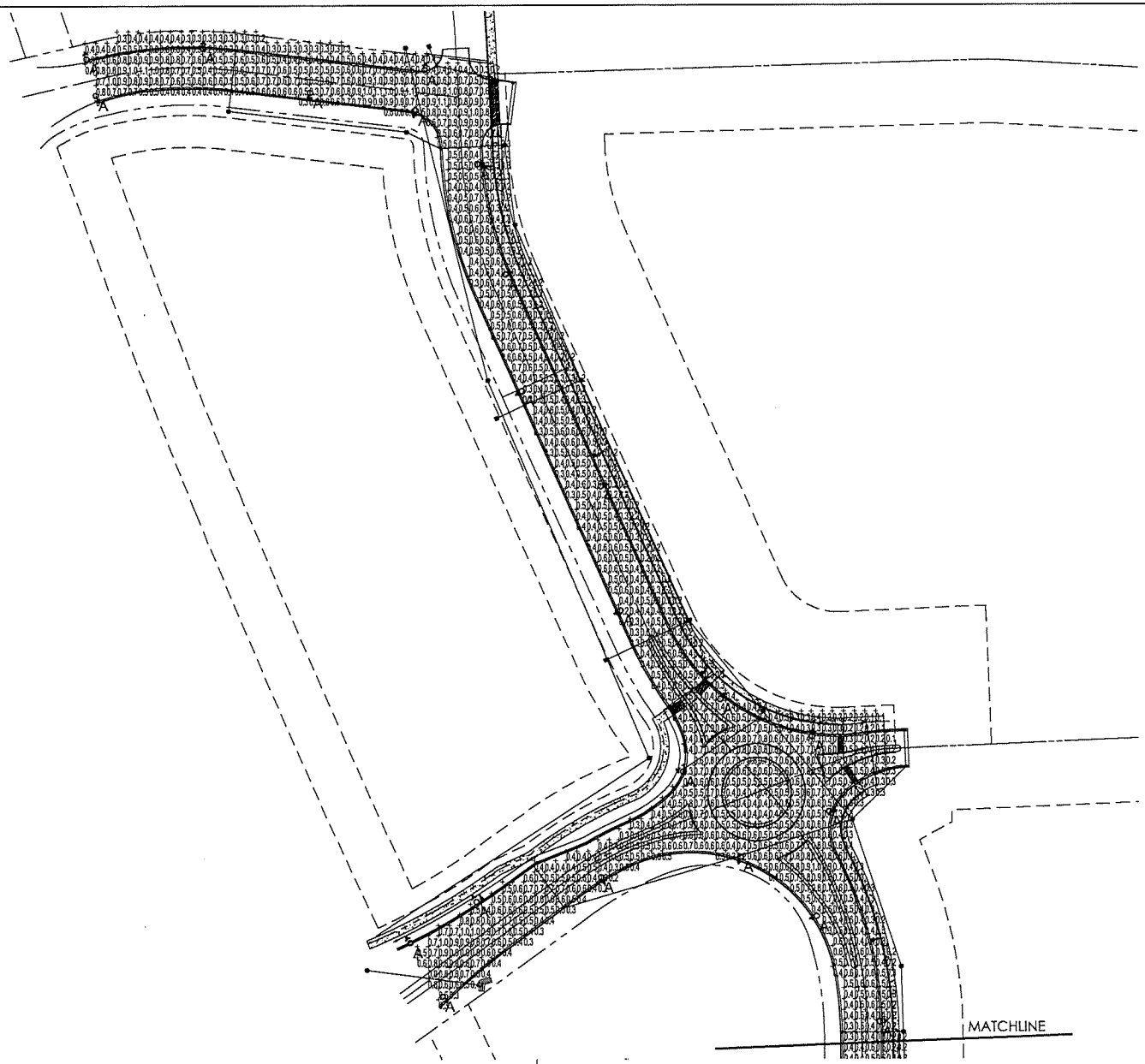
Mannik Smith GROUP
TERRESTRIAL SERVICES
GEOSYNTHETICS DIVISION
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE LIGHTING PHOTOMETRIC PLAN

SE1.0



A SITE PHOTOMETRIC PLAN
SCALE: 1"=60'-0"

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OHIO 43215
TEL: 614.441.5220

PROJECT DATE: 04-26-2017
PROJECT NO: D20.102
DRAWN BY:
CHECKED BY:

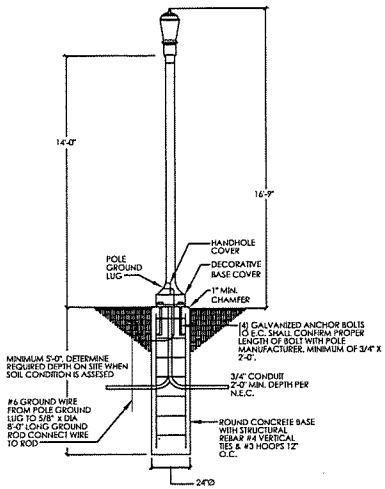
Mannik Smith GROUP
TERRESTRIAL. SOIL. GEOSITE SPORTS.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9030 E BROAD ST
PATASKALA, OHIO

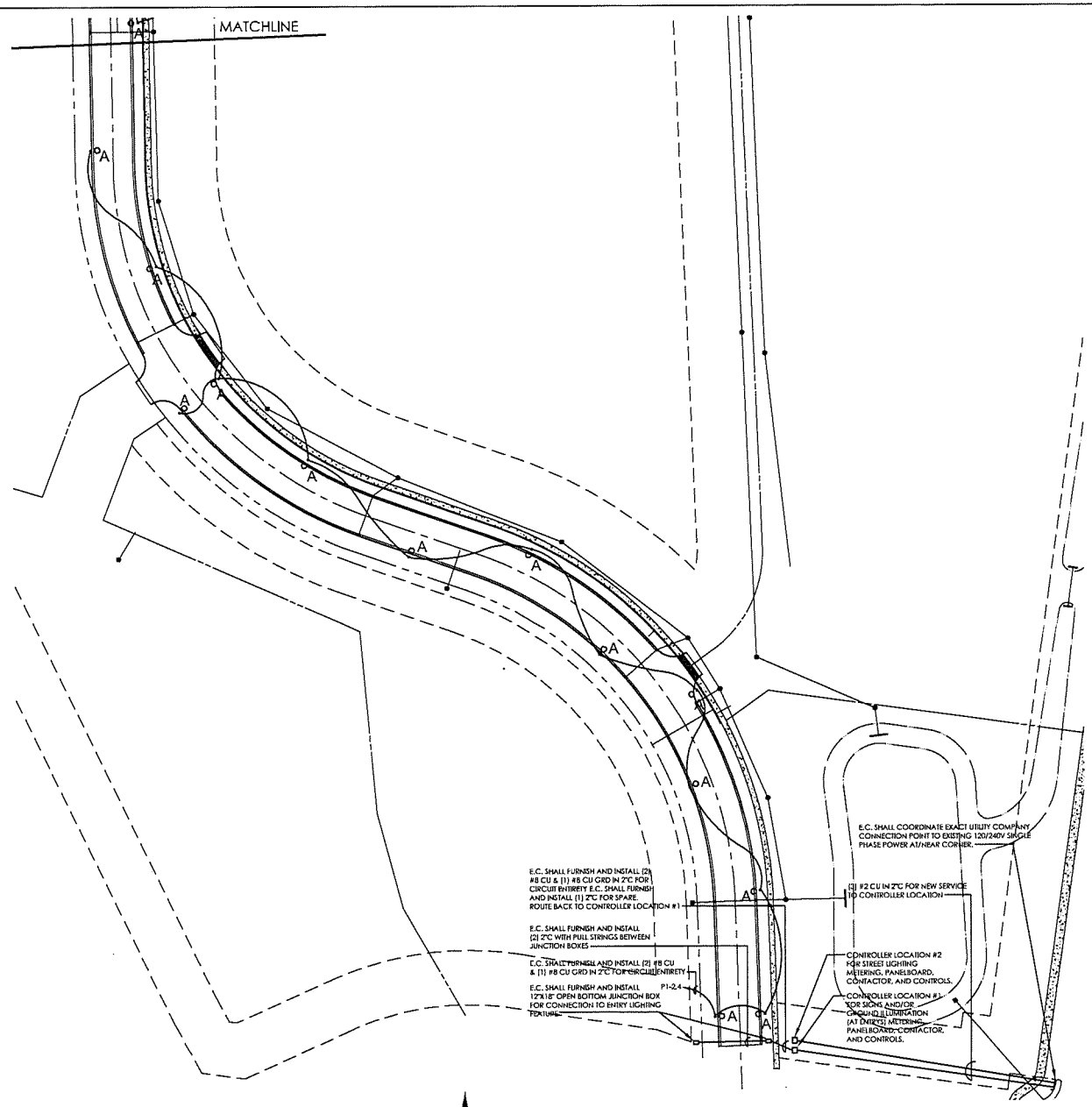
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE LIGHTING PHOTOMETRIC PLAN

SE1.1



A POLE BASE DETAIL FOR 'A" POLE
SCALE: N.T.S.



N A SITE ELECTRICAL PLAN
SCALE: 1"=50'-0"

NO.	DATE	BY	DESCRIPTION

1980 DUBLIN ROAD SUITE 110
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 06-26-2017
PROJECT NO.: 029.102
DRAWN BY:
CHECKED BY:

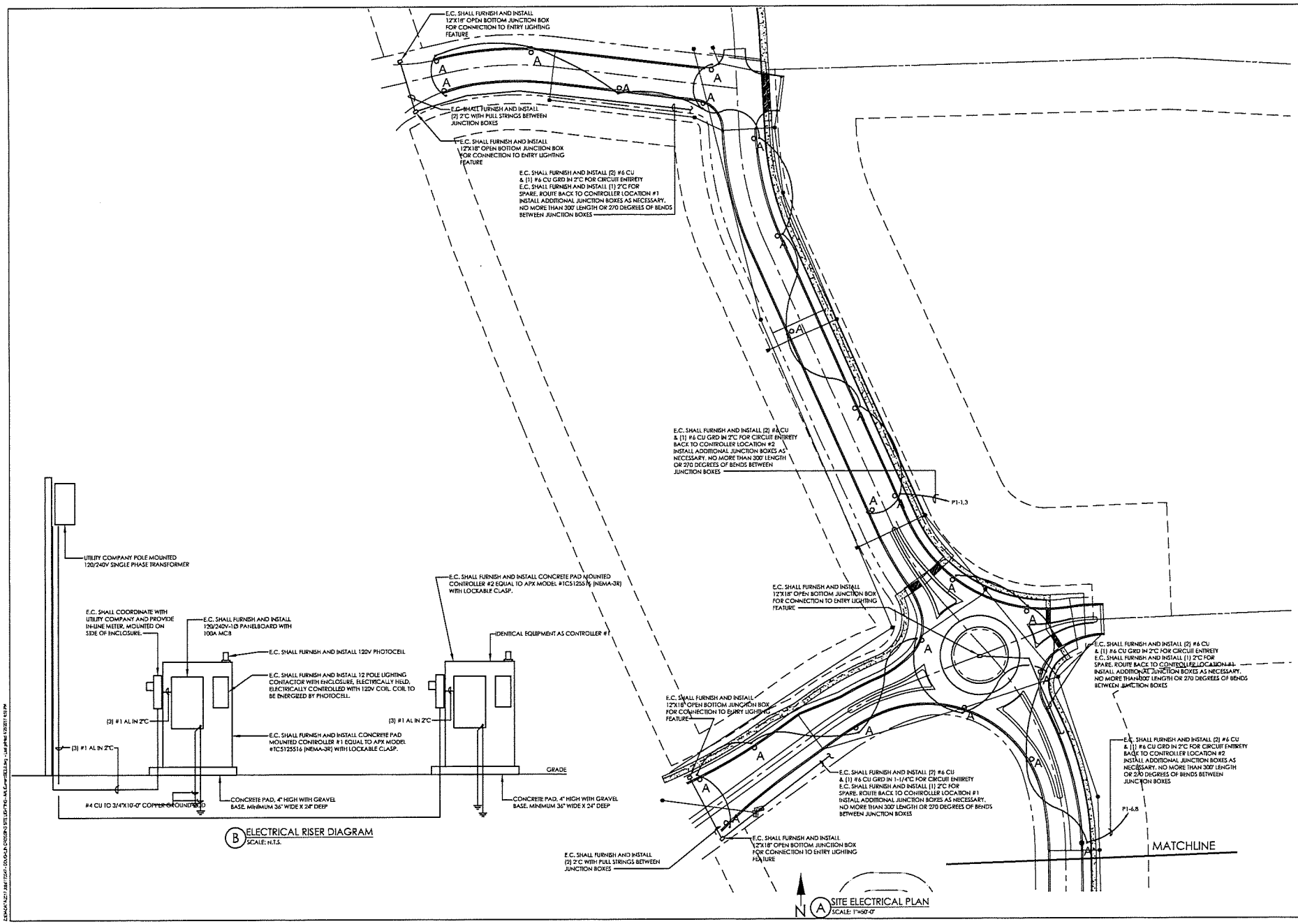
Mannik Smith GROUP
TRANSPORTATION, WELL, ENVIRONMENT, ENERGY
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1000 E BROAD ST
MATASWILA OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE ELECTRICAL PLAN

SE2.0



NO.	DATE	BY	DESCRIPTION

1900 COLUMBUS ROAD SUITE 150
COLUMBUS, OH 43212
TEL: 614-441-4222

PROJECT DATE: 04-25-2017
PROJECT NO.: D291002
DRAWN BY:
CHECKED BY:

Manik Smith GROUP
TRANSPORTATION · SIGNAL · CONSULTING ENGINEERS
www.ManikSmithGroup.com

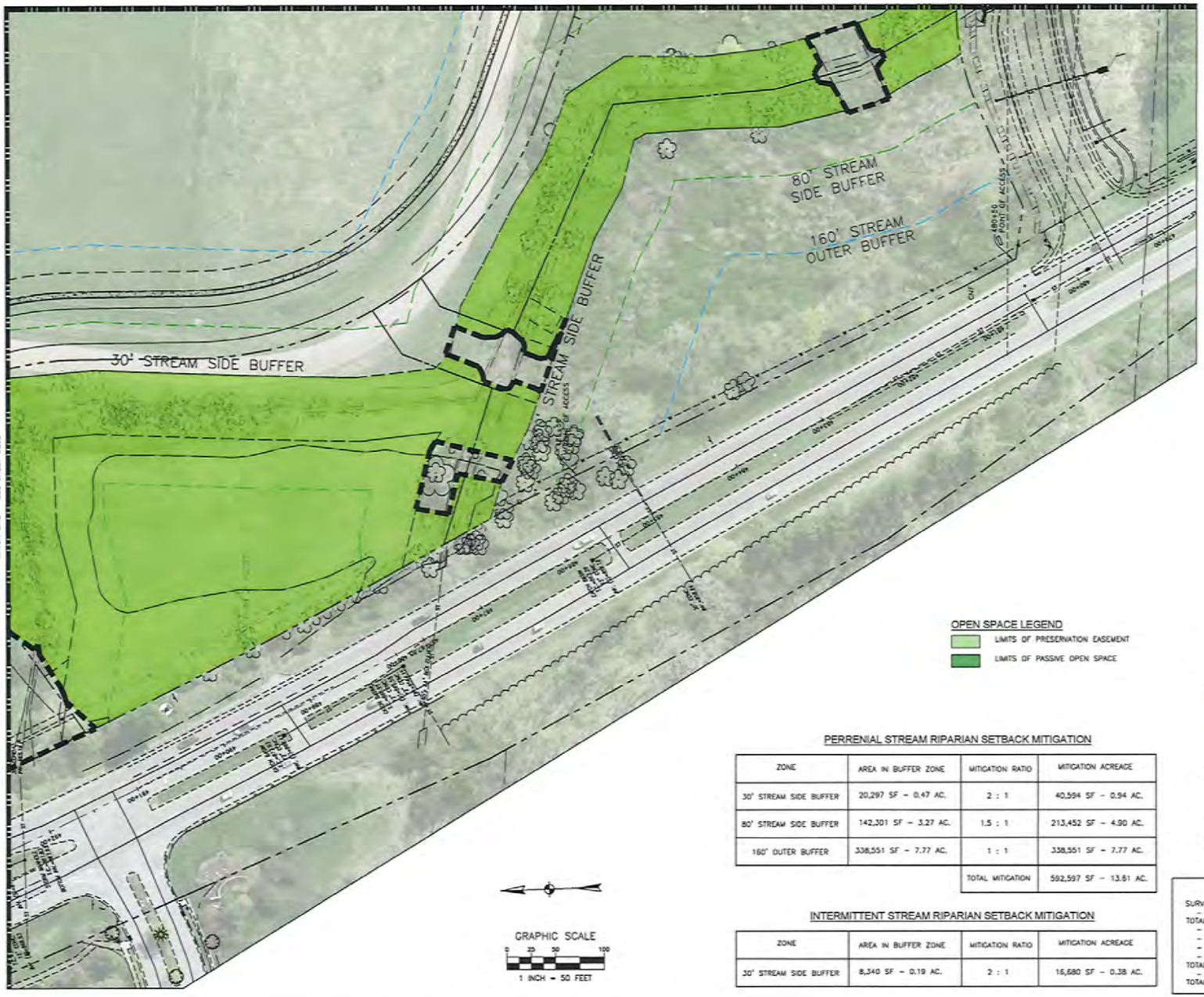
PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE ELECTRICAL PLAN

SE2.1

MATCH LINE – SEE SHEET C201



MATCH LINE – SEE SHEET C202

KEY MAP

OPEN SPACE LEGEND

- LIMITS OF PRESERVATION EASEMENT
- LIMITS OF PASSIVE OPEN SPACE

LEGEND

- EXISTING DECIDUOUS TREE
- EXISTING EVERGREEN TREE
- LIMITS OF IMPACTS TO 30' STREAM BUFFER
- PROPOSED LOT BOUNDARIES
- 30' STREAM SIDE BUFFER
- 80' STREAM SIDE BUFFER
- 160' STREAM OUTER BUFFER

PERRENIAL STREAM RIPARIAN SETBACK MITIGATION

ZONE	AREA IN BUFFER ZONE	MITIGATION RATIO	MITIGATION ACREAGE
30' STREAM SIDE BUFFER	20,297 SF – 0.47 AC.	2 : 1	40,594 SF – 0.94 AC.
80' STREAM SIDE BUFFER	142,301 SF – 3.27 AC.	1.5 : 1	213,452 SF – 4.90 AC.
160' OUTER BUFFER	338,551 SF – 7.77 AC.	1 : 1	338,551 SF – 7.77 AC.
		TOTAL MITIGATION	592,597 SF – 13.61 AC.

INTERMITTENT STREAM RIPARIAN SETBACK MITIGATION

ZONE	AREA IN BUFFER ZONE	MITIGATION RATIO	MITIGATION ACREAGE
30' STREAM SIDE BUFFER	8,340 SF – 0.19 AC.	2 : 1	16,680 SF – 0.38 AC.

OPEN SPACE DATA

TYPE	AREA	% OF DEVELOPABLE AREA
PASSIVE OPEN	5.37 AC.	7.86%
PRESERVATION EASEMENT	9.05 AC.	13.25%
TOTAL	14.42 AC.	21.11%

SITE DATA

SURVEY SITE AREA:	79.79 AC
– VACATED R/W (STRATFORD DR.)	0.82 AC
TOTAL SITE AREA:	80.61 AC
– EX. R/W (WEEKER WAY)	2.48 AC
– EX. R/W TO BE DEDICATED (US23)	2.80 AC
– Ex. R/W TO BE DEDICATED (STRATFORD RD)	1.66 AC
– ADD. R/W TO BE DEDICATED (STRATFORD RD)	0.34 AC
TOTAL DEVELOPABLE SITE AREA:	73.33 AC
– ONSITE R/W (TO BE DEDICATED)	5.06 AC
TOTAL DEVELOPMENT SITE AREA:	68.25 AC

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.461.2222

PROJECT DATE 03-16-2017
PROJECT NO. 009102
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL WELL, GEOLOGIC EXPERT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
3030 E KROME ST
PATAHALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

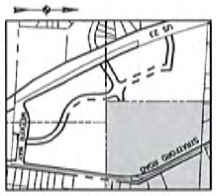
PRESERVATION / OPEN SPACE PLAN

C200

MATCH LINE – SEE SHEET C203

MATCH LINE – SEE SHEET C203

GRAPHIC SCALE
0 50 100 200
1 INCH = 100 FEET



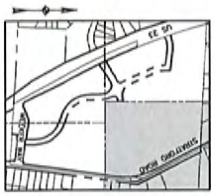
C201	PRESERVATION/ OPEN SPACE PLAN	COUGHLIN'S CROSSING US 23 & STRATFORD ROAD DELAWARE, OH 43015 DELAWARE, OHIO	PREPARED FOR: DELAWARE DEVELOPMENT PLAN, LTD 9030 E BROAD ST PATASKALA, OHIO	Mannik Smith GROUP www.MannikSmithGroup.com TECHNICAL SKILL. CREATIVE SPIRIT.	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614-441-2322 PROJECT DATE: 03-16-2017 PROJECT NO: 029100 DRAWN BY: CHECKED BY:	NO	DATE	BY	DESCRIPTION

GRAPHIC SCALE
0 30 100 200
1 INCH = 100 FEET

KEY MAP

C202	PRESERVATION/ OPEN SPACE PLAN	COUGHLIN'S CROSSING US 23 & STRATFORD ROAD DELAWARE, OH 43015 DELAWARE, OHIO	PREPARED FOR: DELAWARE DEVELOPMENT PLAN, LTD 9030 E BASELINE ST PATASKALA, OHIO	Mannik Smith GROUP www.MannikSmithGroup.com TECHNICAL SKILL. CREATIVE SPIRIT.	1110 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL 614-443-2222 PROJECT DATE: 03-16-2017 PROJECT NO: D291002 DRAWN BY: CHECKED BY:	NO.	DATE	BY	DESCRIPTION

GRAPHIC SCALE
1 INCH = 100 FEET



C203	PRESERVATION/ OPEN SPACE PLAN	COUGHLIN'S CROSSING US 23 & STRATFORD ROAD DELAWARE, OH 43015 DELAWARE, OHIO	PREPARED FOR: DELAWARE DEVELOPMENT PLAN, LTD 9030 E BROAD ST PATAGONIA, OHIO	Mannik Smith GROUP www.MannikSmithGroup.com TECHNICAL SKILL. CREATIVE SPIRIT.	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614-441-2222 PROJECT DATE: 03-16-2017 PROJECT NO.: D291002 DRAWN BY: CHECKED BY:	NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

1119 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.443.2222

PROJECT DATE: 03.15.2017
PROJECT NO: 025100
DRAWN BY:
CHECKED BY:

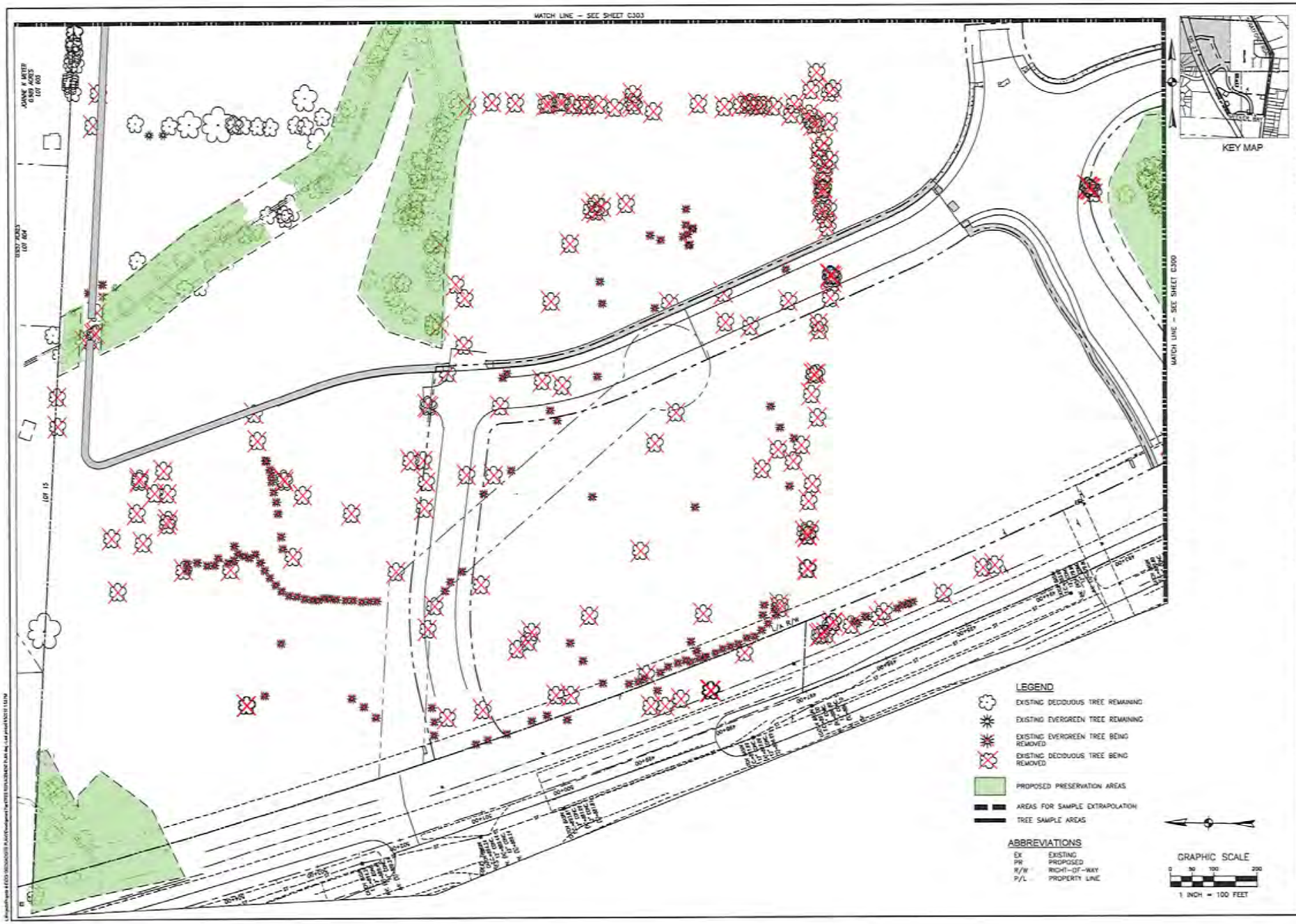
Manik Smith GROUP
TOMORROW'S WORLD, CREATIVE WORKS.
www.ManikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
3008 BRIDGE ST
PERRYSBURG OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TREE REPLACEMENT PLAN

C303



NO. DATE BY DESCRIPTION

110 SUMMIT ROAD SUITE 100
COLUMBUS, OHIO 43215
TEL 614.461.1222

PROJECT DATE 03-14-2017
PROJECT NO. 009100
DRAWN BY:
CHECKED BY

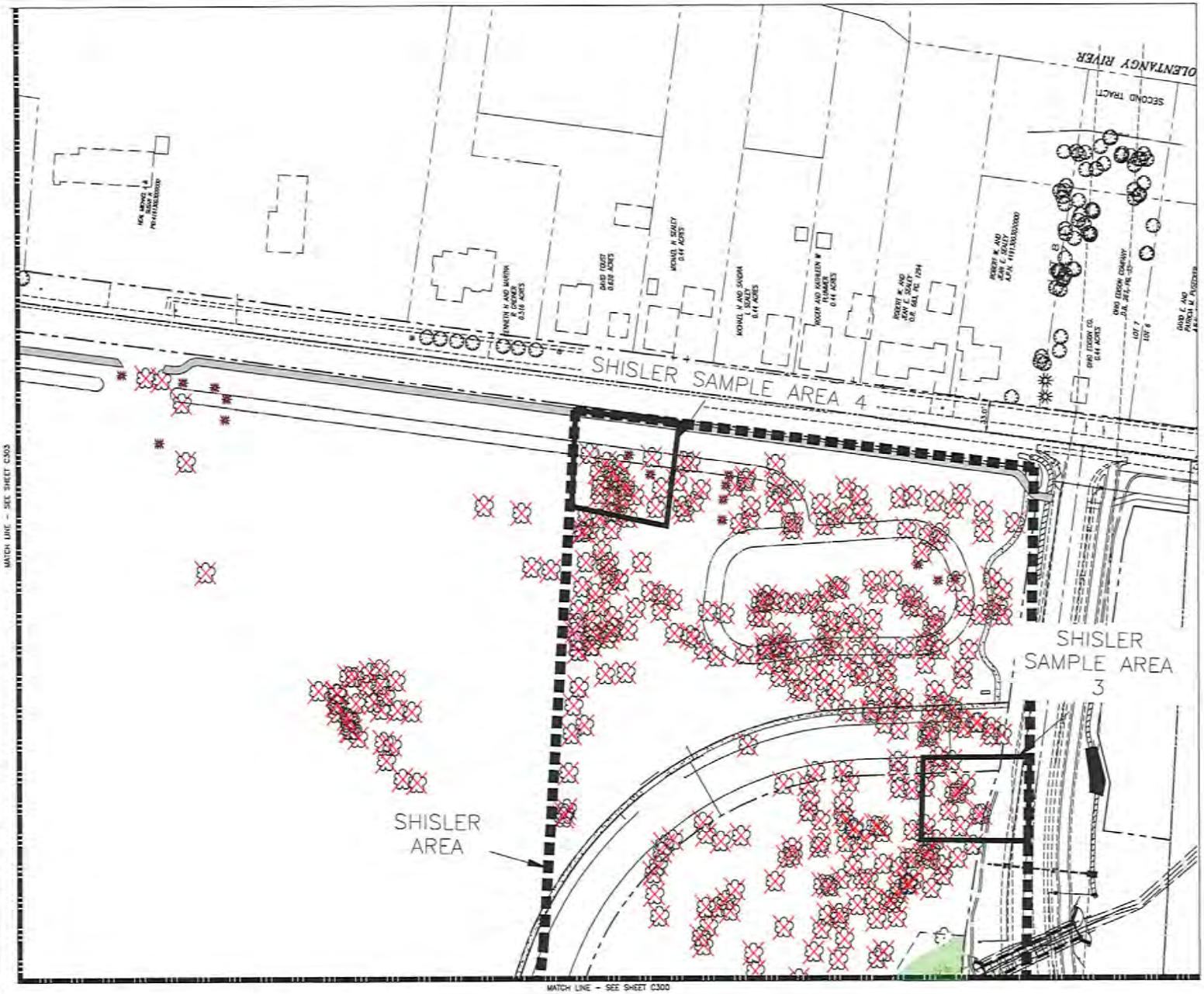
Mannik Smith GROUP
TECHNICAL SKILLS. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
1020 E. KING ST.
KATAMA, IL 60120

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TREE REPLACEMENT PLAN

C302



KEY MAP

LEGEND

- EXISTING DECIDUOUS TREE REMAINING
- EXISTING EVERGREEN TREE REMAINING
- EXISTING EVERGREEN TREE BEING REMOVED
- EXISTING DECIDUOUS TREE BEING REMOVED
- PROPOSED PRESERVATION AREAS
- AREAS FOR SAMPLE EXTRAPOLATION
- TREE SAMPLE AREAS

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
R/W	RIGHT-OF-WAY
P/L	PROPERTY LINE

GRAPHIC SCALE

0 50 100 200

1 INCH = 100 FEET

NO.	DATE	BY	DESCRIPTION

Mannik Smith GROUP

TERRESTRIAL WILDLIFE ENVIRONMENTAL

www.MannikSmithGroup.com

PREPARED FOR: DELAWARE DEVELOPMENT PLAN, LTD

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TREE REPLACEMENT PLAN

C301

MATCH LINE – SEE SHEET C301

MATCH LINE – SEE SHEET C302

SHISLER AREA = 11.71 ACRES
SHISLER SAMPLE AREA 1 = 0.26 ACRES
SHISLER SAMPLE AREA 2 = 0.25 ACRES
SHISLER SAMPLE AREA 3 = 0.22 ACRES
SHISLER SAMPLE AREA 4 = 0.25 ACRES
TOTAL SHISLER SAMPLE AREA = 8.4%

SHISLER AREA

SHISLER SAMPLE AREA 1

SHISLER SAMPLE AREA 2

COLUMBUS PIKE (U.S. 23)
80' W VARIES

GRAPHIC SCALE
0 25 50 100
1 INCH = 50 FEET

KEY MAP

LEGEND

- EXISTING DECIDUOUS TREE REMAINING
- EXISTING EVERGREEN TREE REMAINING
- EXISTING EVERGREEN TREE BEING REMOVED
- EXISTING DECIDUOUS TREE BEING REMOVED
- PROPOSED PRESERVATION AREAS
- AREAS FOR SAMPLE EXTRAPOLATION
- TREE SAMPLE AREAS

ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
R/W	RIGHT-OF-WAY
P/L	PROPERTY LINE

TREE PRESERVATION NARRATIVE

–ALL TREES WITHIN THE BOUNDARY WERE LOCATED AND INVENTORIED BY SIZE. SAMPLE AREAS IN THE TWO MOST DENSELY WOODED AREAS WERE SELECTED TO GIVE A REPRESENTATIVE CONDITION ASSESSMENT. THESE AREAS ARE CALLED SHISLER SAMPLE AND LOT 9 SAMPLE, RESPECTIVELY. ALL TREES OUTSIDE OF THE SAMPLE AREAS WERE CLASSIFIED FOR CONDITION AND TYPE. THESE ARE CALLED "INDIVIDUAL TREES."

–PROPOSED PRESERVATION AREAS HAVE BEEN SET ASIDE FROM DEVELOPMENT TO MAINTAIN DRAINAGE, TREES, AND EXISTING CHARACTER. THESE AREAS HAVE BEEN DELINEATED ON THIS PLAN AND THE REPRESENTATIVE TREE COUNT AND CONDITION ASSESSMENT HAS BEEN TABULATED IN THE RESPECTIVE "PRESERVATION AREA" TABLES.

TOTAL SHISLER SAMPLE AREA

	COUNT	CALIPER (IN.)	% COUNT	% CALIPER
TOTAL	89	1000		
GOOD	65	699	73%	70%
FAIR	6	61	7%	6%
POOR	14	168	16%	17%
DEAD	4	46	4%	5%
ASH	0	0	0%	0%

NOTE: THIS REPRESENTS THE TREES THAT HAD A CONDITION ASSESSMENT PERFORMED ON THEM WITHIN THE FOUR SHISLER SAMPLE AREAS.

SHISLER PRESERVATION AREA

	COUNT	CALIPER (IN.)	% CALIPER
TOTAL	79	1131	
GOOD		791	70%
FAIR		92	8%
POOR		190	17%
DEAD		52	5%
ASH		0	0%

NOTE: THIS REPRESENTS THE TREES WITHIN THE SHISLER PRESERVATION AREA WITH THE DATA INTERPOLATED FROM THE SAMPLE AREAS.

SHISLER INDIVIDUAL TREES

	COUNT	CALIPER (IN.)	% CALIPER
TOTAL	477	4894	
GOOD		3413	70%
FAIR		395	8%
POOR		820	17%
DEAD		225	5%
ASH		0	0%

NOTE: THIS REPRESENTS THE TREES WITHIN THE SHISLER AREA BUT NOT IN THE PRESERVATION OR SAMPLE AREAS WITH THE DATA INTERPOLATED FROM SAMPLE AREAS.

TOTAL LOT 9 SAMPLE AREA

	COUNT	CALIPER (IN.)	% COUNT	% CALIPER
TOTAL	29	330		
GOOD	28	318	97%	96%
FAIR	0	0	0%	0%
POOR	1	12	3%	4%
DEAD	0	0	0%	0%
ASH	0	0	0%	0%

NOTE: THIS REPRESENTS THE TREES THAT HAD A CONDITION ASSESSMENT PERFORMED ON THEM WITHIN THE LOT 9 SAMPLE AREA.

LOT 9 PRESERVATION AREA

	COUNT	CALIPER (IN.)	% CALIPER
TOTAL	181	1279	
GOOD		1232	96%
FAIR		0	0%
POOR		47	4%
DEAD		0	0%
ASH		0	0%

NOTE: THIS REPRESENTS THE TREES WITHIN THE LOT 9 PRESERVATION AREA WITH THE DATA INTERPOLATED FROM THE SAMPLE AREA.

LOT 9 INDIVIDUAL TREES

	COUNT	CALIPER (IN.)	% CALIPER
TOTAL	66	706	
GOOD		680	96%
FAIR		0	0%
POOR		26	4%
DEAD		0	0%
ASH		0	0%

NOTE: THIS REPRESENTS THE TREES WITHIN THE LOT 9 AREA BUT NOT IN THE PRESERVATION OR SAMPLE AREAS WITH THE DATA INTERPOLATED FROM SAMPLE AREA.

INDIVIDUAL TREES TOTAL

	COUNT	CALIPER (IN.)	% COUNT	% CALIPER
TOTAL	564	9212		
GOOD	307	4643	56%	51%
FAIR	140	2764	25%	30%
POOR	45	822	8%	9%
DEAD	35	613	6%	7%
ASH	1	9	0%	0%

NOTE: THIS REPRESENTS ALL TREES THAT HAD A CONDITION ASSESSMENT PERFORMED ON THEM NOT WITHIN THE PRESERVATION AREAS OR SAMPLE AREAS.

INDIVIDUAL PRESERVATION AREA TREES

	COUNT	CALIPER (IN.)	% COUNT	% CALIPER
TOTAL	311	4005		
GOOD	150	1802	48%	45%
FAIR	76	1089	24%	27%
POOR	35	569	11%	14%
DEAD	40	425	13%	11%
ASH	3	18	1%	0%

NOTE: THIS REPRESENTS ALL TREES THAT HAD A CONDITION ASSESSMENT PERFORMED THAT ARE WITHIN THE PRESERVATION AREAS BUT NOT THE SAMPLE AREAS.

TOTAL SITE TREES

	COUNT	CALIPER
TOTAL	1,776	22,557
REMOVED	939	12,199
REMAINING	837	10,485

NOTE: THIS REPRESENTS THE TOTAL RAW NUMBER OF TREES AND CALIPER INCHES ON SITE AND DOES NOT TAKE INTO ACCOUNT CONDITION OF TREES.

NO.	DATE	BY

1100 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.481.7222

PROJECT DATE 01.17.2017
PROJECT NO. 031102
DRAWN BY
CHECKED BY

Mannik Smith GROUP
TECHNICAL DESIGN, INSPECTION & SERVICES
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
1500 E WOOD ST
DELAWARE, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TREE REPLACEMENT PLAN

C300

SITE ENGINEERING PLANS
FOR
COUGHLIN'S CROSSING

FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
CITY OF DELAWARE, TOWNSHIP OF DELAWARE,
COUNTY OF DELAWARE, STATE OF OHIO
APRIL 2017

BENCH MARKS

ALL BENCHMARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE (NAVD 88) NORTH AMERICAN VERTICAL DATUM OF 1988 (U.S. SURVEY FEET):

B.M. #1
BEING THE NORTH BOLT ON THE TOP FLANGE OF A FIRE HYDRANT LOCATED ON THE EAST SIDE OF COLUMBUS PIKE (U.S. 23) 627.5'± SOUTH OF THE SOUTHWESTERLY CORNER OF LOT 593 OF STRATFORD VIEW SUBDIVISION, 31.5'± EAST OF THE EASTERLY EDGE OF PAVEMENT LINE OF SAID COLUMBUS PIKE.

ELEV.= 884.55

B.M. #2
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4) AND BEING IN THE GRAVEL DRIVEWAY TO RESIDENCE #2430, 13.5'± WEST OF THE WESTERLY EDGE OF PAVEMENT
LINE OF SAID STRATFORD ROAD.

ELEV.=854.33

B.M. #3
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5'± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0'± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD.

ELEV.=847.74

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 DATUM (2011), TAKEN FROM GPS OBSERVATION.

UTILITY CONTACTS

UTILITY	ADDRESS	TELEPHONE
AMERICAN ELECTRIC POWER	850 TECH CENTER DRIVE GAHANNA, OH 43230	(800) 672-2231
COLUMBIA GAS	355 JOHNNY APPLESEED CT COLUMBUS, OH 43231	(800) 344-4077 24-HOUR CONTACT
AT&T	8601 COLUMBUS PIKE COLUMBUS, OHIO 43035	(740) 549-4546
TIME WARNER CABLE	156 JOHNSON DRIVE DELAWARE, OH 43015	(844) 316-8564
DEL-CO WATER COMPANY	6773 OLENTANGY RIVER ROAD DELAWARE, OH 43015	(740) 548-7748
SANITARY DELAWARE COUNTY SEWER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2240
STORM SEWER DELAWARE COUNTY ENGINEER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2434

REVISIONS			
NO.	DESCRIPTION OF CHANGE	APPROVAL	DATE

CITY OF DELAWARE STANDARD DRAWINGS

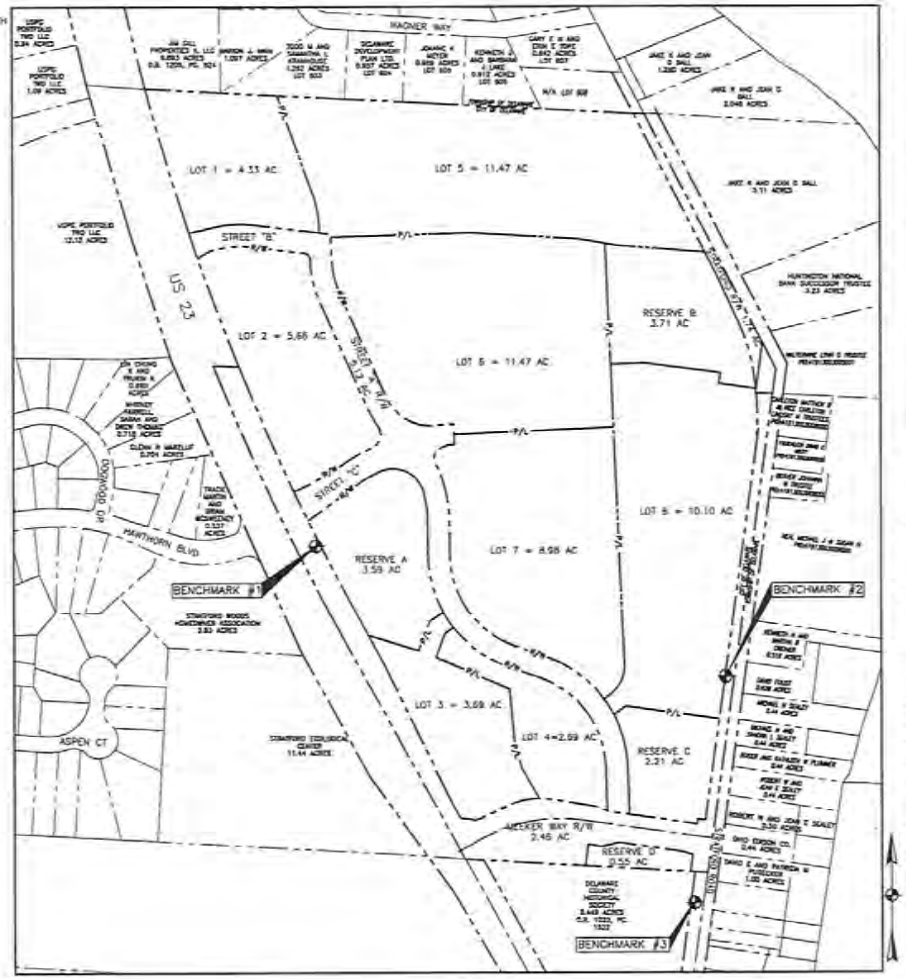
SEWD - 1.0	RDWD - 3.0	WTRD - 1.1
SEWD - 2.0	RDWD - 18.3	WTRD - 3.0
SEWD - 4.0	RDWD - 19.1	WTRD - 4.0
SEWD - 5.0	RDWD - 19.3	WTRD - 6.0
SEWD - 6.0	RDWD - 19.4	WTRD - 9.0
SEWD - 7.0	RDWD - 19.5	WTRD - 11.0
SEWD - 8.0	RDWD - 20.0	WTRD - 13.0
SEWD - 9.0	RDWD - 22.0	WTRD - 15.0
SEWD - 10.0	RDWD - 23.0	
SEWD - 11.1	RDWD - 25.0	
SEWD - 12.0	RDWD - 28.0	
SEWD - 13.0	RDWD - 30.0	
SEWD - 14.0	RDWD - 31.0	
SEWD - 15.1	RDWD - 33.1	
SEWD - 16.2	RDWD - 33.2	

CITY OF COLUMBUS STANDARD DRAWINGS

AA-5168

ODOT STANDARD CONSTRUCTION DRAWINGS

CB-1.2
MH-1.2



INDEX MAP
SCALE: 1"=200'

VICINITY MAP
NOT TO SCALE

DEVELOPER

DELAWARE DEVELOPMENT, LTD
9000 E. BROAD STREET
PATASKALA, OHIO 43062
CONTACT: CONNIE KLEMA
PHONE: 614-374-8488
EMAIL:CKLEMAATTORNEY@GMAIL.COM

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TYPICAL SECTIONS	C100-C107
SITE AND UTILITY PLAN	C200-C203
STORM SEWER PROFILES	C300-C303
STORM STRUCTURE DETAILS	C304-C307
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ROUNDABOUT DETAIL	C704
ROUNDABOUT GRADING DETAIL	C705
STRIPING AND SIGNAGE PLAN	C706-C708
SANITARY PLAN AND PROFILE	C800-C802

EST. 1808
CITY OF DELAWARE OHIO

DAVID M. EFLAND, AICP — DATE
DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT

WILLIAM L. FERRIGNO, P.E. — DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 56942

JENNIFER S. STACHLER, P.E. — DATE
LAND DEVELOPMENT ENGINEER
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 81629

BRAD STANTON — DATE
DIRECTOR OF PUBLIC UTILITIES

APPROVAL OF THESE PLANS DOES NOT CONSTITUTE ASSURANCE TO OPERATE AS INTENDED. THE REVIEWER DOES NOT ACCEPT RESPONSIBILITY FOR THE INTEGRITY OF THE PLANS.

INFRASTRUCTURE OWNERSHIP CHART			
INFRASTRUCTURE ITEM	PUBLIC	PRIVATE	COMMENTS
STORM SEWER			
SANITARY SEWER			

NOTE: THE CITY RESERVES THE RIGHT TO ENSURE ALL INFRASTRUCTURE IS PROPERLY CONSTRUCTED AND INSTALLED, REGARDLESS OF OWNERSHIP.

OHIO Utilities Protection SERVICE
811 or 1-800-362-2764
Call Before You Dig

ENGINEER

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

1160 DUBLIN ROAD, SUITE 100
COLUMBUS, OHIO 43215
CONTACT: RANDY L. VANTILBURG, P.E.
PHONE: 614-441-4222
EMAIL: RVANTILBURG@MANNIKSMITHGROUP.COM

STATE OF OHIO
RANDAL L. VANTILBURG
#69676
REGISTERED
PROFESSIONAL ENGINEER

SEAL AND SIGNATURE ON THIS PLAN INDICATES SITE COMPLIANCE PLAN SHEETS MEET ALL REQUIRED DEVELOPMENT STANDARDS.

4/05/17
OHIO REGISTERED PROFESSIONAL ENGINEER — DATE

NO. | DATE | REVISIONS

1160 DUBLIN ROAD, SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-4222

PROJECT DATE: 04-05-2017
PROJECT NO: 2016-002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TITLE SHEET

C000

GENERAL NOTES (REVISED 06-03-13)

GEN1 THE CITY OF DELAWARE "CITY" DETAILED SPECIFICATIONS, STANDARD DRAWINGS, AND INFRASTRUCTURE DESIGN MANUAL, TOGETHER WITH THE CITY OF COLUMBUS (COC) CONSTRUCTION AND MATERIAL SPECIFICATION (CMS), INCLUDING ALL SUPPLEMENTS THERETO, SHALL GOVERN ALL MATERIAL AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN IN THESE PLANS UNLESS OTHERWISE NOTED. ALL PERTINENT STANDARD CONSTRUCTION DRAWINGS ARE AVAILABLE UPON REQUEST OF THE DEPARTMENT OF ENGINEERING SERVICES.

GEN2 ALL WORK SHALL BE COMPLETELY ACCEPTABLE TO CITY OFFICIALS. NO WORK SHALL COMMENCE UNTIL ARRANGEMENTS HAVE BEEN COORDINATED WITH THE CITY FOR REQUIRED INSPECTIONS. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS NECESSARY TO COORDINATE THE PROVISION OF INSPECTION SERVICE BY THE CITY FOR THE PROPOSED WORK. COST OF INSPECTION SHALL BE PAID FOR BY THE DEVELOPER THROUGH ENGINEERING INSPECTION FEES CALCULATED BY THE DEPARTMENT OF ENGINEERING SERVICES.

GEN3 THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE DEPARTMENT OF ENGINEERING SERVICES AT LEAST 7 DAYS PRIOR TO THE INITIAL START ANY CONSTRUCTION PROJECT.

GEN4 TWENTY-FOUR HOUR ADVANCE NOTIFICATION IS REQUIRED FOR ALL WORK REQUIRING INSPECTION, TESTING, OR APPROVAL BY THE DEPARTMENT OF ENGINEERING SERVICES OR THE BUILDING DEPARTMENT.

GEN5 THE CONTRACTOR IS RESPONSIBLE TO NOTIFY THE DEPARTMENT OF ENGINEERING SERVICES AND REQUEST A FINAL PUNCH-OUT INSPECTION OF THE PROJECT SITE ONCE ALL ITEMS ON THE APPROVED DEVELOPMENT PLANS HAVE BEEN COMPLETED.

GEN6 NECESSARY LINE AND GRADE STAKING WILL BE PROVIDED BY THE DEVELOPER. CUT SHEETS SHALL BE SUBMITTED TO THE DEPARTMENT OF ENGINEERING SERVICES TWO (2) FULL WORKING DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES AND MUST BE APPROVED BY THE CITY PRIOR TO THE BEGINNING OF CONSTRUCTION.

GEN7 THE DEVELOPER IS RESPONSIBLE FOR HAVING "AS-BUILT" CONSTRUCTION DRAWINGS DELIVERED TO THE DEPARTMENT OF ENGINEERING SERVICES WITHIN 30 DAYS FOLLOWING THE COMPLETION OF THE PROJECT CONSTRUCTION. PLANS SHALL BE SUBMITTED IN BOTH PAPER AND DIGITAL FORMAT. THE PLANS MUST INCLUDE TOP-OF-CASTING AND FLOW-LINE ELEVATIONS FOR ALL SANITARY AND STORM STRUCTURES, FLOOD ROUTING SWALE VERIFICATION, AND IDENTIFY ALL FIELD MODIFICATIONS TO THE APPROVED PLAN SET. THE "AS-BUILT" DRAWINGS MUST ALSO INCLUDE THE STATE PLANE COORDINATE LOCATIONS FOR ALL NEWLY CONSTRUCTED PUBLIC UTILITY STRUCTURES INCLUDING SANITARY/STORM STRUCTURES, MAINLINE WATER VALVES, FIRE HYDRANTS, STREET LIGHTS, PULL BOXES ETC.

GEN8 FOR MODIFICATIONS TO THE WORK AS SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS, A REQUEST MUST BE SUBMITTED IN WRITING FROM THE ENGINEER OF RECORD TO THE DEPARTMENT OF ENGINEERING SERVICES FOR REVIEW AND APPROVAL. MODIFICATIONS MUST FOLLOW THE PLAN REVISION PROCESS SET FORTH BY THE DEPARTMENT OF ENGINEERING SERVICES AND ARE SUBJECT TO PLAN REVISION FEES.

GEN9 THE CONTRACTOR OR DEVELOPER SHALL SECURE AND PAY FOR ALL PERMITS, FEES, LICENSES, AND INSPECTIONS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE IMPROVEMENTS AS SHOWN ON THE APPROVED CONSTRUCTION PLANS.

GEN10 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VISIT THE SITE AND VERIFY THE EXTENT OF THE WORK TO BE PERFORMED, TO IDENTIFY THE NECESSARY CONSTRUCTION MEANS AND METHODS TO ACCOMPLISH ALL WORK ITEMS, AND TO NOTIFY THE DEPARTMENT OF
ENGINEERING SERVICES OF ANY IDENTIFIED CONFLICTS, ERRORS OR OMMISSIONS FROM THE CONSTRUCTION PLANS.

GEN11 THE CONTRACTOR OR SUBCONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS ALSO THE SOLE RESPONSIBILITY OF THE CONTRACTOR OR SUBCONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK.

GEN12 THE CONTRACTOR IS RESPONSIBLE FOR THE INVESTIGATION, LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL EXPOSE ALL UTILITIES OR STRUCTURES PRIOR TO CONSTRUCTION TO VERIFY THE VERTICAL AND HORIZONTAL EFFECT ON THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL CALL, TOLL FREE, THE OHIO UTILITIES PROTECTION SERVICE (OUPS) AT 1-800-362-2764 SEVENTY-TWO HOURS PRIOR TO CONSTRUCTION AND SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST FORTY-EIGHT HOURS PRIOR TO WORK IN THE VICINITY OF THEIR UNDERGROUND LINES.

GEN13 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THE APPROVED CONSTRUCTION PLANS IS BASED ON THE MOST CURRENT AVAILABLE RECORDS, AND AT TIMES FROM MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION PROVIDED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CITY ASSUMES NO RESPONSIBILITY AS TO THE ACCURACY OR DEPTHS OF THE UNDERGROUND FACILITIES AS SHOWN ON THE PLANS. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST SEVEN DAYS IN ADVANCE OF ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.

GEN14 THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION OF ANY UTILITIES AS REQUIRED BY THE APPROVED CONSTRUCTION PLAN, OR THAT MAY BE DETERMINED BY ADDITIONAL FIELD INVESTIGATION TO BE IN CONFLICT WITH THE CONSTRUCTION OF NEW INFRASTRUCTURE AS SHOWN ON THE PLANS, AND TO COORDINATE THESE EFFORTS WITH THE OWNER OF THE AFFECTED UTILITY.
GEN15 WHERE POTENTIAL GRADE CONFLICTS MIGHT OCCUR WITH EXISTING UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER SUCH UTILITIES IN ADVANCE OF INSTALLING NEW UTILITIES IN ORDER FOR THE ENGINEER OF RECORD TO DETERMINE THE EXACT ELEVATIONS, AND TO MAKE ANY NECESSARY PLAN ADJUSTMENTS.

GEN16 ALL MATERIALS INCLUDING BUT NOT LIMITED TO PIPING, APPURTENANCES, MANHOLES, GRAVEL, ETC. UTILIZED FOR THE CONSTRUCTION OF NEW PUBLIC INFRASTRUCTURE MUST BE APPROVED BY THE DEPARTMENT OF ENGINEERING SERVICES. IN ADDITION, ALL CONCRETE PIPE, STORM, AND SANITARY SEWER STRUCTURES WILL BE INSPECTED BY THE CITY OF COLUMBUS AT THE MANUFACTURING PLANT LOCATION FOR CONFORMANCE TO SPECIFICATIONS. PIPE OR STRUCTURES WITHOUT PROPER APPROVAL AS IDENTIFIED BY BEARING THE COC APPROVAL STAMP, SHALL NOT BE PERMITTED FOR INSTALLATION IN THE CITY OF DELAWARE.

GEN17 ALL FIELD TILES BROKEN DURING EXCAVATION SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE, TO ORIGINAL CONDITION OR SHALL BE CONNECTED TO THE STORM SEWER COLLECTION SYSTEM AS DIRECTED BY THE CITY.

GEN18 THE CONTRACTOR SHALL REPAIR OR REPLACE ANY PROPERTY, UTILITY, STRUCTURE, OR OTHER INFRASTRUCTURE AT HIS EXPENSE, DAMAGED DURING THE EXECUTION OF HIS WORK TO AN EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO THE DAMAGE. ALL WORK IS TO BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OF RECORD AND THE CITY. ANY DAMAGE TO PRIVATE UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE APPROPRIATE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.

GEN19 CARE SHALL BE EXERCISED WHEN WORKING IN THE AREA AROUND EXISTING TREES AND SHRUBS. ANY TREES OR SHRUBS NOT MARKED FOR REMOVAL THAT ARE DAMAGED BY THE CONTRACTOR WILL HAVE TO BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.

GEN20 THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR PROVIDING AND SCHEDULING OF QUALIFIED PERSONNEL FOR CONCRETE, ASPHALT, AND SOILS TESTING SERVICES AS REQUIRED BY THE DEPARTMENT OF ENGINEERING SERVICES. TESTING IS TO BE PERFORMED UNDER THE DIRECT SUPERVISION OF A REGISTERED TESTING AGENCY APPROVED BY THE DEPARTMENT OF ENGINEERING SERVICES.

GEN21 PROPERTY CORNER PINS OR PERMANENT SURVEY MARKERS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A REGISTERED SURVEYOR AT CONTRACTOR'S EXPENSE.

GEN22 EXISTING STRUCTURES TO BE REMOVED OR DEMOLISHED REQUIRE A "DEMOLITION PERMIT" ISSUED BY THE CITY BUILDING DEPARTMENT.

GEN23 THE OPEN BURNING OF SITE CLEANING DEBRIS, TRASH, ETC. IS PROHIBITED IN THE CITY

GEN24 THE CONTRACTOR IS RESPONSIBLE FOR THE PROVISION AND MAINTENANCE OF A PORTABLE TOILET ON THE SITE DURING ALL PHASES OF CONSTRUCTION.

GEN25 ALL EARTHWORK OPERATIONS, ESPECIALLY PAVEMENT SUB-GRADE CONSTRUCTION, SHALL BE INSPECTED BY A REGISTERED SOILS ENGINEER EMPLOYED AND PAID FOR BY THE OWNER. ADDITIONALLY, ALL FINAL GRADES SHALL BE FIELD CHECKED BY THE DEVELOPER'S CONTRACTOR AND/OR SURVEYOR FOR CONFORMANCE TO CONSTRUCTION PLAN GRADES.

GEN26 UTILITY TRENCHES WITHIN THE INFLUENCE OF THE ROADWAY ARE TO BE FILLED AND COMPACTED PER ITEM 912 OF THE COC CMS. UTILITY TRENCHES WITHIN THE RIGHT OF WAY BUT OUTSIDE THE ROADWAY INFLUENCE SHALL BE FILLED AND COMPACTED WITH SUITABLE NATIVE MATERIAL AND COMPACTED TO WITHIN 98% OF THE MAXIMUM DRY DENSITY PER ITEM 911 OF COC CMS. ALL OTHER TRENCHES ARE TO BE FILLED AND COMPACTED WITH NATIVE MATERIAL TO WITHIN 95% OF THE MAXIMUM DRY DENSITY. THE BACKFILL MATERIAL FOR ANY UTILITY TRENCH SHALL BE FREE OF LARGE BOULDERS, TREE BRANCHES, STUMPS, AND CONSTRUCTION DEBRIS. UTILITY TRENCHES THAT ARE UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE REQUIRED TO HAVE BACKFILL TESTED FOR COMPACTION BY AN APPROVED TESTING FIRM.

GEN27 STORM SEWERS, SANITARY SEWERS, AND WATER MAINS CONSTRUCTED IN FILL AREAS SHALL NOT BE CONSTRUCTED UNTIL AFTER COMPACTED FILL HAS BEEN INSTALLED TO PROPOSED GRADE. THE STORM SEWERS, SANITARY SEWERS, AND WATER MAINS SHALL BE INSTALLED PER SPECIFIED TRENCH INSTALLATION DETAILS.

GEN28 CLEARING AND GRUBBING IS TO BE PERFORMED FROM RIGHT OF WAY LINE TO RIGHT OF WAY LINE, WITHIN ALL EASEMENTS, OR AS OTHERWISE NOTED IN THE APPROVED CONSTRUCTION PLANS. TREE CHIPPING EQUIPMENT MAY BE USED HOWEVER CHIP PILES SHALL BE STORED IN SEPARATE LOCATIONS AWAY FROM ANY AREA SUBJECT TO FURTHER CONSTRUCTION ACTIVITIES, AND SHALL NOT BE SPREAD OR DISBURSED OVER EXISTING GROUND.

GEN29 TOPSOIL SHALL BE STRIPPED AND STOCKPILED SEPARATELY FROM ALL WORK AREAS, AND RESPREAD DURING FINAL GRADING OPERATIONS. FOR RESIDENTIAL DEVELOPMENTS, THE TOPSOIL SHALL NOT BE RESPREAD UNTIL SUCH TIME AS ALL BUILDING CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED ON INDIVIDUAL PROJECT PHASES.

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GEN 30 SEEDING: ALL AREAS WITHIN THE RIGHT OF WAY DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS FROM THE DATE WORK IN THE AREA IS COMPLETED. SEED SHALL BE SPREAD AT A RATE OF 14 POUNDS PER 1000 SF AND MEET THE REQUIREMENTS OF COC CMS ITEM 659.09 CLASS 1 LAWN MIXTURE. A 10-20-10 COMMERCIAL FERTILIZER SHALL BE APPLIED AT A RATE OF 20 POUNDS PER 1000 SF TO NEWLY SEEDED AREAS. SEEDING PERFORMED BETWEEN OCTOBER 30TH AND MARCH 1ST SHALL BE APPLIED AS TEMPORARY SEEDING PER COC CMS ITEM 207.

GEN31 THE FOLLOWING TURF SEED BLEND IS REQUIRED FOR ALL PARK AREAS. SEED SHALL BE CERTIFIED, FRESH, CLEAN, POA AND BENT GRASS FREE, WITH A 98% PURITY AND 85% MINIMUM GERMINATION RATE. SEED SHALL BE APPLIED AT A RATE OF 8 POUNDS PER 1000 SF (350 POUNDS PER ACRE).

TURF TYPE MIXTURE SHALL BE TALL FESCUE (A MIXTURE OF NO LESS THAN THREE CULTIVARS BY WEIGHT) AND PERENNIAL RYEGRASS (A MIKTURE OF NO LESS THAN TWO CULTIVARS BY WEIGHT)

SEED CULTIVARS SHALL BE THE FOLLOWING OR AN APPROVED EQUAL:
30% GOODEN TURF TYPE TALL FESCUE
20% WOLVERINE TURF TYPE TALL FESCUE
20% COCHISE III TURF TYPE TALL FESCUE
15% NOBILITY PERENNIAL RYEGRASS
15% AMAZING GS PERENNIAL RYEGRASS

FERTILIZER SHALL BE 10-20-10; APPLIED AT A RATE OF 20 POUNDS PER 1,000 SQUARE FEET. THE STRAW MULCH WILL BE CLEAN OAT OR WHEAT STRAW, WELL SEASONED BEFORE BAILING, AND FREE FROM MATURE SEED BEARING STALKS OR ROOTS OF PROHIBITIVE OR NOXIOUS WEEDS. THE STRAW MULCH WILL BE APPLIED AT 2 TONS PER ACRE FOR ALL PERMANENT SEEDING.

THE TOP SIX (6) INCHES OF SOIL MUST CONFORM TO CMS ITEM 659.09 FOR LAWN AREAS. ALL ROCK AND OTHER FOREIGN MATERIAL 1 INCH OR GREATER IN ANY DIMENSION SHALL BE REMOVED.

ALL WORK WITHIN PARK AREAS, INCLUDING CONSTRUCTION OF FILLS, SHALL BE COMPLETED WITH TRACK EQUIPMENT ONLY. ALL OTHER EQUIPMENT USED MUST BE APPROVED BY THE CITY.

ALL SEEDING AND MULCHING MUST BE COMPLETED BY OCTOBER 1ST.

GEN 31 ALL MULCH UNDER PLAY EQUIPMENT TO BE CERTIFIED PLAYGROUND MULCH AND SPREAD TO A MINIMUM THICKNESS OF 12 INCHES. CERTIFIED PLAYGROUND MULCH TO BE CERTIFIED TO THE LATEST STANDARDS INCLUDING: ASTM F1292-04. PLAYGROUND MULCH SHALL MEET HIC (HEAD IMPACT CRITERIA) AND G:MAX REQUIREMENTS AT 12" OF COVERAGE ASTM F2075-04. - PLAYGROUND MULCH SHALL MEET TRAMP METAL TEST AND SIEVE ANALYSIS ASTM F1951. - PLAYGROUND MULCH SHALL BE WHEELCHAIR ACCESSIBLE

ROADWAY NOTES

RDW1 ALL PAVEMENT SUB-GRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 203 OF THE COC CMS, THE SOILS REPORT AND AS DIRECTED BY THE REGISTERED SOILS ENGINEER PRESENT ON THE SITE. THE CITY WILL STRICTLY ADHERE TO THE COMPACTION REQUIREMENTS SET FORTH IN SECTION 203.07. DENSITY TESTING MUST BE PERFORMED ON EACH LIFT OF FILL, AND THE SOILS ENGINEER PERFORMING THE TESTING MUST HAVE DETAILED LABORATORY TEST DATA ON SITE TO SUPPORT THE VALUES BEING UTILIZED IN THE DENSITY CALCULATIONS. THE MOISTURE CONTENT OF THE NEW FILL SHALL BE IN THE RANGE OF ± 2% OF THE OPTIMUM MOISTURE CONTENT DETERMINED BY ASTM D698. THE CITY RESERVES THE RIGHT TO REQUIRE DENSITY TESTING OF SUB-GRADE IN NEWLY CUT AREAS WHERE TOPSOIL HAS BEEN STRIPPED IN PREPARATION FOR SUB-BASE INSTALLATION OR FILLING OPERATIONS, IN ORDER TO EVALUATE THE NECESSITY FOR ADDITIONAL COMPACTION EFFORT.

RDW2 ALL PAVEMENT JOINTS, PARTICULARLY WHERE A PROPOSED PAVEMENT ABUTS AN EXISTING PAVEMENT, AND ALL PAVEMENT JOINTS ABUTTING THE CURBLINE OR UTILITY STRUCTURES SUCH AS MANHOLES, CATCH BASINS, VALVE BOXES, ETC. SHALL BE SEALED IN ACCORDANCE WITH ITEM 413 TYPE (1) OF THE COC CMS. RDW3 AT THE OPTION OF THE DEVELOPER AND APPROVAL BY THE CITY, THE PLACEMENT OF THE FINAL WEARING COURSE OF ITEM 448 ASPHALT CONCRETE MAY BE DELAYED UNTIL SUCH TIME THAT THE MAJORITY OF THE RESIDENTIAL HOUSING CONSTRUCTION IN THE AREA IS COMPLETE, OR IN THE CASE OF WINTER CONSTRUCTION WHEN WEATHER PERMITS.

RDW4 ALL ASPHALT CONCRETE PAVING OPERATIONS SHALL BE REGULATED AS SPECIFIED IN COC CMS ITEM 400 FLEXIBLE PAVEMENT.

RDW5 PAVEMENT CUTS FOR UTILITY LINE INSTALLATIONS ARE SUBJECT TO THE BACKFILL REQUIREMENTS OF ITEM 912. IN LIEU OF COMPACTED GRANULAR MATERIAL, FLOWABLE CONTROLLED DENSITY FILL, ITEM 636 TYPE-11 MAY BE USED. PAVEMENT SHALL BE CONSTRUCTED TO MATCH THE EXISTING SECTION OR NINE INCHES OF ASPHALT CONCRETE, WHICHEVER IS GREATER. AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO REPAIR THE PAVEMENT WITH A 7" CLASS "C" CONCRETE BASE EXTENDING 1'-0 BEYOND ALL EDGES OF THE EXCAVATION, AND FINISHED WITH A 2-INCH ITEM 448 ASPHALT WEARING COURSE.

RDW6 STEEL PLATES SHALL BE POSITIONED AND SECURED IN PLACE WITH STEEL SPIKES AND COLD PATCH ASPHALT MIX OVER ALL TRENCHES THAT ARE LEFT OPEN ON A TEMPORARY BASIS AND SUBJECT TO TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING THE LOCATION OF ALL STEEL PLATES DIRECTLY TO THE DEPARTMENT OF PUBLIC WORKS.

RDW7 PROACTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO KEEP PUBLIC STREETS CLEAN AND FREE FROM MUD, STONE, DIRT, ETC. AT ALL TIMES. A STABILIZED CONSTRUCTION ENTRANCE, AS SPECIFIED IN THE PLANS, IS TO BE DILIGENTLY MAINTAINED AT THE CONSTRUCTION SITE ENTRANCE(S) THROUGHOUT THE PROJECT. IF THE ENTRANCE IS RENDERED INEFFECTIVE IN THE JUDGEMENT OF THE CITY, WORK ON THE PROJECT MAY BE SUSPENDED UNTIL THE ENTRANCE IS MADE EFFECTIVE.

RDW8 CONCRETE CURBS ARE TO BE BRANDED DURING PLACEMENT UTILIZING THE STANDARD BRAND SET PROVIDED BY THE DEPARTMENT OF ENGINEERING SERVICES. BRANDS THAT ARE MISSED MUST BE MECHANICALLY GROUND INTO THE CURB AFTER CONCRETE IS SET.

BRAND CURBS ARE AS FOLLOWS:
"S" - ON TOP OF CURB FOR SANITARY LATERAL LOCATIONS.
"W" - ON FACE OF CURB FOR WATER SERVICE BOX LOCATIONS.
"WV" - ON FACE OF CURB FOR HYDRANT WATCH VALVE LOCATIONS.
"WM"- ON FACE OF CURB FOR WATER MAIN VALVE LOCATIONS.
"SM" - ON FACE OF CURB FOR SANITARY/STORM MANHOLE LOCATIONS.

RDW9 THE COMBINATION CURB AND GUTTER SHALL BE PLACED CONTINUOUSLY. THE CURB SHALL HAVE CONTROL JOINTS MECHANICALLY CUT AT 10'-0 SPACING WITHIN 24 HOURS FROM BEING POURED. DRIVEWAY CURB CUTS SHALL BE SAW-CUT AT THE TIME EACH INDIVIDUAL RESIDENCE IS CONSTRUCTED.

RDW10 MONUMENT BOXES SHALL BE INSTALLED AT INTERSECTIONS DESIGNATED ON THE PLAN BY A REGISTERED SURVEYOR. BOXES SHALL BE NEENAH R-1968, TYPE 36-B OR EAST JORDAN IRON WORKS NO. 8371. MONUMENTS ARE TO BE SET IN A CONCRETE FILLED 24" DIAMETER CORED HOLE, FLUSH WITH THE TOP OF THE PAVEMENT PER CITY STANDARD.

RDW11 ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE "OHIO MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS". THE CONTRACTOR MUST PROVIDE THE CITY WITH 24-HOUR CONTACT INFORMATION IN THE EVENT THE MOT ITEMS REQUIRES ADJUSTMENT, REPAIR OR REPLACEMENT.

RDW12 TRAFFIC LANES SHALL BE FULLY OPEN TO TRAFFIC AT ALL TIMES AND INGRESS AND EGRESS SHALL BE MAINTAINED TO PUBLIC AND PRIVATE PROPERTY. LANE RESTRICTIONS OR CLOSURES REQUIRED DURING CONSTRUCTION MUST BE APPROVED BY THE DEPARTMENT OF ENGINEERING SERVICES AND PUBLIC WORKS DEPARTMENTS A MINIMUM OF TWO-WEEKS IN ADVANCE OF ANY WORK BEING PERFORMED. A MAINTENANCE OF TRAFFIC APPLICATION MUST BE SUBMITTED AND APPROVED PRIOR TO STARTING ANY WORK THAT EFFECTS TRAFFIC FLOWS. WORK REQUIRING PARTIAL OF COMPLETE CLOSURE OF ANY PUBLIC STREET REQUIRES 48-HOUR ADVANCE NOTIFICATION TO ALL AFFECTED RESIDENTS AND BUSINESSES. NOTIFICATIONS SHALL BE PREPARED AND DISTRIBUTED BY THE CONTRACTOR PRIOR TO SCHEDULED WORK. CITY APPROVAL OF ALL NOTIFICATIONS IS REQUIRED IN ADVANCE OF DISTRIBUTION.

RDW13 TACK COAT (COC ITEM 407) IS REQUIRED BETWEEN ALL LIFTS OF FLEXIBLE PAVEMENT, BETWEEN CONCRETE BASE AND ASPHALT SURFACE COURSE, AND ALONG THE FACE OF THE CURB. THE TACK COAT APPLICATION MAY BE WAIVED AT THE DISCRETION OF THE DEPARTMENT OF ENGINEERING SERVICES IF THE LIFTS OF ASPHALT ARE INSTALLED WITHIN SEVEN (7) DAYS OF EACH OTHER, THERE HAS BEEN NO WATER OR VEHICLE TRAFFIC ON THE PAVEMENT, AND THE PAVEMENT IS CLEAN AND FREE OF DUST AND DEBRIS.

RDW14 ALL CONSTRUCTION AND PERMANENT ROADWAY SIGNAGE MUST MEET THE MINIMUM REQUIREMENTS OF OMUTCD TABLE 2A-3 REGARDING RETROREFLECTIVITY LEVELS.

RDW15 PROOF ROLLING: THE FOLLOWING SPECIFICATIONS ARE PUT IN PLACE BY THE CITY OF DELAWARE IN ADDITION TO THE COC CMS ITEM 204, SUBGRADE COMPACTION AND PROOF ROLLING/TEST ROLLING:

FOR AREAS WHERE SUBGRADE APPEARS TO BE STABLE WITHOUT UNDERCUTTING, PROOF ROLL AFTER THE TOP 12 INCHES OF THE SUBGRADE MEETS THE COMPACTION REQUIREMENTS AND AFTER THE SUBGRADE HAS BEEN BROUGHT TO APPROXIMATE SHAPE WITHIN 0.1 TO 0.2 FEET REQUIRED BY PLAN GRADE.

FOR AREAS THAT ARE UNSTABLE AND REQUIRE UNDERCUTTING, IT IS NOT NECESSARY TO COMMENCE A FORMAL PROOF ROLL TO DEMONSTRATE THAT SUBGRADE CORRECTION IS REQUIRED. CORRECTION MUST BE AUTHORIZED BY THE CITY AT THE TIME OF ROUGH GRADING AND MUST BE BASED ON RECOMMENDATIONS FROM THE SOILS ENGINEER.

PROOF ROLLING MUST BE TREATED AS THE FINAL VERIFICATION THAT ALL REPAIRS HAVE BEEN PERFORMED. FAILED PROOF ROLLS FOLLOWING CORRECTIVE ACTION WILL BE AT THE CONTRACTOR'S EXPENSE. PROOF ROLLING MUST BE DONE IMMEDIATELY AFTER THE SUBGRADE COMPACTION OPERATION, WHEN THE MOISTURE CONTENT OF THE SUBGRADE SOIL IS NEAR OPTIMUM OR AT THE MOISTURE CONTENT THAT ACHIEVED COMPACTION. UNSTABLE OR HARD PAN CONDITIONS ENCOUNTERED DURING PROOF ROLLING OPERATIONS, WHICH RESULT FROM THE FAILURE OF THE CONTRACTOR TO MAINTAIN THE SPECIFIED DENSITY AND MOISTURE REQUIREMENTS, MUST BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

IF IT BECOMES NECESSARY TO TAKE CORRECTIVE ACTION, SUCH AS BUT NOT LIMITED TO UNDERDRAIN INSTALLATION, UNDERCUT AND BACKFILL OF AN UNSUITABLE MATERIAL, AERATION OF EXCESSIVELY WET MATERIAL IN AREAS THAT HAVE BEEN PROOF ROLLED, OR (IF HARD PAN EXISTS) RECONDITIONING THE UPPER PORTION OF THE SUBGRADE, THESE AREAS SHALL BE PROOF ROLLED AGAIN FOLLOWING THE COMPLETION OF THE NECESSARY CORRECTIONS. IF THE CORRECTIONS ARE NECESSARY DUE TO THE NEGLIGENCE OF THE CONTRACTOR AND/OR WEATHER, THE CORRECTIVE WORK AND ADDITIONAL PROOF ROLLING MUST BE PERFORMED BY THE CONTRACTOR AT NO COST TO THE CITY.

THE CONTRACTOR SHALL BE REQUIRED TO PERFORM A PROOF ROLL ALONG THE CURB LINE TO CONFIRM THAT THERE IS NO UNSUITABLE MATERIAL IN ADVANCE OF INSTALLING CURB DRAIN, STONE OR CONCRETE CURBING.

PROOF ROLLING FOR THE PAVEMENT AREA MAY OCCUR EITHER BEFORE OR AFTER PIPE UNDERDRAINS ARE INSTALLED. IF FOLLOWING THE INSTALLATION OF UNDERDRAINS, ROLLING SHOULD NOT OCCUR DIRECTLY OVER THE UNDERDRAINS. IN 204.06, PROOF ROLLING MUST BE PERFORMED AT LEAST 1-1/2 FEET AWAY FROM THE UNDERDRAINS BECAUSE OF THE POTENTIAL DAMAGE TO THE UNDERDRAINS.

STORM SEWER NOTES

STM1 ALL STORM SEWER SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED WITHIN THE COC CMS 2012 VERSION, EXCEPT AS MODIFIED WITHIN THE CITY OF DELAWARE GENERAL NOTES, STANDARD DRAWINGS AND INFRASTRUCTURE DESIGN MANUAL. THE MINIMUM REQUIREMENTS FOR STORM SEWER PIPE WITHIN THE CITY RIGHT OF WAY OR EASEMENTS SHALL BE REINFORCED CONCRETE PIPE ASTM C655, ASTM C76, NON-REINFORCED CONCRETE PIPE ASTM C14, OR HDPE PIPE (ADS OR APPROVED EQUAL). ALL PIPE MANUFACTURERS MATERIALS MUST APPEAR ON THE COC LIST OF APPROVED STORM SEWER MATERIALS TO BE USED IN THE CITY OF DELAWARE.

STM2 FLEXIBLE STORM SEWERS WITHIN THE RIGHT OF WAY WILL BE DEFLECTION TESTED AND/OR VIDEO INSPECTED AT THE CONTRACTORS EXPENSE. TESTING SHALL BE PERFORMED NO SOONER THAN THIRTY DAYS AFTER THE PIPE TRENCH HAS BEEN BACKFILLED. MAXIMUM DEFLECTION SHALL NOT EXCEED 5% OF THE BASE INSIDE DIAMETER. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING FOR THE REQUIRED TESTING AND FOR NOTIFYING THE DEPARTMENT OF ENGINEERING SERVICES IN ADVANCE TO WITNESS THE TESTING.

STM3 ALL FLEXIBLE PIPE INSTALLATIONS THAT ARE SUBJECT TO CONSTRUCTION LOADING SHALL MAINTAIN A MINIMUM COVER OF 2'-0 AT ALL TIMES DURING THE CONSTRUCTION PROCESS. TESTING SHALL NOT OCCUR UNTIL ALL CONSTRUCTION LOADING ABOVE THE SEWER IS COMPLETE.

STM4 HDPE PIPE JOINTS SHALL BE MADE USING WATERTIGHT COUPLERS WITH O RING GASKET, ADS WT OR APPROVED EQUAL WHERE RUBBER O-RING GASKET ((ASTM C361) PIPE IS REQUIRED ON THE PLANS. ALL OTHER PIPE SHALL HAVE A BELL AND SPIGOT JOINT WITH RUBBER GASKET MEETING ASTM F477.

STM5 ALL STORM MANHOLES SHALL BE MARKED WITH A 4" x 4" x 10'-0 PRESSURE TREATED WOOD WYE-POLE PROJECTING 4'-0" ABOVE THE FINISH GRADE AND WITH THE TOP 1'-0 PAINTED GREEN ON FOUR SIDES.

STM6 STORM SEWER PIPE SHALL NOT BE INSTALLED IN ANY TRENCH HOLDING WATER. THE CONTRACTOR IS RESPONSIBLE FOR DEWATERING OPERATIONS REQUIRED FOR THE CONSTRUCTION OF THE STORM SEWER.

STM7 IF ROCK MUST BE EXCAVATED WITHIN A PROPOSED TRENCH AREA, THE CONTRACTOR SHALL REMOVE ENOUGH ROCK BELOW THE BELL AND FLOWLINE OF THE PIPE IN ORDER TO INSTALL THE APPROPRIATE AMOUNT OF BEDDING MATERIAL. EXCAVATED ROCK MAY NOT BE USED AS BACKFILL MATERIAL.

STM8 THE FLOW IN ALL SEWERS, DRAINS AND WATERCOURSES ENCOUNTERED SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS OWN EXPENSE, AND WHENEVER SUCH WATERCOURSES AND DRAINS ARE DISTURBED OR DESTROYED DURING CONSTRUCTION, THEY SHALL BE RESTORED BY THE CONTRACTOR TO A CONDITION SATISFACTORY TO THE CITY.

STM9 ALL MAJOR FLOOD ROUTES AND STORM WATER BASINS ARE TO BE SURVEYED BY A REGISTERED SURVEYOR AT THE CONTRACTORS EXPENSE TO VERIFY CONFORMANCE TO THE APPROVED GRADING PLANS. SURVEY RESULTS ARE TO BE INCLUDED ON THE AS-BUILT CONSTRUCTION PLANS.

STM10 THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION (PRIOR TO THE START OF CONSTRUCTION), MAINTENANCE, AND REPLACEMENT OF SEDIMENT AND EROSION CONTROL MEASURES PER THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR WILL BE RESPONSIBLE FOR PAYING ANY FINE LEVIED BY THE OEPA RESULTING FROM FAILURE TO ADHERE TO THE SWPPP AND/OR THE REQUIREMENTS OF THE OEPA APPLICABLE PERMITS.

STM11 ALL DRAINAGE FLOOD ROUTES, SWALES, AND DITCHES ARE TO BE DESIGNED AND GRADED WITH A MINIMUM FLOW LINE GRADE OF 2%, AND A MAXIMUM SID SLOPE OF 4:1.

STM12 ALL CATCH BASINS, MANHOLES, AND CURB INLETS SHALL HAVE CONCRETE CHANNELS POURED IN PLACE TO ASSURE POSITIVE DRAINAGE THROUGH THESE STRUCTURES.

STM13 PUBLIC STORM SEWER MANHOLE LIDS ARE TO BE EAST JORDAN IRON WORKS NO. 1661- A1 OR EQUIVALENT, AND EMBOSSED "CITY OF DELAWARE STORM SEWER".

STM14 STORM SEWER CURB INLETS ARE TO BE ADJUSTED WITHIN ¼" OF PLAN ELEVATION USING STEEL SHIMS. CURB INLET HOODS SHALL BE EMBOSSED WITH THE WORDING "DRAINS TO THE RIVER" PER THE CITY STANDARD DRAWING.

STM15 PRE-CAST CONCRETE OR HDPE PREFORMED MANHOLE ADJUSTING RINGS ARE TO BE USED FOR ALL FINAL ADJUSTMENTS OF MANHOLE CASTINGS.

STM16 OPENINGS SHALL BE PROVIDED IN CURB INLET DRAINAGE STRUCTURES TO ACCOMMODATE UNDERDRAIN OUTLETS. UNDERDRAINS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH DETAILS GIVEN IN THE PLANS.

SANITARY SEWER NOTES

SAS1 ALL SANITARY SEWER SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED WITHIN THE COC CMS 2012 VERSION, EXCEPT AS MODIFIED WITHIN THE CITY OF DELAWARE GENERAL NOTES, STANDARD DRAWINGS AND INFRASTRUCTURE DESIGN MANUAL. THE CONTRACTOR'S SPECIFIC ATTENTION IS DIRECTED TO THE REQUIREMENTS OF EITHER THE INFILTRATION OR EXFILTRATION AS SPECIFIED BY THE COC CMS SECTION 900. ALL SANITARY SEWERS, MANHOLES AND SERVICES SHALL BE TESTED BY THE CONTRACTOR AT HIS EXPENSE. ALL SANITARY SEWERS SHALL BE SUBJECT TO, AND PASS THE INFILTRATION OR EXFILTRATION TEST PRIOR TO ACCEPTANCE, INCLUDING VACUUM TESTING OF MANHOLES. AN AIR TEST IS ACCEPTABLE TO THE CITY. THIS AIR TEST SHALL BE PERFORMED ACCORDING TO THE CURRENT REGULATIONS.

SAS2 CLEAN WATER CONNECTIONS INCLUDING ROOF DRAINS, FOUNDATION DRAINS, SUMPS, ETC. ARE PROHIBITED FROM BEING CONNECTED TO THE SANITARY SEWER SYSTEM.

SAS3 THE MINIMUM REQUIREMENT FOR SEWER PIPE ON THIS PROJECT SHALL BE SDR 35 (SDR- 26 IF DEPTH EXCEEDS 20'). ASTM D3034 POLYVINYL CHLORIDE (PVC) SEWER PIPE WITH ASTM C1784 CELL CLASSIFICATION OF 12454 B OR 12454 C, ASTM F679 PVC SEWER PIPE ASTM CELL CLASSIFICATION 12454, OR CCFRPM, ASTM D3262-TYPE 1, LINER 2, GRADE 3, STIFFNESS 72 PSI, UNLESS OTHERWISE SHOWN ON THE PLANS. PIPE MANUFACTURERS MUST BE ON THE CURRENT COC APPROVED LIST, AND REQUIRE THE ADDITIONAL APPROVAL OF THE CITY DIRECTOR OF PUBLIC UTILITIES.

SAS4 PIPE FOR ALL 6" SERVICES SHALL BE PVC SEWER PIPE ASTM D-3034, SDR-35 (OR SDR-26 IF BURY DEPTH EXCEEDS 20'-0). THE SERVICES ARE SUBJECT TO EITHER THE INFILTRATION OR EXFILTRATION TESTING REQUIREMENTS. ALL SERVICE EXTENSIONS SHALL BE INSTALLED AT A MINIMUM GRADE OF ¼" PER FOOT AND SHALL BE CONSTRUCTED AT THE TIME OF CONSTRUCTION OF THE MAIN SEWER, UNLESS OTHERWISE DIRECTED BY THE CITY.

SAS5 ALL PVC PIPE SHALL BE DEFLECTION TESTED THIRTY DAYS OR MORE AFTER THE TRENCH HAS BEEN BACKFILLED TO FINISHED GRADE. A RIGID MANDREL SHALL BE USED FOR THE TESTING, NO MECHANICAL PULLING DEVICES SHALL BE USED. PIPE DEFLECTION SHALL NOT EXCEED FIVE 5%.

SAS6 CLAY DAMS ARE TO BE INSTALLED ALONG MAIN LINE SEWERS AT HALF THE DISTANCE BETWEEN EACH PAIR OF MANHOLES, BUT NO CLOSER THAN 10'-0" FROM A LATERAL SERVICE. DAMS SHALL BE A MINIMUM OF 6'-0 LONG.

SAS7 PUBLIC SANITARY MANHOLE COVERS ARE TO BE EAST JORDAN IRON WORKS NO. 1661-A2 OR EQUIVALENT, WITH ENCLOSED PICK HOLES AND EMBOSSED "CITY OF DELAWARE SANITARY SEWER". PRIVATE MANHOLES COVERS SHALL BE EMBOSSED "PRIVATE SEWER".

SAS8 6'-0 LONG CLAY DAMS ARE TO BE INSTALLED ON ALL SANITARY LATERALS, BUT NO CLOSER THAN 5'-0 FROM THE END OF THE SERVICE. DAMS ARE TO BE INSTALLED BY CONTRACTOR INITIALLY INSTALLING THE LATERALS.

SAS9 ALL SANITARY MANHOLES AND LATERAL SERVICES ARE TO BE MARKED WITH A 4"X4"X10'-0" PRESSURE TREATED WOOD WYE-POLE PROJECTING 4'-0 ABOVE THE FINISHED GRADE AND WITH THE TOP 1'-0 PAINTED GREEN ON FOUR SIDES. ADDITIONALLY A 2"X2" HARDWOOD WYE POLE IS TO BE WIRED TO THE BASE OF EACH 4"X4" POLE AND EXTENDED DOWN TO THE END OF EACH LATERAL SERVICE. COST TO BE INCLUDED IN THE VARIOUS ITEMS. INDIVIDUAL LATERAL SERVICE WYE-POLES ARE TO BE INSTALLED AS EACH LATERAL IS CONSTRUCTED.

SAS10 WHERE THE COVER TO FINISHED GRADE OVER A SANITARY WYE IS IN EXCESS OF 12'-0, A LENGTH OF RISER PIPE AND A 45° BEND SHALL BE INSTALLED ALONG WITH A MINIMUM OF ONE WHOLE LENGTH OF 6" PIPE SUCH THAT THE END OF THE SERVICE WILL BE 10'-0 BELOW GRADE.

SAS11 WHERE THE SANITARY SEWER CROSSES UNDER A PROPOSED STORM SEWER OR WATERLINE THE TRENCH SHALL BE BACKFILLED TO THE BOTTOM OF THE PROPOSED STORM SEWER OR WATERLINE WITH COMPACTED GRANULAR MATERIAL ITEM 912, FOR A LENGTH OF 10 LF CENTERED ON THE STORM SEWER OR WATERLINE.

SAS12 PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXISTING TIE-IN MANHOLE FLOWLINE AND TOP-OF-CASTING ELEVATIONS. MANHOLES SHALL BE BUILT OR ADJUSTED SO THE TOPS CONFORM TO THE ELEVATIONS SHOWN ON THESE PLANS. ALL MANHOLE CASTING ADJUSTMENTS SHALL BE ACCOMPLISHED WITH PRE CAST CONCRETE OR HDPE PREFORMED ADJUSTMENT RINGS.

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D251002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
9000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

GENERAL NOTES AND QUANTITIES

C001

SAS13 ALL SANITARY LINES SHALL BE INSTALLED WITH STONE OR GRAVEL BEDDING AS SHOWN IN THE STANDARD DRAWINGS.

SAS14 SANITARY TRENCH DETAILS SHALL BE IN ACCORDANCE WITH CITY STANDARD DRAWINGS.

SAS15 TEMPORARY BULKHEADS SHALL BE PLACED WHERE INDICATED ON THE PLANS AND SHALL REMAIN IN PLACE UNTIL REMOVAL IS DIRECTED BY THE CITY.

SAS18 SANITARY LATERALS TO ADJACENT LOTS SHALL BE INSTALLED IN A 4'-0 WIDE COMMON TRENCH, SPACED WITH 2'-0 CENTER TO CENTER SEPARATION, AND WITH 1'-0" MINIMUM BEDDING AROUND PIPES. THE ENDS OF THE SERVICES ARE TO BE FLARED APART TO A MINIMUM 10'-0 CENTER TO CENTER SEPARATION AT 5'-0" OUTSIDE THE RIGHT OF WAY LINE.

WATER LINE NOTES

WTR1 ALL WATER LINES, FITTINGS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED WITHIN THE COC CMS 2012 VERSION, EXCEPT AS MODIFIED WITHIN THE CITY OF DELAWARE GENERAL NOTES, STANDARD DRAWINGS AND INFRASTRUCTURE DESIGN MANUAL.

WTR2 ANY ACTIVITY RELATED TO THE MODIFYING, UPGRADING, OR EXPANDING THE PUBLIC WATER SYSTEM MUST HAVE PRE-APPROVAL OF THE DEPARTMENT OF ENGINEERING SERVICES AND UTILITY DEPARTMENT. WORK REQUIRING THE SHUTDOWN OF EXISTING WATER MAINS IS TO BE COORDINATED WITH THESE TWO DEPARTMENTS FORTY-EIGHT HOURS PRIOR TO THE SCHEDULED WORK BEING PERFORMED. ALL EFFECTED CUSTOMERS SHALL BE NOTIFIED, IN WRITING, BY THE CONTRACTOR AT LEAST TWENTY-FOUR HOURS PRIOR TO SHUT DOWN. CITY APPROVAL OF ALL CUSTOMER NOTIFICATIONS IS REQUIRED IN ADVANCE OF DISTRIBUTION.

WTR3 WATER MAINS SHALL BE DUCTILE IRON PIPE, CLASS 53 FOR SIZES 3" TO 10" AND CLASS 54 FOR SIZES 12" TO 48" (AWWA C151) WITH CEMENT MORTAR LINING AND SEAL COATING (AWWA C104) IN ACCORDANCE WITH CITY SPECIFICATIONS, UNLESS CALLED OUT OTHERWISE BY THESE PLANS. JOINTS MUST BE RUBBER GASKET PUSH-ON MECHANICAL (AWWA C111). WATER MAIN FITTINGS MUST BE DUCTILE IRON WITH CEMENT MORTAR LINING AND SEAL COATING WITH MECHANICAL JOINTS AND MUST CONFORM TO AWWA C153, UNLESS SPECIFIED OTHERWISE BY THESE PLANS. JOINT RESTRAINTS MUST BE PER THE APPROVED PLANS.

WTR4 ALL PIPING 2" OR LESS IN DIAMETER BETWEEN THE WATER MAIN AND THE CONTROL VALVE OR METER PIT SHALL BE TYPE K, SOFT TEMPERED COPPER TUBING CONFORMING IN ALL RESPECTS TO ASTM B88. FITTINGS SHALL BE FORD OR MUELLER HIGH QUALITY COPPER BRASS WITH AWWA APPROVED COMPRESSION TYPE JOINTS. THERE WILL BE NO FITTINGS PERMITTED BETWEEN THE WATER MAIN CONNECTION AND THE CONTROL VALVE.

WTR5 DEAD-END WATER LINES SHALL TERMINATE WITH A FIRE HYDRANT AND WATCH VALVE FOLLOWED BY A MAIN LINE VALVE AND AN ADDITIONAL SECTION OF WATER LINE PLUGGED AND BLOCKED PER THE STANDARD DRAWINGS.

WTR6 WATER LINES SHALL BE INSTALLED WITH A MINIMUM OF 4'-0 OF COVER MEASURED FROM THE FINISHED GRADE TO THE TOP OF THE WATER MAIN, OR AS INDICATED ON THE APPROVED CONSTRUCTION PLANS.

WTR7 ALL MAIN LINE VALVES, HYDRANT WATCH VALVES, CURB BOXES, AND DEAD END LINES ARE TO BE MARKED WITH A 4" x 4" x 10'-0 PRESSURE TREATED WOOD WYE-POLE PROJECTING 4'-0 ABOVE THE FINISHED GRADE AND WITH THE TOP 1'-0" PAINTED BLUE ON FOUR SIDES. POSTS ARE TO BE MAINTAINED UNTIL THE AREA IS HAS UNDERGONE FINAL GRADING AND SEEDING.

WTR8 IF THERE ARE ANY CONFLICTS IN GRADE BETWEEN WATER LINE AND SEWERS, THE WATER LINES SHALL BE LOWERED DURING CONSTRUCTION.

WTR9 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORIZONTAL AND VERTICAL DEFLECTIONS OR BEND IN THE WATER LINE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. WATER LINES ARE TO MAINTAIN 1'-6" VERTICAL, AND 10'-0 HORIZONTAL CLEARANCE FROM SANITARY SEWERS AND STORM SEWERS.

WTR10 A PERMIT FOR EACH NEW WATER SERVICE MUST BE OBTAINED FROM THE CITY PRIOR TO MAKING A CONNECTION TO THE PUBLIC WATER SYSTEM AS PART OF THIS PROJECT. PERMIT APPLICATIONS CAN BE OBTAINED FROM CITY HALL AT 1 SOUTH SANDUSKY STREET.

WTR11 THE WATER SERVICE TAPS SHALL CONSIST OF ALL PIPE, VALVES, FITTINGS, AND APPURTENANCES NECESSARY TO CONNECT TO THE PUBLIC WATER MAIN AND COMPLETE THE INSTALLATION ACCORDING TO THE STANDARDS SET FORTH IN THE APPROVED CONSTRUCTION PLANS.

WTR12 THE VALVE COVERS AND INSIDE OF ALL MAINLINE WATER VALVE BOXES SHALL BE PAINTED BLUE, AND THE VALVE COVERS AND INSIDE OF ALL FIRE HYDRANT WATCH VALVE BOXES SHALL BE PAINTED RED WITH 2 COATS OF RUST INHIBITIVE PAINT. PUBLIC FIRE HYDRANTS ARE TO BE PAINTED WITH TWO COATS OF FEDERAL SAFETY YELLOW. PRIVATE FIRE HYDRANTS ARE TO BE PAINTED FEDERAL SAFETY RED, WITH WHITE BONNETS AND NOZZLE COVERS.

WTR13 ALL MECHANICAL FASTENERS, BOLTS, ALL THREAD ROD, ETC. ARE TO RECEIVE ONE COAT OF RUST INHIBITIVE PAINT OR COATING.

WTR14 IF THE TOP OF THE VALVE OPERATING NUT IS MORE THAN 36" INCHES BELOW FINISHED GRADE, AN EXTENSION STEM SHALL BE FURNISHED TO BRING THE TOP OF THE OPERATING NUT TO WITHIN 24" OF FINISHED GRADE ELEVATION. ALL VALVE STEM EXTENSIONS ARE TO BE INSTALLED WITH THE EXTENSION SECURED DIRECTLY TO THE VALVE OPERATING NUT WITH GALVANIZED BOLTS.

WTR15 WATER LINE SHALL NOT BE INSTALLED IN ANY TRENCH FILLED WITH WATER. THE CONTRACTOR IS RESPONSIBLE FOR DEWATERING OPERATIONS REQUIRED FOR THE CONSTRUCTION OF THE WATER LINE.

WTR16 ALL FITTINGS SHALL BE ADEQUATELY RESTRAINED WITH SOLID OR POURED IN PLACE CONCRETE BLOCKING PER THE CITY STANDARD DRAWINGS. ALL FITTINGS TO BE BACKED MUST BE THOROUGHLY WRAPPED IN PLASTIC SHEETING PRIOR TO PLACING CONCRETE.

WTR17 FIRE HYDRANTS SHALL MEET AWWA STANDARDS AND ARE TO BE MUELLER "SUPER CENTURION 250" A-423 OR "CLOW MEDALLION" ON TYPE "A" SETTING WITH NATIONAL STANDARD THREADS FOR THE 2-1/2" HOSE NOZZLES AND WATCH VALVE DIRECTLY MOUNTED TO ANCHOR TEE. TYPE "B" SETTINGS SHALL NOT BE USED UNLESS APPROVED BY THE CITY. ALL PIPING BETWEEN THE WATCH VALVE AND HYDRANT SHALL BE MECHANICAL JOINT FITTINGS. THE CONNECTION TO THE HYDRANT SHALL BE A 5" STORTZ FITTING WITH A QUICK RELEASE LOCKING COUPLING. ALL SAFETY CHAINS ARE TO BE REMOVED FROM HYDRANTS.

WTR18 ALL FIRE DEPARTMENT CONNECTIONS (STANDPIPES) SHALL HAVE A 45° DOWNTURN FITTING TO REDUCE KINKING IN THE FIRE HOSE. THE CONNECTION TO THE STANDPIPE SHALL BE A 5" STORTZ FITTING WITH A LOCKING COUPLING.

WTR19 ALL NEW MAIN LINE AND HYDRANT WATCH VALVES ARE TO BE DIRECTLY BOLTED TO THE ANCHOR TEE WITH ANCHOR TYPE FITTINGS.

WTR20 THE INSTALLATION OF 3/4" AND 1" WATER TAPS SHALL BE MADE BY DIRECT TAP ONLY. DIRECT TAPS ARE NOT PERMITTED TO ANY ASBESTOS MAINS. 1 ½" AND 2" WATER TAPS SHALL BE MADE WITH A FORD STYLE FC-202. 3" AND 4" WATER TAPS SHALL BE MADE WITH A FORD STYLE FS-202. 6" WATER TAPS AND LARGER SHALL BE MADE WITH A FORD FTSS TAPPING SLEEVE. A JCM 432 IS AN APPROVED EQUAL.

WTR21 ALL GATE VALVES MUST BE DUCTILE IRON RESILIENT WEDGE 250 PSI AS MANUFACTURED BY AMERICAN FLOW CONTROL OR APPROVED EQUIVALENT WHICH MEETS OR EXCEEDS THE REQUIREMENTS OF ANSI/AWWA C515. CLOW VALVE COMPANY, MODEL NUMBER 2638 APPROVED FOR 16", 6" AND 8" MUST BE DUCTILE IRON AND EPOXY COATED.

WTR22 VALVE BOXES ARE TO BE TYLER 6850 SERIES CAST IRON 2-PIECE SCREW TYPE FOR MAIN AND WATCH VALVES AND TYLER 6500 SERIES CAST IRON 2-PIECE SCREW TYPE SERVICE BOXES FOR CURB VALVES. STAR PIPE PRODUCTS 2-PIECE SCREW TYPE VALVE BOX ITEM CODE VB5645 39-50 APPROVED.

WTR23 FOR WATER SERVICE TAPS; THE WATER MAIN CONNECTION SHALL BE MADE USING A MUELLER 300 BALL TYPE B-25008 OR FORD FB1000-0 BALLCORP CORPORATION STOP. CONTROL VALVES SHALL BE MUELLER 300 BALL CURB VALVE B-25209 OR FORD B44-0 BALL VALVE CURB STOPS (QUARTER TURN ONLY).

WTR24 WATER SERVICE BOXES ARE TO BE INSTALLED IN PAIRS ALONG PROPERTY LINES, SET 8'-0 APART AND 2'-0 OUTSIDE OF THE RIGHT OF WAY LINE. A MINIMUM BURY DEPTH OF 48" BELOW TOP OF CURB MUST BE MAINTAINED FOR ALL WATER SERVICES IN THE RIGHT OF WAY.

WTR25 ALL WATER LINES SHALL BE TESTED (AWWA 600) AND STERILIZED (AWWA C651) BY THE CONTRACTOR AT HIS EXPENSE IN ACCORDANCE WITH THE CITY AND AWWA SPECIFICATIONS. TESTING SHALL BE DONE UNDER THE SUPERVISION OF THE DEPARTMENT OF ENGINEERING SERVES.

WTR26 ALL METERS (OTHER THAN STANDARD 5/8" X 3/4" RESIDENTIAL METER) AND ALL BACKFLOW DEVICES SPECIFIED FOR THIS PROJECT MUST BE DELIVERED TO THE CITY DEPARTMENT OF PUBLIC UTILITIES FOR INSPECTIONS AND APPROVAL PRIOR TO INSTALLATION.

WTR27 METER PITS, INCLUDING ALL PIPING, FITTINGS, EQUIPMENT, AND APPURTENANCES, MUST BE APPROVED BY THE CITY THROUGH A SCHEDULED FIELD INSPECTION DURING THE INSTALLATION. THE DEPARTMENT OF PUBLIC UTILITIES IS RESPONSIBLE FOR INSPECTING THE DOMESTIC WATER METER PIT, DOMESTIC WATER LINE, AND ASSOCIATED APPURTENANCES. THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT IS RESPONSIBLE FOR THE INSPECTION OF: THE FIRE LINE, THRUST BLOCKS FOR THE FIRE LINE, METER PIT-FIRE LINE CONNECTION, FIRE DEPARTMENT CONNECTION, AND VALVE MONITORING. PRIOR TO BURYING THE WATER SERVICE, THE APPROPRIATE DEPARTMENT REPRESENTATIVE SHALL BE CONTACTED BY THE CONTRACTOR TO ARRANGE FOR THE REQUIRED INSPECTION OF EACH PORTION OF THE SERVICE. FAILURE TO HAVING THE INSPECTION PERFORMED WILL RESULT IN HAVING TO UNCOVER THE SERVICE FOR INSPECTIONS.

WTR28 THE PRESSURE REQUIRED TO PERFORM HYDROSTATIC TESTING ON WATER LINES IS 150 PSI FOR DOMESTIC LINES AND 200 PSI FOR FIRE SUPPRESSION LINES (PER NFPA 13).

WTR29 THE CONTRACTOR AT HIS EXPENSE, SHALL CLEAN ALL WATER MAINS 12" AND LARGER BY PASSING A PROPERLY SIZED POLY PIG THROUGH THE PIPE PER COC 801.11.

WTR30 ALL MECHANICAL JOINTS WITHIN THE METER VAULT SHALL INCLUDE FACTORY MANUFACTURED FLANGES. NO UNI-FLANGES ARE PERMITED. ALL JOINTS AND FITTINGS LOCATED ON THE SUPPLY SIDE WITHIN 20-FEET OF THE METER VAULT SHALL BE RESTRAINED USING APPROVED MECHANICAL JOINT RESTRAINTS.

ESTIMATE OF QUANTITIES

ITEM	QTY	UNIT	DESCRIPTION
			STREET
201	LUMP	SUM	CLEARING AND GRUBBING
			STORM
			WATER
	XX	LF	8" WATER MAIN AND APPURTENANCES
	XX	LF	6" WATER LINE AND APPURTENANCES
	XX	EA	8" VALVE AND BOX
	XX	EA	6" VALVE AND BOX
	XX	EA	FIRE HYDRANT TYPE A (COMPLETE)
	XX	EA	16"x8" TAPPING SLEEVE AND VALVE
			EROSION AND SEDIMENT CONTROL
207	XXX	SY	TEMPORARY SEEDING
659	XXX	SY	PERMANENT SEEDING
207	XXX	LF	SEDIMENT BARRIER FENCE
207	4	EA	INLET PROTECTION
207	1	EA	STABILIZED CONSTRUCTION ENTRANCE
207	1	EA	CONCRETE WASHOUT

NO	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D701002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
5000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

GENERAL NOTES AND QUANTITIES

C002

NOTES FOR TITLE COMMITMENTS:

NOTES FOR TITLE COMMITMENTS:

FLOOD ZONE NOTE:

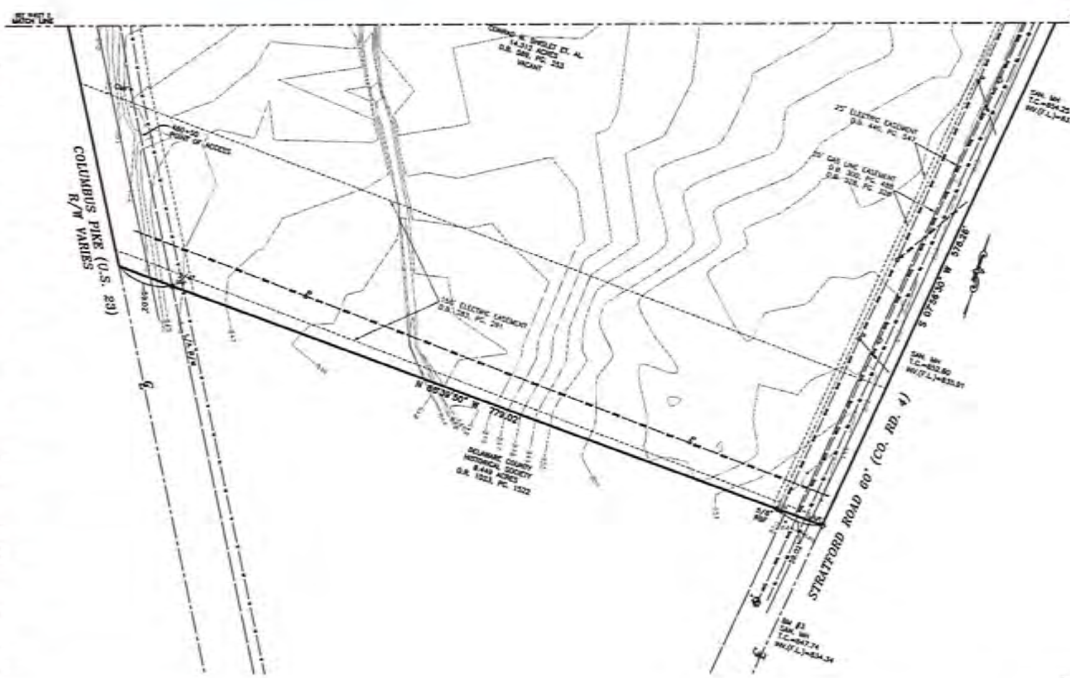
NOTES:

CURVE TABLE:

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	608.75'	7639.43'	[illegible]	N 20°14'29" W	608.65'
C2	472.48'	7564.43'	3°34'43"	N 20°12'04" W	472.40'
C3	161.89'	50.00'	200°04'25"	N 48°57'57" E	49.94'
C4	417.62'	7564.43'	[illegible]	N 18°29'52" W	[illegible]

BASIS OF BEARINGS:

UTILITY STATEMENT:



SCALE IN FEET
SCALE: 1"=60'

BENCHMARKS:

LEGEND

ALTA/ACSM LAND TITLE SURVEY OF
79.793 ACRES
LYING IN
FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DELAWARE, TOWNSHIP OF DELAWARE,
COUNTY OF DELAWARE, STATE OF OHIO

LANDMARK SURVEY GROUP, INCORPORATED

DATE: 7/20/15 FILE NO. 171874

REV. DATE DESCRIPTION

1/3

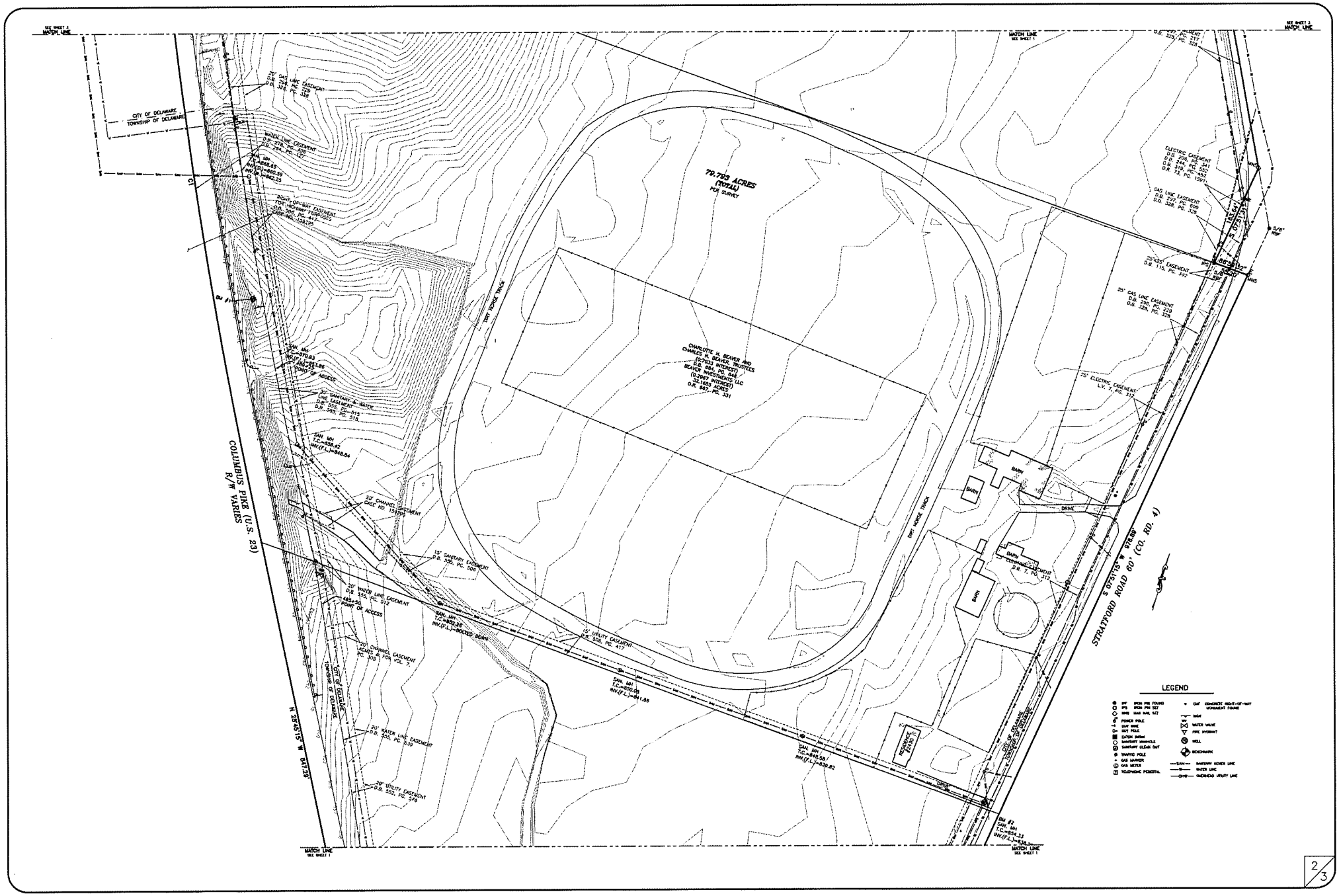
CERTIFICATION:

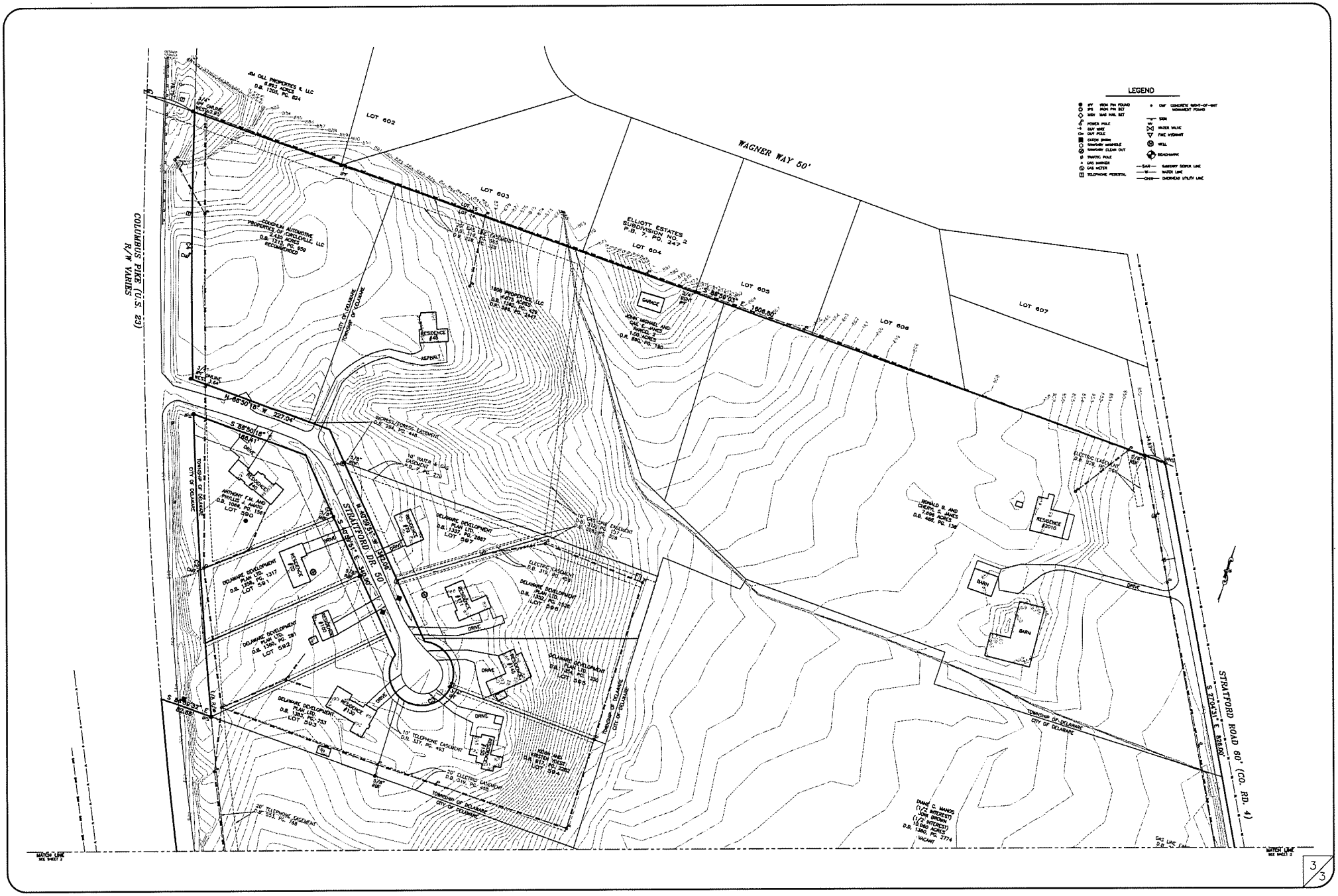
Scott D. Grundei 9/10/15

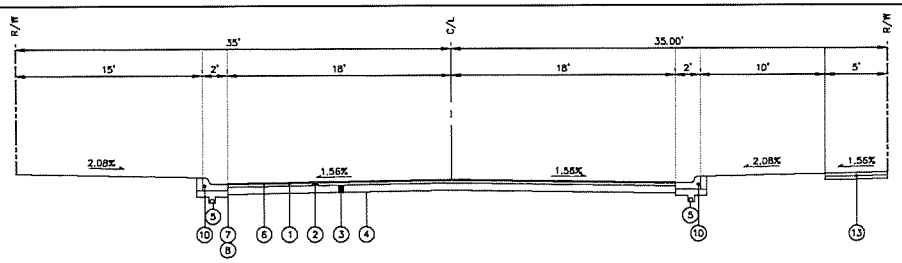
SCOTT D. GRUNDEI, P.S.
REGISTERED SURVEYOR NO. 8047 DATE

STATE OF OHIO SCOTT D. GRUNDEI S-8047 REGISTERED PROFESSIONAL SURVEYOR

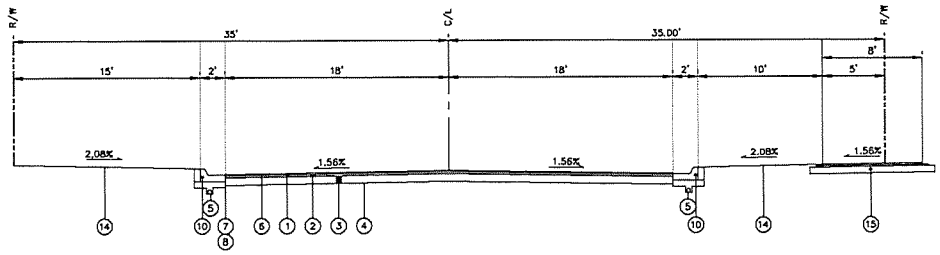
DRAWN BY: DJH


79.795 ACRES
(TOTAL)
FOR SURVEY
CHARLOTTE H. BEAVER AND
CHARLES E. BEAVER TRUSTEES
(0.2033 INTEREST)
BEAVER 864 PC 644
BEAVER INVESTMENTS LLC
(0.2967 INTEREST)
32.1659 ACRES
O.R. 897 PC 331
COLUMBUS PIKE (U.S. 23)
R/W VARIES
STRATFORD ROAD 60' (CO. RD. 4)
S 07°31'15" W 974.80'
N 28°43'15" W 817.39'
CITY OF DELAWARE
TOWNSHIP OF DELAWARE
MATCH LINE
SEE SHEET 1
DIRT HORSE TRACK
BARN
DRIVE
SEPTIC TANK
LEGEND

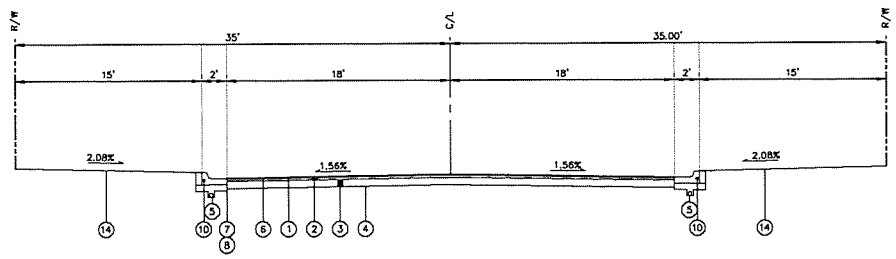

LEGEND
WAGNER WAY 50'
COLUMBUS PIKE (U.S. 23)
R/W VARIES
STRATFORD ROAD 60' (CO. RD. 4)
STRATFORD DR. 50'
LOT 602
LOT 603
LOT 604
LOT 605
LOT 606
LOT 607
ELLIOTT ESTATES
SUBDIVISION NO. 2
P.B. 7, PG. 247
N 88°30'16" W 227.04'
S 88°30'16" E 180.41'
S 88°29'03" E 1908.00'
S 27°04'31" E 828.00'
N 43°59'51" W 142.08'
S 16°18'51" E 340.00'
S 88°29'37" E 62.00'
GARAGE
BARN
RESIDENCE
DRIVE
ASPHALT
TOWNSHIP OF DELAWARE
CITY OF DELAWARE
MATCH LINE
SEE SHEET 2



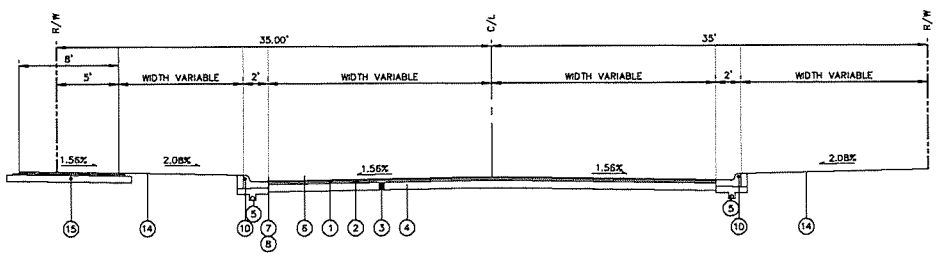
TYPICAL SECTION-STREET "A"
APPLIES TO STATIONS: 20+96.60 TO 33+25.83



TYPICAL SECTION-STREET "A"
APPLIES TO STATIONS: 36+97.83 TO 41+86.71



TYPICAL SECTION-STREET "B"
APPLIES TO STATIONS: 01+43.35 TO 04+50.12



TYPICAL SECTION-STREET "C"
APPLIES TO STATIONS: 01+43.35 TO 04+50.12

LEGEND

1. ITEM 448, 1 1/2" ASPHALT CONCRETE, TYPE 1 (MEDIUM TRAFFIC) PG 64-22
2. ITEM 448, 2" ASPHALT CONCRETE, TYPE 2 – INTERMEDIATE COURSE (MEDIUM TRAFFIC) PH 64-22
3. ITEM 305, 7" PORTLAND CEMENT CONCRETE BASE, CLASS "C," OR RCC SUPPLEMENTAL SPEC 1523
4. ITEM 203, SUBGRADE COMPACTION
5. ITEM 605, 4" UNDERDRAIN
6. ASPHALT REJUVENATE PER SUPPLEMENTAL SPEC 1540
7. ITEM 407, TACK FACE OF CURB PRIOR TO PAVING
8. ITEM 423, CRACK SEAL EDGE JOINTS
9. ITEM 452, NO-REINFORCED CONCRETE PAVEMENT, MISC.: DECORATIVE, 8" THICK (TRUCK APRON)
10. ITEM 609, STANDARD CONCRETE COMBINED CURB & GUTTER, SEE DETAIL ON SHEET C101 (STD. DWG. RDWD-20.0)
11. ITEM 609, STRAIT 18-INCH CONCRETE CURB, SEE DETAIL ON SHEET C101 (STD. DWG. RDWD-22.0)
12. ITEM 609, CONCRETE MOUNTABLE CURB, SEE DETAIL ON SHEET C101 (STD. DWG. RDWD-23.0)
13. ITEM 608, STANDARD SIDEWALK (STD. DWG. RDWD-19.1)
14. ITEM 659, SEEDING AND MULCHING
15. ITEM 608, MULTI-USE PATH ASPHALT PAVEMENT (STD. DWG. RDWD-25.0)

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.481.0222

PROJECT DATE 03-15-2017
PROJECT NO. D251002
DRAWN BY
CHECKED BY

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

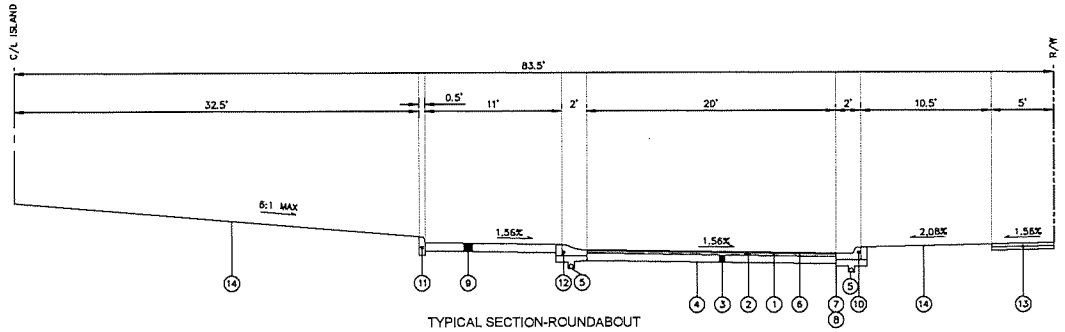
PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
9170 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

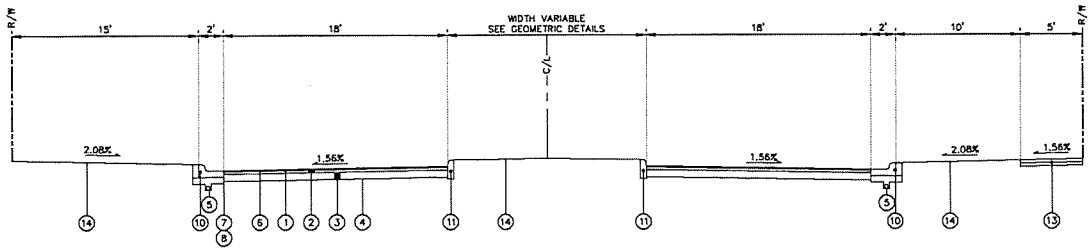
TYPICAL SECTIONS

C100

L:\Projects\Proj-A-D\D251\D251002\CIVIL\PLANS\C100 TYPICAL SECTIONS.dwg - Last printed 5/5/2017 1:47 PM



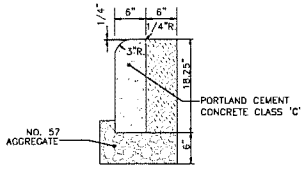
TYPICAL SECTION-ROUNDABOUT



TYPICAL SECTION-SPLITTER ISLAND

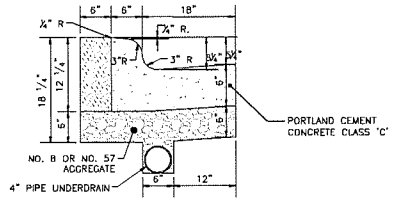
LEGEND

1. ITEM 448, 1 1/2" ASPHALT CONCRETE, TYPE 1 (MEDIUM TRAFFIC) PG 64-22
2. ITEM 448, 2" ASPHALT CONCRETE, TYPE 2 - INTERMEDIATE COURSE (MEDIUM TRAFFIC) PH 64-22
3. ITEM 305, 7" PORTLAND CEMENT CONCRETE BASE, CLASS "C," OR RCC SUPPLEMENTAL SPEC 1523
4. ITEM 203, SUBGRADE COMPACTION
5. ITEM 605, 4" UNDERDRAIN
6. ASPHALT REJUVENATE PER SUPPLEMENTAL SPEC 1540
7. ITEM 407, TACK FACE OF CURB PRIOR TO PAVING
8. ITEM 423, CRACK SEAL EDGE JOINTS
9. ITEM 452, NO-REINFORCED CONCRETE PAVEMENT, MISC.: DECORATIVE, 8" THICK (TRUCK APRON)
10. ITEM 609, STANDARD CONCRETE COMBINED CURB & GUTTER, SEE DETAIL ON THIS SHEET (STD. DWG. RDWD-20.0)
11. ITEM 609, STRAIT 18-INCH CONCRETE CURB, SEE DETAIL ON THIS SHEET (STD. DWG. RDWD-22.0)
12. ITEM 609, CONCRETE MOUNTABLE CURB, SEE DETAIL ON THIS SHEET (STD. DWG. RDWD-23.0)
13. ITEM 608, STANDARD SIDEWALK (STD. DWG. RDWD-19.1)
14. ITEM 659, SEEDING AND MULCHING
15. ITEM 608, MULTI-USE PATH ASPHALT PAVEMENT (STD. DWG. RDWD-25.0)

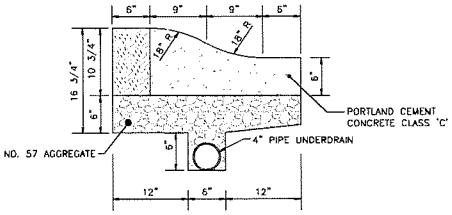


CONTRACTOR SHALL CONFIRM LIMITS SHOWN ON THE SITE PLAN WITH OWNER.

STRAIGHT 18" CONCRETE CURB
NOT TO SCALE



STANDARD CONCRETE COMBINED CURB & GUTTER
NOT TO SCALE



CONCRETE MOUNTABLE CURB
NOT TO SCALE

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.461.1033

PROJECT DATE 03-15-2017
PROJECT NO. 0291003
DRAWN BY:
CHECKED BY:

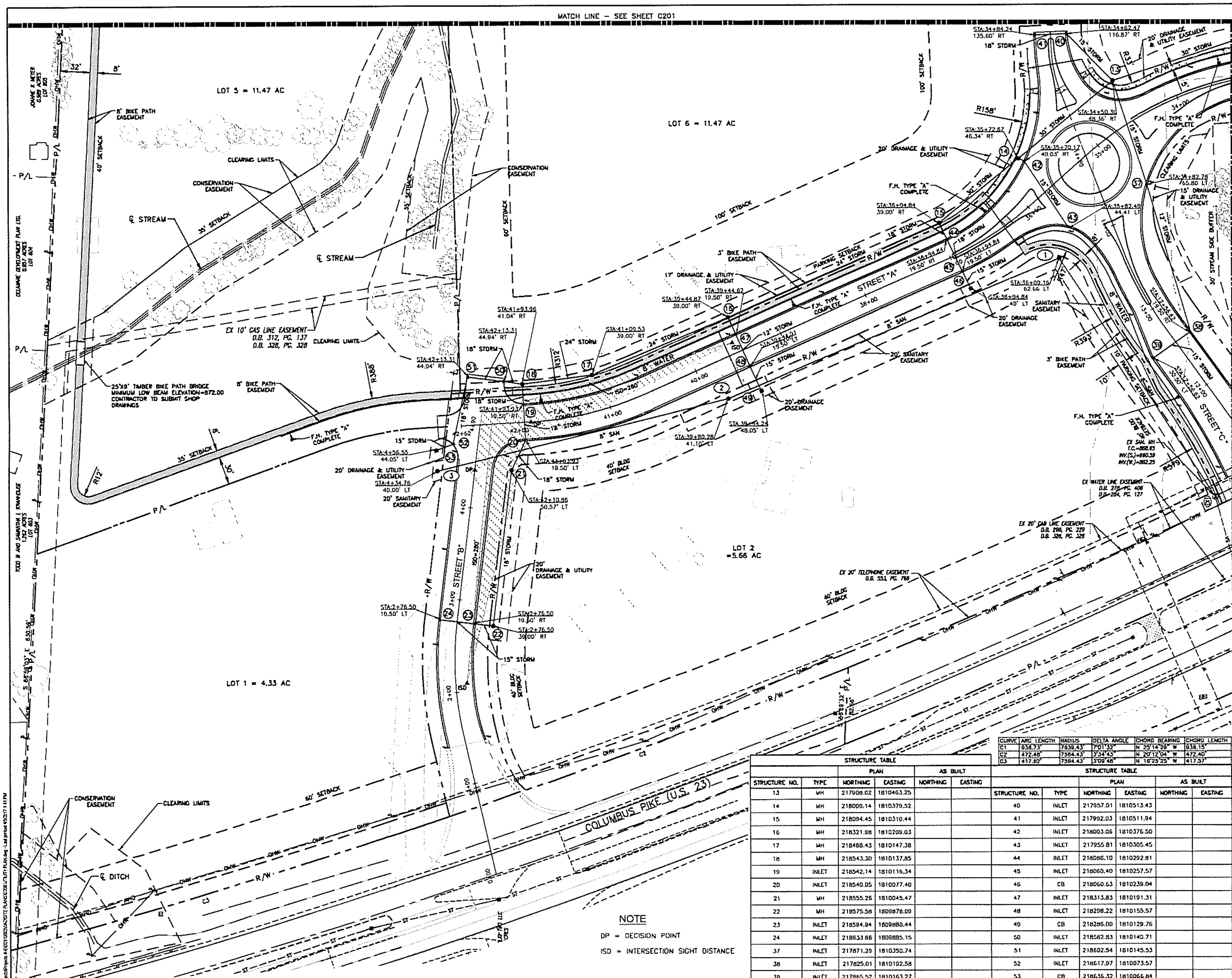
Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9030 ESTATE ST.
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

TYPICAL SECTIONS

C101



NOTE

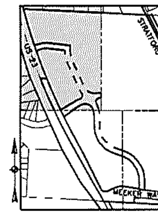
DP = DECISION POINT

ISD = INTERSECTION SIGHT DISTANCE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	938.73'	7839.43'	7°01'32"	N 25°14'29" W	938.15'
C2	472.48'	7584.43'	3°34'43"	N 20°12'04" W	472.40'
C3	417.82'	7584.43'	3°09'48"	N 18°25'25" W	417.57'

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
13	MH	217908.02	1810463.25		
14	MH	218009.14	1810379.52		
15	MH	218094.45	1810310.44		
16	MH	218321.98	1810209.03		
17	MH	218468.43	1810147.38		
18	MH	218543.30	1810137.85		
19	INLET	218542.14	1810116.34		
20	INLET	218540.05	1810077.40		
21	MH	218555.28	1810045.47		
22	MH	218575.58	1809878.09		
23	INLET	218594.94	1809880.44		
24	INLET	218633.86	1809885.15		
37	INLET	217871.28	1810350.74		
38	INLET	217825.01	1810192.58		
39	INLET	217865.52	1810163.27		

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
40	INLET	217957.01	1810513.43		
41	INLET	217902.03	1810511.94		
42	INLET	218003.06	1810376.50		
43	INLET	217955.81	1810305.45		
44	INLET	218086.10	1810292.81		
45	INLET	218060.40	1810257.57		
46	CB	218060.63	1810239.04		
47	INLET	218313.83	1810191.31		
48	INLET	218298.22	1810155.57		
49	CB	218286.00	1810129.76		
50	INLET	218562.83	1810140.71		
51	INLET	218602.54	1810145.53		
52	INLET	218617.97	1810073.57		
53	CB	218636.32	1810066.84		



KEY MAP

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
13–14	30"	131.20	S30° 37' 28"E
13–40	15"	70.13	S45° 41' 04"W
40–41	12"	35.05	S02° 25' 42"E
13–37	12"	118.35	N71° 55' 04"E
37–38	12"	164.80	N73° 41' 26"E
38–39	12"	50.00	S35° 52' 45"E
14–42	15"	6.79	N26° 24' 40"E
42–43	15"	85.33	N56° 22' 20"E
14–15	30"	109.77	N30° 00' 08"W
15–44	18"	19.50	N64° 38' 50"E
44–45	18"	39.00	N64° 39' 31"E
45–46	15"	20.50	N64° 39' 31"E
15–16	24"	249.11	S24° 01' 20"E
16–47	12"	19.50	N65° 17' 04"E
47–48	12"	39.00	N68° 25' 04"E
48–49	12"	28.55	N64° 39' 31"E
16–17	24"	158.00	S22° 49' 46"E
17–18	24"	75.47	N07° 14' 55"W
18–19	18"	21.54	S86° 55' 26"W
19–20	18"	39.00	N86° 55' 27"E
20–21	18"	35.37	S64° 32' 09"E
21–22	18"	168.61	S83° 04' 33"E
22–23	15"	19.50	S06° 55' 27"W
23–24	15"	39.00	N08° 55' 27"E
18–50	18"	19.74	S08° 19' 42"W
50–51	18"	40.00	S06° 55' 27"W
51–52	18"	73.60	S77° 53' 47"E
52–53	15"	19.54	S20° 08' 27"E

LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- EX CATCH BASIN
- EX STORM MANHOLE
- EX SANITARY MANHOLE
- EX SANITARY STRUCTURE NUMBER
- EX STORM CURB INLET
- ST — EX STORM
- SA — EX SANITARY
- W — EX WATER
- OHW — EX OVERHEAD ELECTRIC
- UE — EX UNDERGROUND ELECTRIC
- TOP OF BANK

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

Mannik Smith GROUP

TECHNICAL SKILL. CREATIVE SPIRIT.

www.MannikSmithGroup.com

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D231302
DRAWN BY:
CHECKED BY:

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
9000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

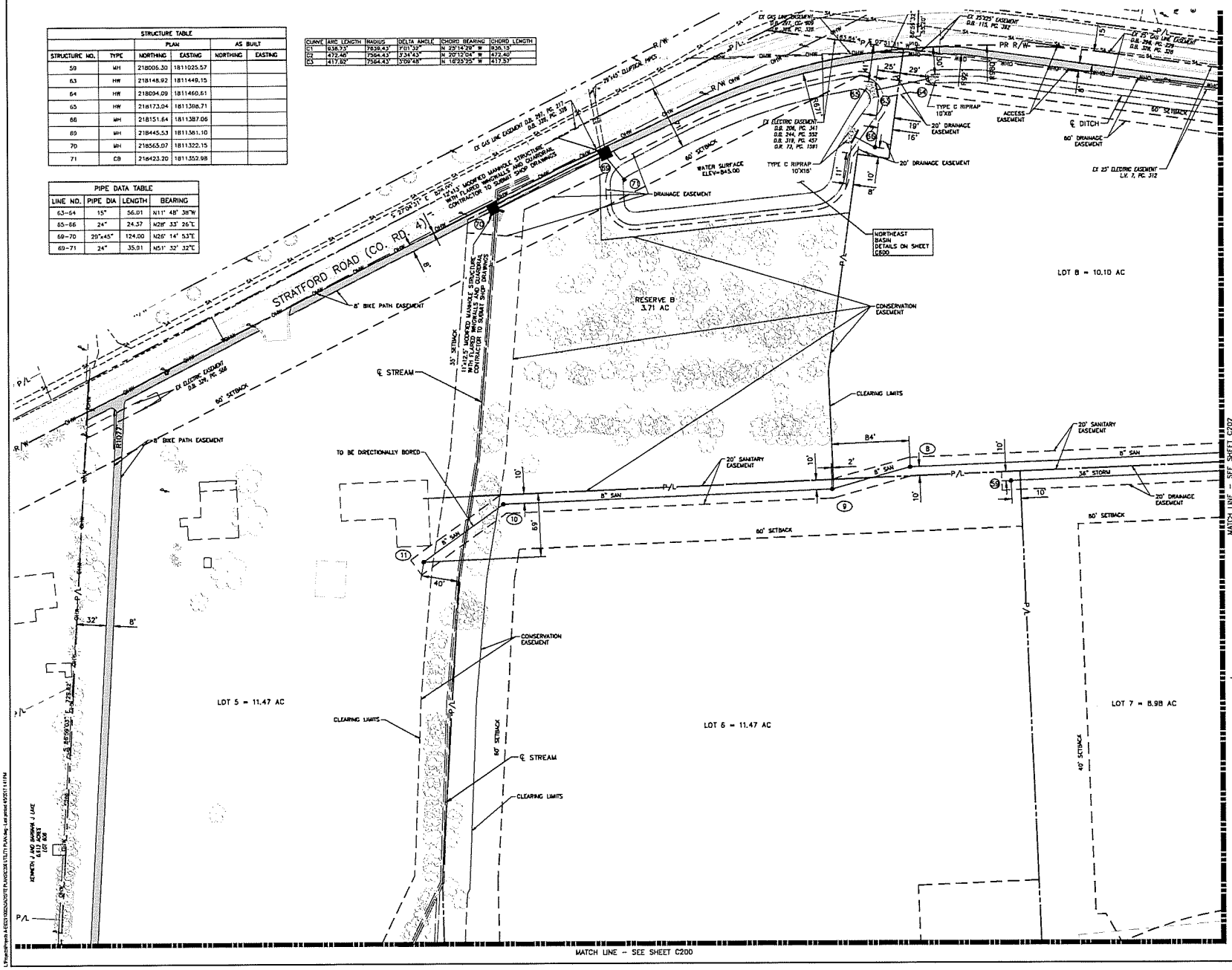
SITE AND UTILITY PLAN

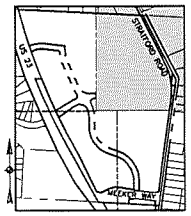
C200

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
58	MH	218006.30	1811025.57		
63	HW	218148.92	1811449.15		
64	HW	218094.09	1811460.61		
65	HW	218173.04	1811308.71		
68	MH	218151.64	1811387.06		
69	MH	218445.53	1811361.10		
70	MH	218565.07	1811322.15		
71	CB	218423.20	1811352.98		

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	938.73'	7638.43'	7°01'32"	N 23°14'29" W	938.13'
C2	472.46'	7364.43'	3°34'43"	N 20°13'04" W	472.40'
C3	417.82'	7364.43'	3°09'48"	N 18°35'25" W	417.37'

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
63-64	15"	56.01	N11° 48' 38"W
65-66	24"	24.37	N28° 33' 26"E
69-70	20"x45"	124.00	N26° 14' 53"E
69-71	24"	35.01	N51° 32' 32"E





KEY MAP

LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- EX CATCH BASIN
- EX STORM MANHOLE
- EX SANITARY MANHOLE
- EX SANITARY STRUCTURE NUMBER
- EX STORM CURB INLET
- EX STORM
- EX SANITARY
- EX WATER
- EX OVERHEAD ELECTRIC
- EX UNDERGROUND ELECTRIC
- TOP OF BANK

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-15-2017
PROJECT NO: 2051102
DRAWN BY:
CHECKED BY:

Manik Smith GROUP
www.ManikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA, OHIO

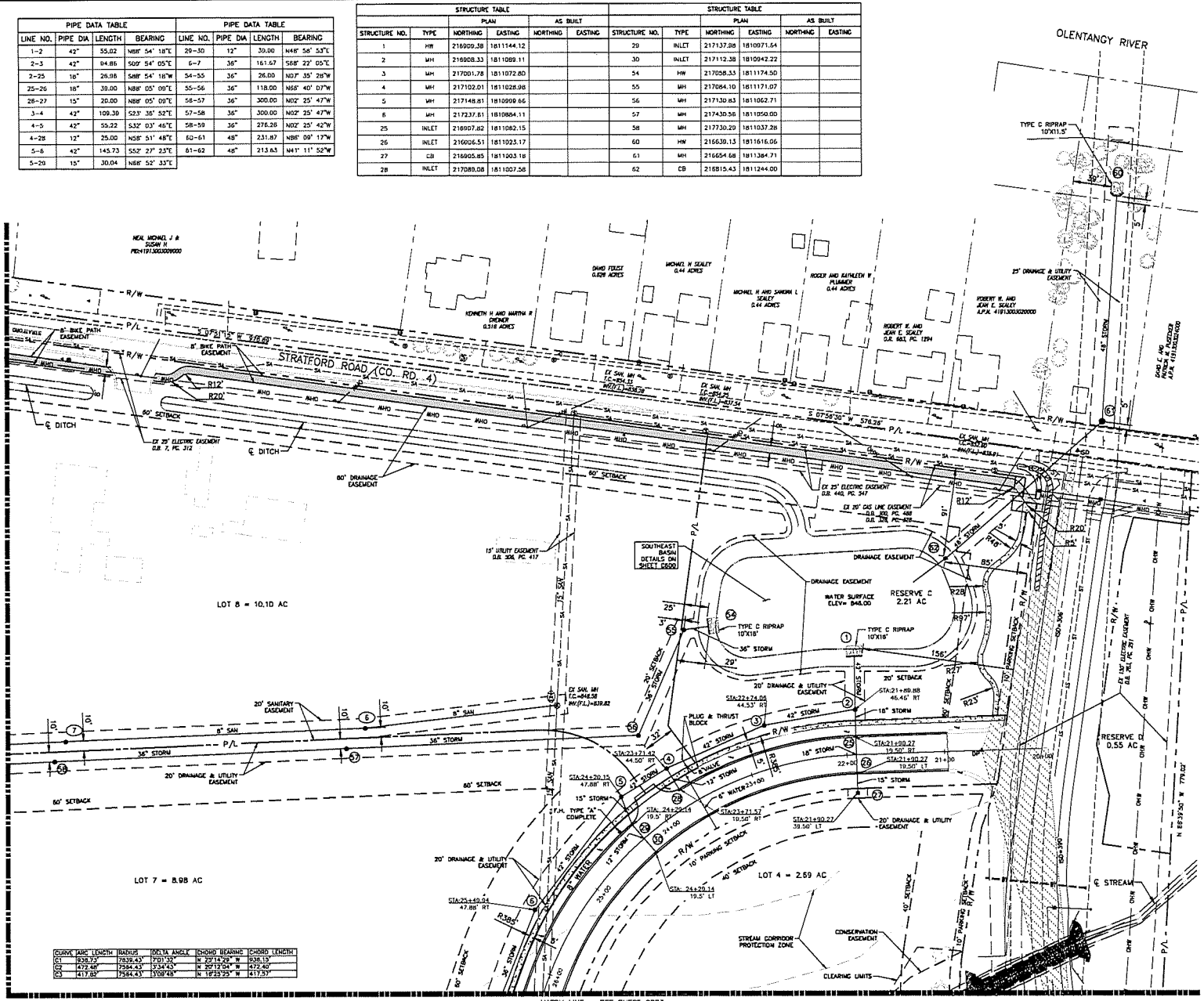
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE AND UTILITY PLAN

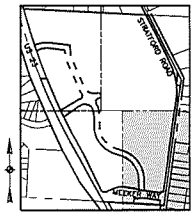
C201

PIPE DATA TABLE				PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING	LINE NO.	PIPE DIA	LENGTH	BEARING
1-2	42"	55.02	N88° 54' 18"E	29-30	12"	39.00	N48° 56' 53"E
2-3	42"	94.86	S00° 54' 05"E	6-7	36"	161.67	S68° 22' 05"E
2-25	18"	26.98	S88° 54' 18"W	54-55	36"	26.00	N07° 35' 28"W
25-26	18"	39.00	N88° 05' 00"E	55-56	36"	118.00	N68° 40' 07"W
26-27	15"	20.00	N88° 05' 00"E	56-57	36"	300.00	N02° 25' 47"W
3-4	42"	109.30	S23° 36' 52"E	57-58	36"	300.00	N02° 25' 47"W
4-5	42"	55.22	S32° 03' 46"E	58-59	36"	276.26	N02° 25' 42"W
4-28	12"	25.00	N58° 51' 48"E	60-61	48"	231.87	N86° 09' 17"W
5-6	42"	145.73	S52° 27' 23"E	61-62	48"	213.63	N41° 11' 52"W
5-29	15"	30.04	N68° 52' 33"E				

STRUCTURE TABLE						STRUCTURE TABLE					
		PLAN		AS BUILT				PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING	STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
1	HW	216909.38	1811144.12			29	INLET	217137.88	1810971.64		
2	MH	216908.33	1811089.11			30	INLET	217112.38	1810942.22		
3	MH	217001.78	1811072.80			54	HW	217058.53	1811174.50		
4	MH	217102.01	1811028.98			55	MH	217084.10	1811171.07		
5	MH	217148.81	1810999.66			56	MH	217130.63	1811062.71		
6	MH	217237.81	1810864.11			57	MH	217430.56	1811050.00		
25	INLET	216907.62	1811062.15			58	MH	217730.29	1811037.28		
26	INLET	216906.51	1811023.17			60	HW	216639.13	1811616.06		
27	CB	216905.85	1811003.18			61	MH	216654.68	1811384.71		
28	INLET	217089.08	1811007.56			62	CB	216815.43	1811244.00		



CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	938.73'	7839.43'	7°01'32"	N 29°14'29" W	938.13'
C2	472.48'	7584.43'	3°34'43"	N 20°13'04" W	472.40'
C3	417.82'	7584.43'	3°08'48"	N 16°33'25" W	417.37'



KEY MAP

LEGEND

- EX CATCH BASIN
- EX STORM MANHOLE
- EX SANITARY MANHOLE
- EX SANITARY STRUCTURE NUMBER
- EX STORM CURB INLET
- EX STORM
- EX SANITARY
- EX WATER
- EX OVERHEAD ELECTRIC
- EX UNDERGROUND ELECTRIC
- TOP OF BANK
- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT

NOTE

DP = DECISION POINT

ISD = INTERSECTION SIGHT DISTANCE

NO.	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.841.2222

PROJECT DATE: 03-16-2017
PROJECT NO: 0261002
DRAWN BY:
CHECKED BY:

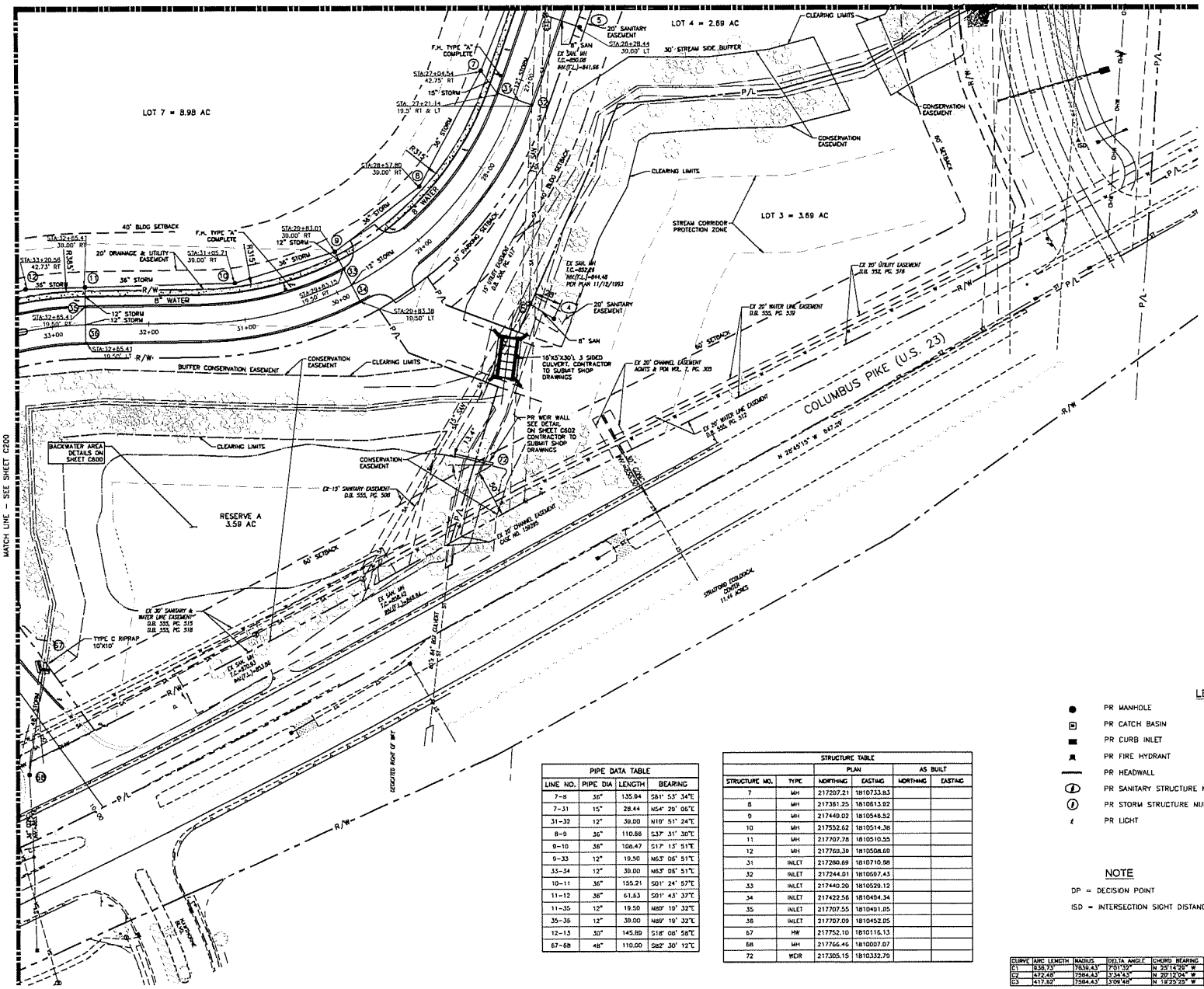
Mannik Smith GROUP
TRANSMAN WELL CREATIVE WORKS
www.MannikSmithGroup.com

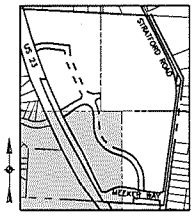
PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1030 EDGEWOOD ST
PITTSBURG, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE AND UTILITY PLAN

C202





KEY MAP

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
7–8	36"	135.94	S81° 53' 34"E
7–31	15"	28.44	N54° 29' 06"E
31–32	12"	30.00	N10° 51' 24"E
8–9	36"	110.88	S37° 31' 30"E
9–10	36"	108.47	S17° 13' 51"E
9–33	12"	19.50	N63° 06' 51"E
33–34	12"	30.00	N63° 06' 51"E
10–11	36"	155.21	S01° 24' 57"E
11–12	36"	61.63	S01° 43' 37"E
11–35	12"	19.50	N89° 19' 32"E
35–36	12"	30.00	N89° 19' 32"E
12–13	30"	145.89	S18° 08' 58"E
67–68	48"	110.00	S82° 30' 12"E

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
7	MH	217297.21	1810733.83		
8	MH	217381.25	1810613.92		
9	MH	217440.02	1810548.52		
10	MH	217552.62	1810514.38		
11	MH	217707.78	1810510.55		
12	MH	217769.39	1810508.60		
31	INLET	217280.69	1810710.88		
32	INLET	217244.01	1810697.43		
33	INLET	217440.20	1810529.12		
34	INLET	217422.56	1810404.34		
35	INLET	217707.55	1810491.05		
36	INLET	217707.09	1810452.05		
67	HW	217752.10	1810116.13		
68	MH	217766.46	1810007.07		
72	WEIR	217305.15	1810332.79		

LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- EX CATCH BASIN
- EX STORM MANHOLE
- EX SANITARY MANHOLE
- EX SANITARY STRUCTURE NUMBER
- EX STORM CURB INLET
- EX STORM
- EX SANITARY
- EX WATER
- EX OVERHEAD ELECTRIC
- EX UNDERGROUND ELECTRIC
- TOP OF BANK

NOTE

DP = DECISION POINT

ISD = INTERSECTION SIGHT DISTANCE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	838.73'	7639.43'	7°01'33"	N 25°14'29" W	838.15'
C2	472.48'	7584.43'	3°34'43"	N 20°12'04" W	472.40'
C3	417.82'	7584.43'	3°09'48"	N 18°20'25" W	417.37'

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-461-9222

PROJECT DATE: 03-16-2017
PROJECT NO: D091003
DRAWN BY:
CHECKED BY:

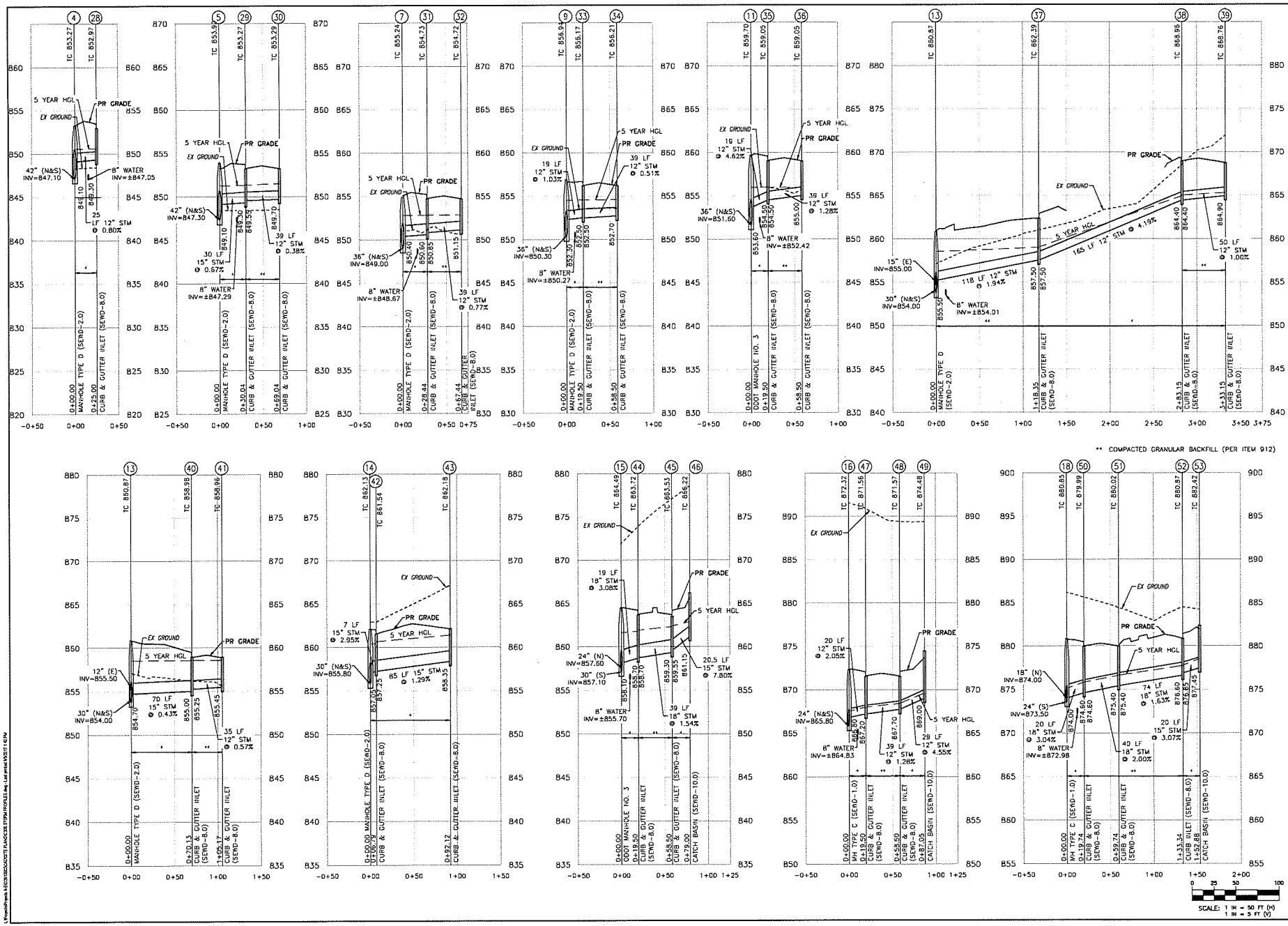
Manik Smith GROUP
THOMAS L. WELL, DIRECTOR OF SURVEY
www.ManikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
5500 E ROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SITE AND UTILITY PLAN

C203



NO.	DATE	BY	DESCRIPTION

1100 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-461-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D091602
DRAWN BY:
CHECKED BY:

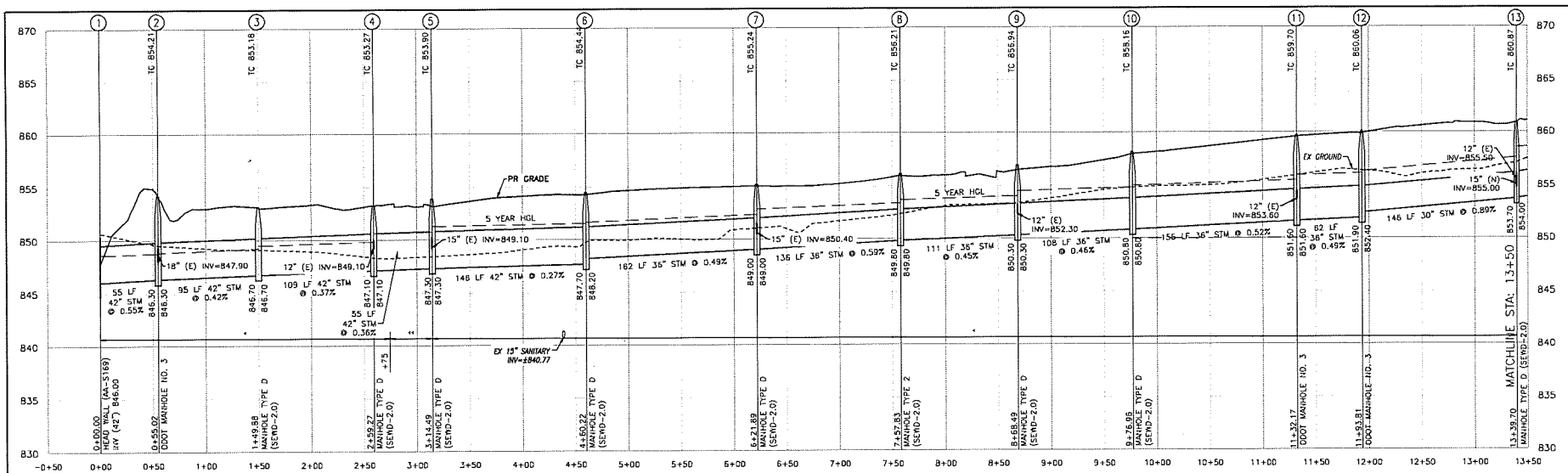
Mannik Smith GROUP
TECHNICAL WELL. SOLUTIONS TOGETHER.
www.MannikSmithGroup.com

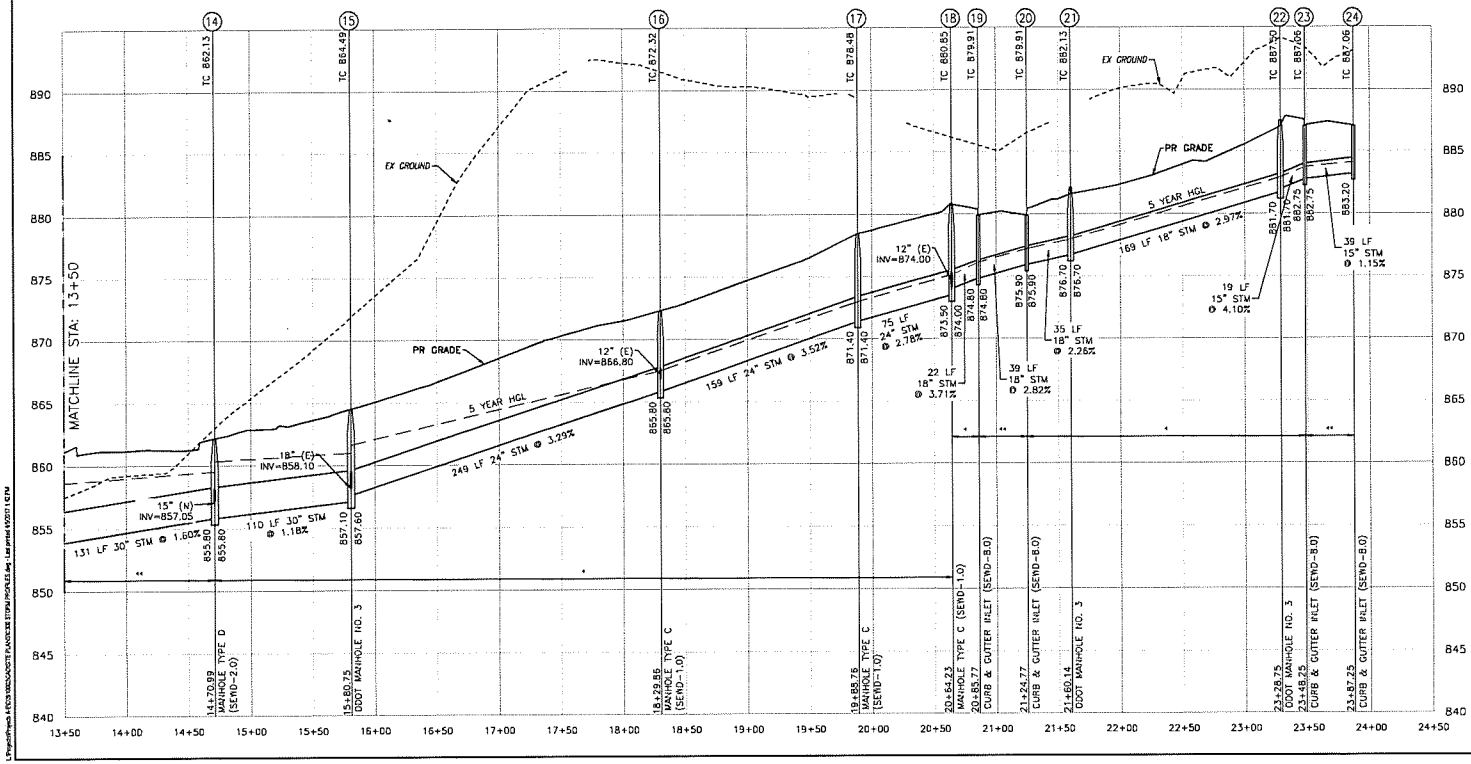
PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
5000 BRIGHAM ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

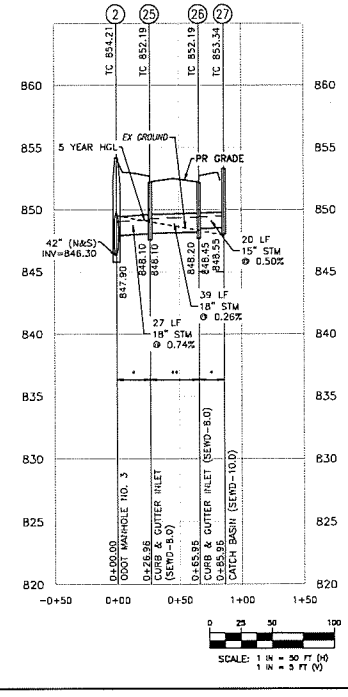
STORM SEWER PROFILES

C301





* COMPACTED BACKFILL (PER ITEM 911)
** COMPACTED GRANULAR BACKFILL (PER ITEM 912)



NO	DATE	BY	DESCRIPTION

1195 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-411-2222

PROJECT DATE 03-15-2017
PROJECT NO. D21302
DRAWN BY
CHECKED BY

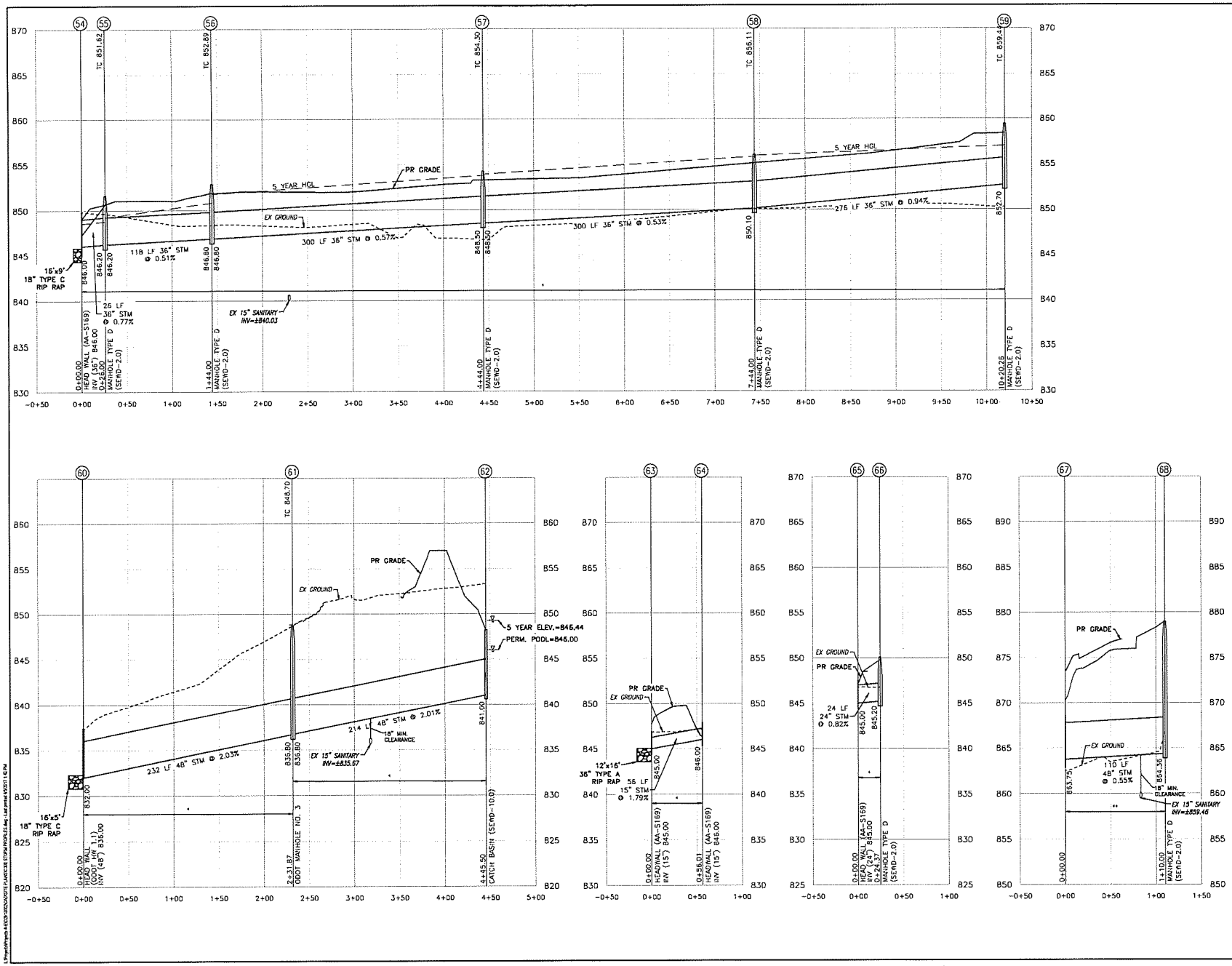
Mannik Smith GROUP
TECHNICAL WELL. QUALITY WORK.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
3600 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORM SEWER PROFILES

C300



NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.461.9223

PROJECT DATE: 03-15-2017
PROJECT NO.: D21572
DRAWN BY:
CHECKED BY:

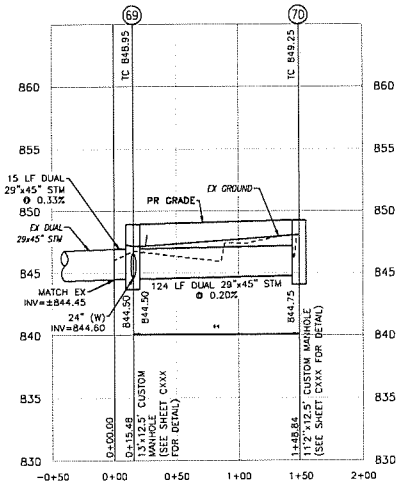
Mannik Smith GROUP
TECHNICAL WELL. SOLUTIONS WORK.
www.MannikSmithGroup.com

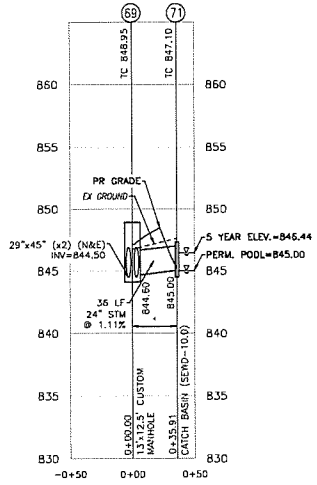
PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATAGONIA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORM SEWER PROFILES

C302





0 25 50 100

SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO	DATE	BY	DESCRIPTION

1110 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.481.0222

PROJECT DATE: 03-16-2017
PROJECT NO: 021302
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TOMORROW'S WELL. TODAY'S EFFORT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1500 E STATE ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORM SEWER PROFILES

C303

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GENERAL NOTES

1. THIS PLAN MUST BE POSTED ON-SITE. A COPY OF THE SWPPP PLAN AND THE APPROVED EPA STORMWATER PERMIT (WITH THE SITE-SPECIFIC NOI NUMBER) SHALL BE KEPT ON-SITE AT ALL TIMES.
2. STREET CLEANING (ON AN AS-NEEDED BASIS) IS REQUIRED THROUGH THE DURATION OF THIS CONSTRUCTION PROJECT. THIS INCLUDES SWEEPING, POWER CLEANING AND (IF NECESSARY) MANUAL REMOVAL OF DIRT OR MUD IN THE STREET GUTTERS.

PLAN DESIGNER
THE MANNIK & SMITH GROUP
1160 DUBLIN ROAD, SUITE 100
COLUMBUS, OH 43215
CONTACT: RANDY VANTILBURG
PHONE: (614) 441-4222
EMAIL: RVANTILBURG@MANNIKSMITHGROUP.COM

PROJECT OWNER
DELAWARE DEVELOPMENT LTD.
9000 E BROAD STREET
PATASKALA, OH 43062
PHONE: (614) 374-8488

PROJECT DESCRIPTION
THE PROPOSED PROJECT INVOLVES THE CONSTRUCTION OF A 80 ACRES OF MIXED USE DEVELOPMENT WHICH INCLUDE MIXED RETAIL, OFFICE SPACE AND RESIDENTIAL USES WITH ASSOCIATED PARKING, GREENSPACE, AND CIRCULATION DRIVES

AREA OF PROJECT SITE
TOTAL SITE AREA: 73.0± AC.
TOTAL ONSITE DISTURBED AREA: 61.0± AC.

ADJACENT AREAS
THE SITE IS BOUNDED BY STRATFORD ROAD ON THE EAST, US-23 ON THE WEST, MEEKER WAY ON THE SOUTH, AND RESIDENTIAL LOTS ON THE NORTH.

EXISTING SITE CONDITIONS
THE SITE IS CURRENTLY AN EXISTING GRASS FIELD WITH RESIDENTIAL LOTS TO THE EAST AND THE NORTHWEST.

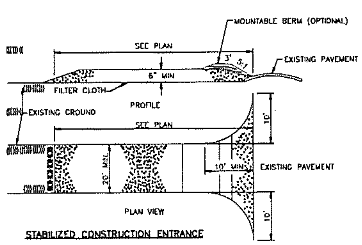
EROSION AND SEDIMENT CONTROL MEASURES
SEDIMENT FENCE, TEMPORARY SEDIMENT BASINS AND INLET PROTECTION SHALL BE USED AS SHOWN ON THE PLAN.

POST CONSTRUCTION STORM WATER MANAGEMENT
SINCE THE SITE DISTURBS MORE THAN ONE ACRE, ADDITIONAL STORM WATER MANAGEMENT MEASURES WILL BE NECESSARY FOR WATER QUALITY.

OHIO EPA NPDES PERMIT
OEPA NOI# TO BE DETERMINED

CONSTRUCTION SPECIFICATIONS

1. STONE SIZE – USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH – AS REQUIRED.
3. THICKNESS – NOT LESS THAN SIX (6) INCHES.
4. WIDTH – TWENTY (20) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. FILTER CLOTH – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED. COST OF PIPE SHALL BE INCLUDED IN THE PRICE BID FOR THE STABILIZED CONSTRUCTION ENTRANCE.
7. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

TEMPORARY AND PERMANENT SEEDING

THE LIMITS OF SEEDING AND MULCHING ARE ASSUMED TO BE 5'-0" OUTSIDE THE WORK LIMITS. ALL AREAS NOT DESIGNATED TO BE SEEDED SHALL REMAIN UNDER NATURAL GROUND COVER. THOSE AREAS DISTURBED OUTSIDE THE SEEDING LIMITS SHALL BE SEEDED AND MULCHED AT THE CONTRACTOR'S EXPENSE.

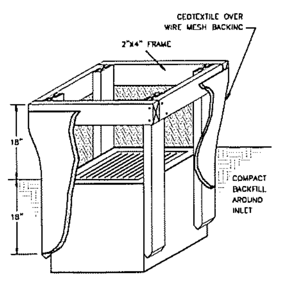
TEMPORARY SEEDING: ANY AREA WHICH WILL BE LEFT DORMANT (UNDISTURBED) FOR MORE THAN 21 DAYS SHALL BE SEEDED WITHIN 7 DAYS OF TERMINATED WORK. DISTURBED AREAS WITHIN 50 FEET OF A STREAM, FIRST ORDER OR LARGER, SHALL BE STABILIZED WITHIN 2 DAYS OF INACTIVITY. TEMPORARY SEEDING CONSISTS OF SEEDBED PREPARATION AND APPLICATION OF SEED, FERTILIZER, AND WATER. SOIL TEST IS RECOMMENDED TO DETERMINE PROPER APPLICATION RATE OF FERTILIZER AND IF LIME IS NECESSARY.

FERTILIZER 12-12-12	12 LB/1000 SQ. FT.
STRAW MULCH	2 TONS/ACRE
WATER	300 G/1000 SQ. FT.

PERMANENT SEEDING: ANY AREA THAT IS AT FINAL GRADE SHALL BE SEEDED WITHIN 7 DAYS OF TERMINATED WORK. PERMANENT SEEDING CONSISTS OF SEEDBED PREPARATION AND APPLICATION OF SEED, FERTILIZER, AND WATER. SOIL TEST IS RECOMMENDED TO DETERMINE PROPER APPLICATION RATE OF FERTILIZER AND IF LIME IS NECESSARY. IDEAL CONDITIONS FOR PERMANENT SEEDING IS MARCH 1-MAY 31 AND AUGUST 1-SEPTEMBER 30.

PERMANENT SEEDING			
SEED MIX	SEEDING RATE		NOTES
	LB/ACRE	LB/1000 SQ.FT.	
GENERAL USE			
CREEPING RED FESCUE	20-40	1/2-1	
DOMESTIC RYEGRASS	10-20	1/4-1/2	
KENTUCKY BLUEGRASS	10-20	1/4-1/2	
TALL FESCUE	40	1	
DWARF FESCUE	40	1	

TEMPORARY SEEDING			
SEEDING DATES	SPECIES	LB./1000 SQ. FT.	PER ACRE
MARCH 1 TO NOVEMBER 1	PERENNIAL RYEGRASS	1	40 LB.
	TALL FESCUE	1	40 LB.
	ANNUAL RYEGRASS	1	40 LB.
NOV. 1 TO SPRING SEEDING	USE MULCH ONLY, SODDING PRACTICES OR DORMANT SEEDING		
NOTE: OTHER APPROVED SEED SPECIES MAY BE SUBSTITUTED.			

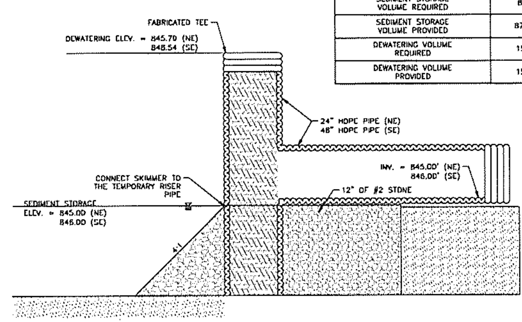


FILTER FABRIC INLET PROTECTION

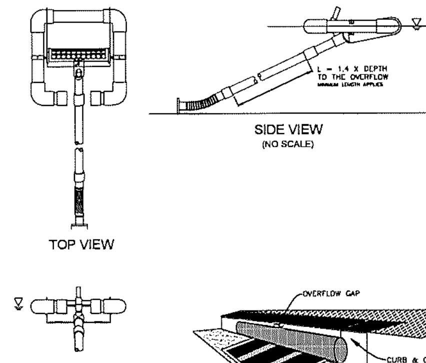
NOT TO SCALE

NOTE:
VERTICAL INLET PROTECTION TO BE USED WHERE POSSIBLE AND ALWAYS IN AREAS TO BE CRASSED.

TEMPORARY SEDIMENT CONTROL STAND PIPE DETAIL



	NORTHEAST POND	SOUTHEAST POND
DRAINAGE AREA	8.7 AC	43.1 AC
DISTURBED AREA	5.2 AC	43.1 AC
SEDIMENT STORAGE VOLUME REQUIRED	8,730 FT³	43,100 FT³
SEDIMENT STORAGE VOLUME PROVIDED	87,812 FT³	110,492 FT³
DEWATERING VOLUME REQUIRED	15,800 FT³	78,000 FT³
DEWATERING VOLUME PROVIDED	15,058 FT³	78,102 FT³



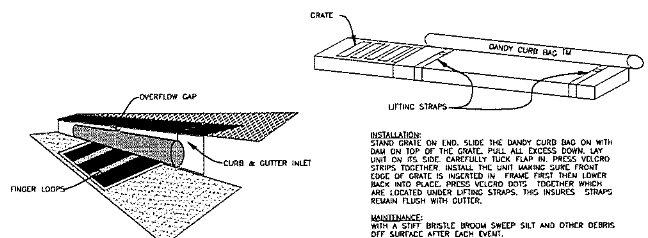
SIDE VIEW
(NO SCALE)

TEMPORARY SEDIMENT BASIN DEWATERING CONTROL SYSTEM

NOT TO SCALE

NOTE: PROPOSED SKIMMER SHALL BE A FAIRCLOTH SKIMMER OR EQUIVALENT

SKIMMER SPECIFICATIONS			
	SKIMMER DIAMETER SIZE (INCHES)	SKIMMER ORIFICE DIAMETER (INCHES)	SKIMMER PIPE LENGTH (FEET)
BASIN(NE)	6.0	5.3	1.17
BASIN(SE)	8.0	7.9	3.58

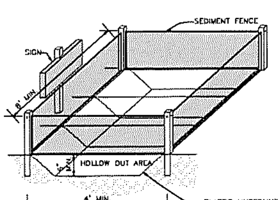


DANDY CURB BAG

INSTALLATION:
STAND GRATE ON END. SLIDE THE DANDY CURB BAG ON WITH DAM ON TOP OF THE GRATE. PULL ALL EXCESS DOWN. LAY UNIT ON ITS SIDE. CAREFULLY TUCK FLAP IN. PRESS VELCRO STRIPS TOGETHER. INSTALL THE UNIT MAKING SURE FRONT EDGE OF GRATE IS INSERTED IN FRAME FIRST THEN LOWER BACK INTO PLACE. PRESS VELCRO DOTS TOGETHER WHICH ARE LOCATED UNDER LIFTING STRAPS. THIS INSURES STRAPS REMAIN FLUSH WITH GUTTER.

MAINTENANCE:
WITH A STIFF BRISTLE BROOM SWEEP SILT AND OTHER DEBRIS OFF SURFACE AFTER EACH EVENT.

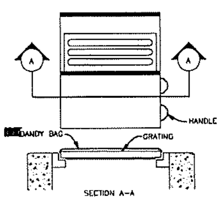
NOT TO SCALE



NOTES:
CONCRETE TRUCKS SHALL UTILIZE AREAS TO WASHOUT TRUCKS. ACCUMULATED CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

CONSTRUCTION WASHOUT AREA

NOT TO SCALE



INSTALLATION:
STAND GRATE ON END. PLACE DANDY BAG OVER GRATE. FLIP GRATE OVER SO THAT OPEN END IS UP. PULL UP SLACK. TUCK FLAP IN. BE SURE END OF GRATE IS COMPLETELY COVERED BY FLAP OR DANDY BAG WILL NOT FIT PROPERLY. HOLDING HANDLES, CAREFULLY PLACE DANDY BAG WITH GRATE INSERTED INTO CATCH BASIN FRAME SO THAT RED DOT ON THE TOP OF THE DANDY BAG IS VISIBLE.

MAINTENANCE:
AFTER SILT HAS DRIED, REMOVE IT FROM THE SURFACE OF DANDY BAG WITH BROOM.

THE DANDY BAG

NOT TO SCALE

SILT FENCE:

THIS SEDIMENT BARRIER UTILIZES STANDARD STRENGTH OR EXTRA STRENGTH SYNTHETIC FILTER FABRICS. IT IS DESIGNED FOR SITUATIONS IN WHICH ONLY SHEET OR OVERLAND FLOWS ARE EXPECTED. MATERIAL PROPERTIES ARE LISTED IN THE PROVIDED TABLE.

1. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36-INCHES (HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE).
2. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM OF A 6 INCH OVERLAP, AND SECURELY SEALED.
3. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12-INCHES). WOOD POSTS WILL BE A MINIMUM OF 32" LONG WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE. POST SPACING SHALL NOT EXCEED 6 FEET. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4-INCHES WIDE AND 6-INCHES DEEP LONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
4. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1-INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2-INCHES AND SHALL NOT EXTEND MORE THAN 36-INCHES ABOVE THE ORIGINAL GROUND SURFACE.
5. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8-INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36-INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. WHEN EXTRA STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM NO. 6 APPLYING.
7. THE TRENCH SHALL BE BACKFILLED AND SOIL COMPACTED OVER THE FILTER FABRIC.
8. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
9. TO PREVENT WATER PONDED BY THE SILT FENCE FROM FLOWING AROUND THE ENDS, EACH END SHALL BE CONSTRUCTED UPSLOPE SO THAT THE ENDS ARE AT A HIGHER ELEVATION.

MAINTENANCE:

SILT FENCES AND FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

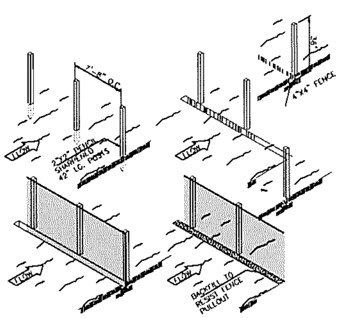
SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.

SEDIMENT FENCE FABRIC SHALL BE ODOT, TYPE C GEOTEXTILE FABRIC OR THE EQUIVALENT TO THE FOLLOWING PROPERTIES:

MATERIAL PROPERTIES	
MAXIMUM TENSILE STRENGTH	120 lbs
MAXIMUM ELONGATION AT 60 LBS.	50%
MINIMUM PUNCTURE STRENGTH	50 lbs
MINIMUM TEAR STRENGTH	40 lbs
MINIMUM BURST STRENGTH	200 psi
APPARENT OPENING SIZE	0.84 mm
MINIMUM PERMITTIVITY	1×10^{-2} sec^{-1}
ULTRAVIOLET EXPOSURE STRENGTH RETENTION	70%



SEDIMENT FENCE BARRIER DETAIL

NOT TO SCALE

*THE USE OF STRAW WATTLES HAS PROVEN TO BE A VERSATILE AND EFFECTIVE ESC BMP, ESPECIALLY IN RESIDENTIAL SETTINGS. STRAW WATTLES MAY BE SUBSTITUTED FOR SILT FENCE IN LINEAR INSTALLATIONS.

THE USE OF COMPOST FILTER SOCKS AND COMPOST BLANKETS ARE GAINING WIDER ACCEPTANCE NATIONWIDE. THEY ARE NOW APPROVED FOR USE ON ALL MARYSVILLE SWP3 PLANS AND CONSTRUCTION SITES.

NO.	DATE	BY	DESCRIPTION

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
1160 DUBLIN ROAD SUITE 100
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TEL: 614-441-4222
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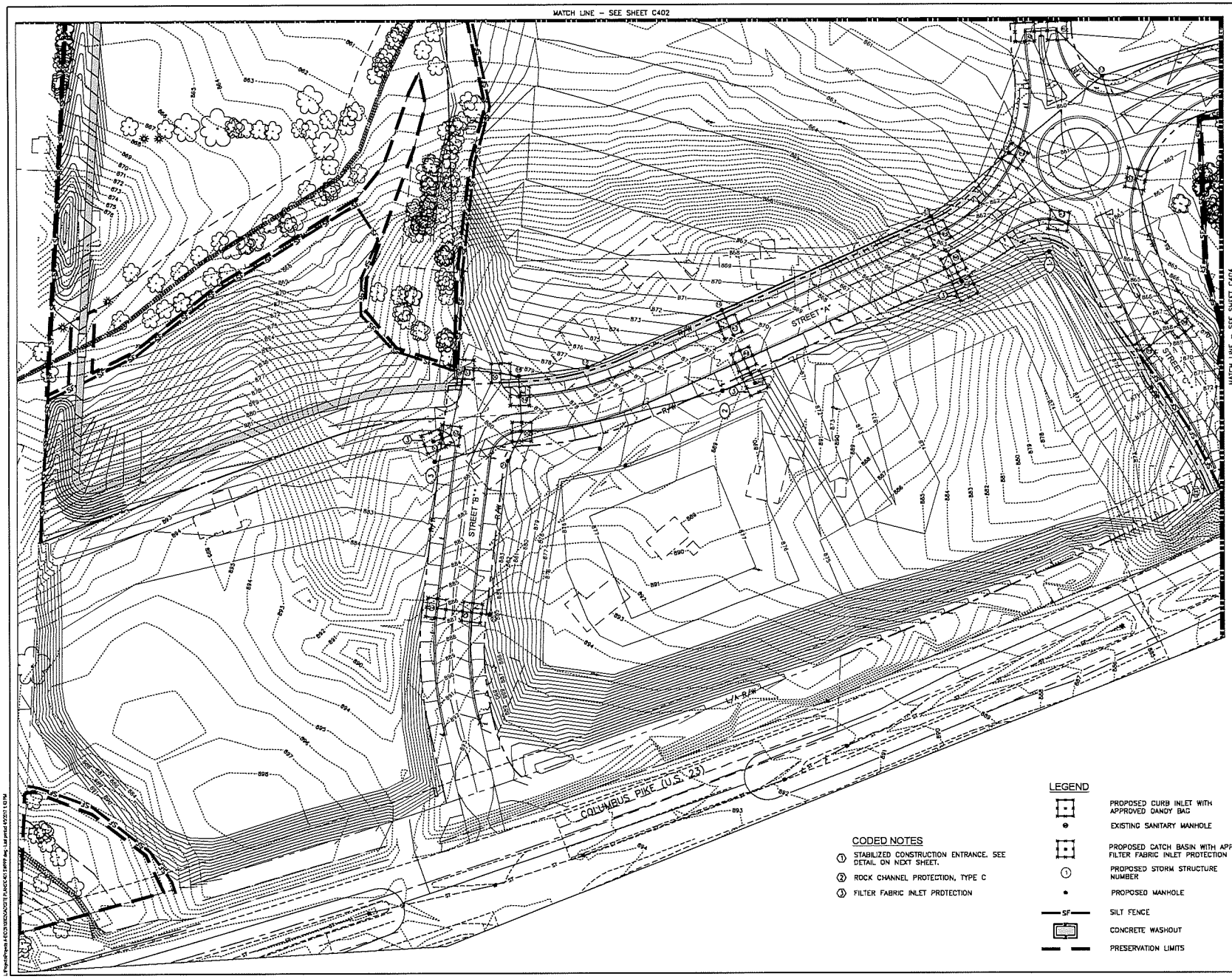
PROJECT DATE: 03-15-2017
PROJECT NO: D261002
DRAWN BY:
CHECKED BY:

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORMWATER POLLUTION PREVENTION DETAILS

C400



CODED NOTES

1. STABILIZED CONSTRUCTION ENTRANCE. SEE DETAIL ON NEXT SHEET.
2. ROCK CHANNEL PROTECTION, TYPE C
3. FILTER FABRIC INLET PROTECTION

LEGEND

- PROPOSED CURB INLET WITH APPROVED DANDY BAG
- EXISTING SANITARY MANHOLE
- PROPOSED CATCH BASIN WITH APPROVED FILTER FABRIC INLET PROTECTION
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- SF — SILT FENCE
- CONCRETE WASHOUT
- PRESERVATION LIMITS

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

Mannik Smith GROUP
THOMAS, KELL, GALATIS INC.
www.MannikSmithGroup.com
1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-3222

PROJECT DATE 03-15-2017
PROJECT NO D201302
DRAWN BY
CHECKED BY

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 BEECHWOOD ST
PATASKALA OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORMWATER POLLUTION PREVENTION PLAN

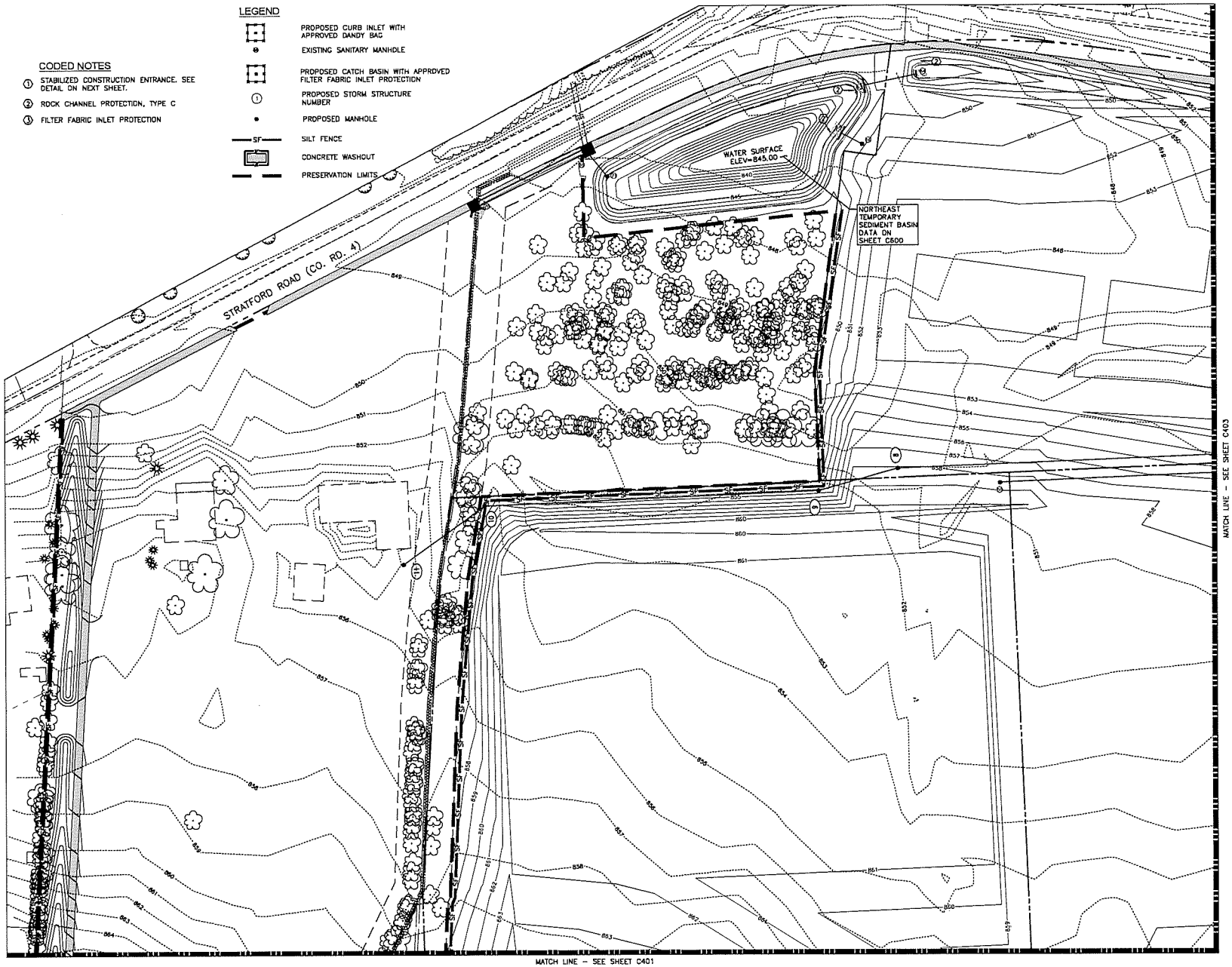
C401

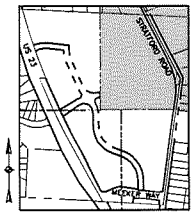
LEGEND

- PROPOSED CURB INLET WITH APPROVED DANDY BAG
- EXISTING SANITARY MANHOLE
- PROPOSED CATCH BASIN WITH APPROVED FILTER FABRIC INLET PROTECTION
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- SF — SILT FENCE
- CONCRETE WASHOUT
- PRESERVATION LIMITS

CODED NOTES

1. STABILIZED CONSTRUCTION ENTRANCE. SEE DETAIL ON NEXT SHEET.
2. ROCK CHANNEL PROTECTION, TYPE C
3. FILTER FABRIC INLET PROTECTION





KEY MAP

GRAPHIC SCALE
0 25 50 100
1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.461.2229

PROJECT DATE 03-15-2017
PROJECT NO. D051002
DRAWN BY
CHECKED BY

Mannik Smith GROUP
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PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
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PITTSBURGH, OHIO

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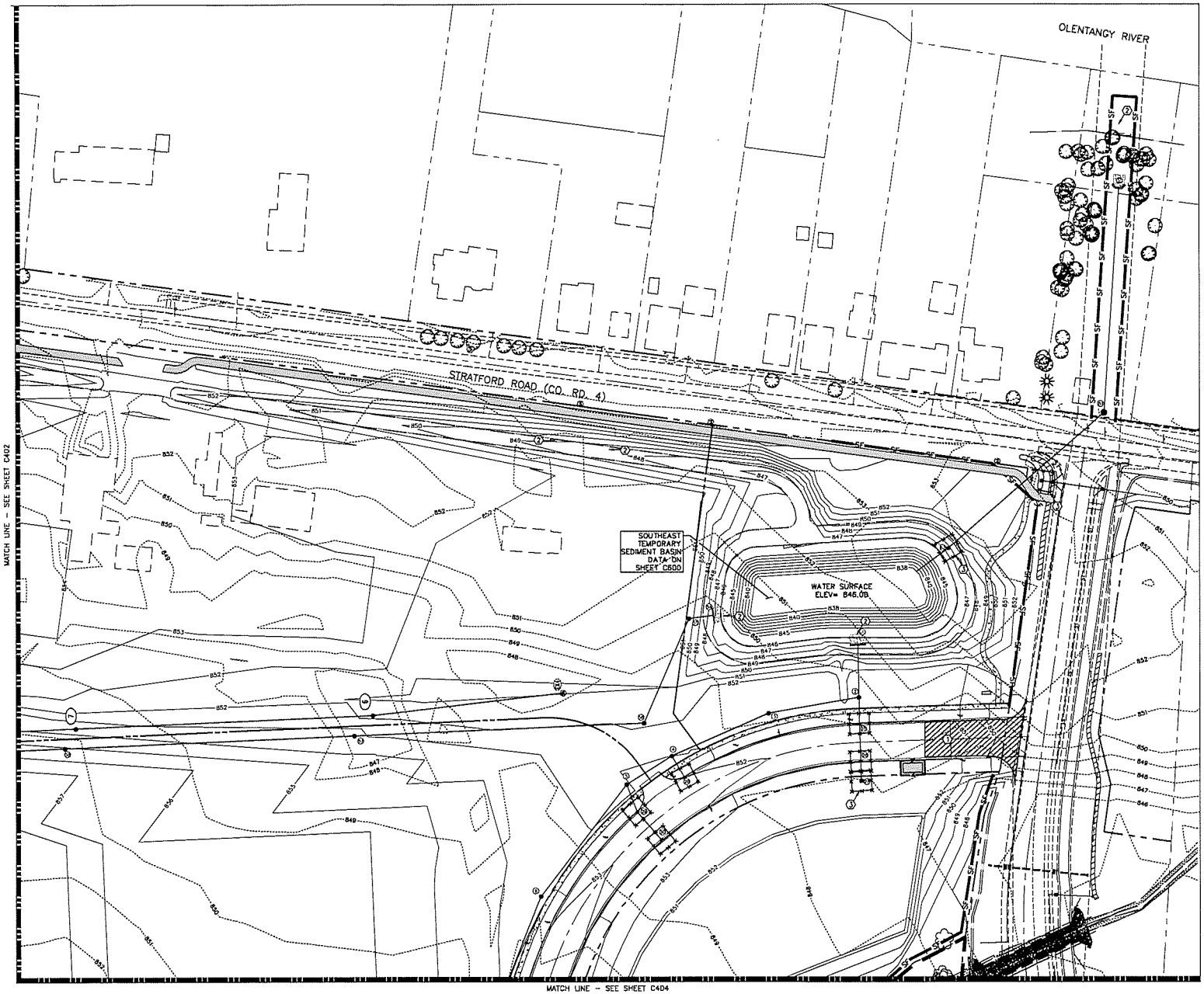
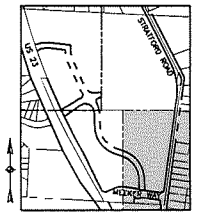
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORMWATER POLLUTION PREVENTION PLAN

C402





KEY MAP

LEGEND

- PROPOSED CURB INLET WITH APPROVED DANDY BAG
- EXISTING SANITARY MANHOLE
- PROPOSED CATCH BASIN WITH APPROVED FILTER FABRIC INLET PROTECTION
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- SILT FENCE
- CONCRETE WASHOUT
- PRESERVATION LIMITS

CODED NOTES

1. STABILIZED CONSTRUCTION ENTRANCE. SEE DETAIL ON NEXT SHEET.
2. ROCK CHANNEL PROTECTION, TYPE C
3. FILTER FABRIC INLET PROTECTION

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

Mannik Smith GROUP
GEOTECHNICAL ENGINEERS
TESTING LABS
www.MannikSmithGroup.com
1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-441-2222

PROJECT DATE 03-14-2017
PROJECT NO. 028-1102
DRAWN BY:
CHECKED BY:

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORMWATER POLLUTION PREVENTION PLAN

C403

MATCH LINE – SEE SHEET C403

MATCH LINE – SEE SHEET C401

COLUMBUS PIKE (U.S. 23)

MEEKER WAY

KEY MAP

US 23

STRATFORD ROAD

MEEKER WAY

LEGEND

- PROPOSED CURB INLET WITH APPROVED DANDY BAG
- EXISTING SANITARY MANHOLE
- PROPOSED CATCH BASIN WITH APPROVED FILTER FABRIC INLET PROTECTION
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- SILT FENCE
- CONCRETE WASHOUT
- PRESERVATION LIMITS

CODED NOTES

1. STABILIZED CONSTRUCTION ENTRANCE. SEE DETAIL ON NEXT SHEET.
2. ROCK CHANNEL PROTECTION, TYPE C
3. FILTER FABRIC INLET PROTECTION

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1140 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE 03-14-2017
PROJECT NO. D051302
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL WELL. DELIVERY OF WORK.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 BEECHO ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

STORMWATER POLLUTION PREVENTION PLAN

C404

L:\Projects\Projects A-E\D051302\CADD\CITE PLAN\C404.1 SWPP.dwg, Last plotted 6/5/2017 1:01 PM

MATCH LINE – SEE SHEET C501

CONSERVATION EASEMENT

℄ STREAM

GRADING LIMITS

CONSERVATION EASEMENT

℄ STREAM

GRADING LIMITS

CONSERVATION EASEMENT

℄ DITCH

40' BUILDING SETBACK

50' BUILDING SETBACK

COLUMBUS PIKE (U.S. 23)

MATCH LINE – SEE SHEET C501

KEY MAP

US 23

STRATFORD ROAD

MOCKER WAY

LEGEND

	EXISTING SANITARY MANHOLE
1	PROPOSED STORM STRUCTURE NUMBER
•	PROPOSED MANHOLE
	FLOW ARROW
	PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
967.84	PROPOSED SPOT ELEVATION
720	EX CONTOUR
720	EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.481.6200

PROJECT DATE 03-15-2017
PROJECT NO. D091002
DRAWN BY
CHECKED BY

Mannik Smith GROUP

TECHNICAL WELL. SOLUTIONS WORTH.

www.MannikSmithGroup.com

PREPARED FOR

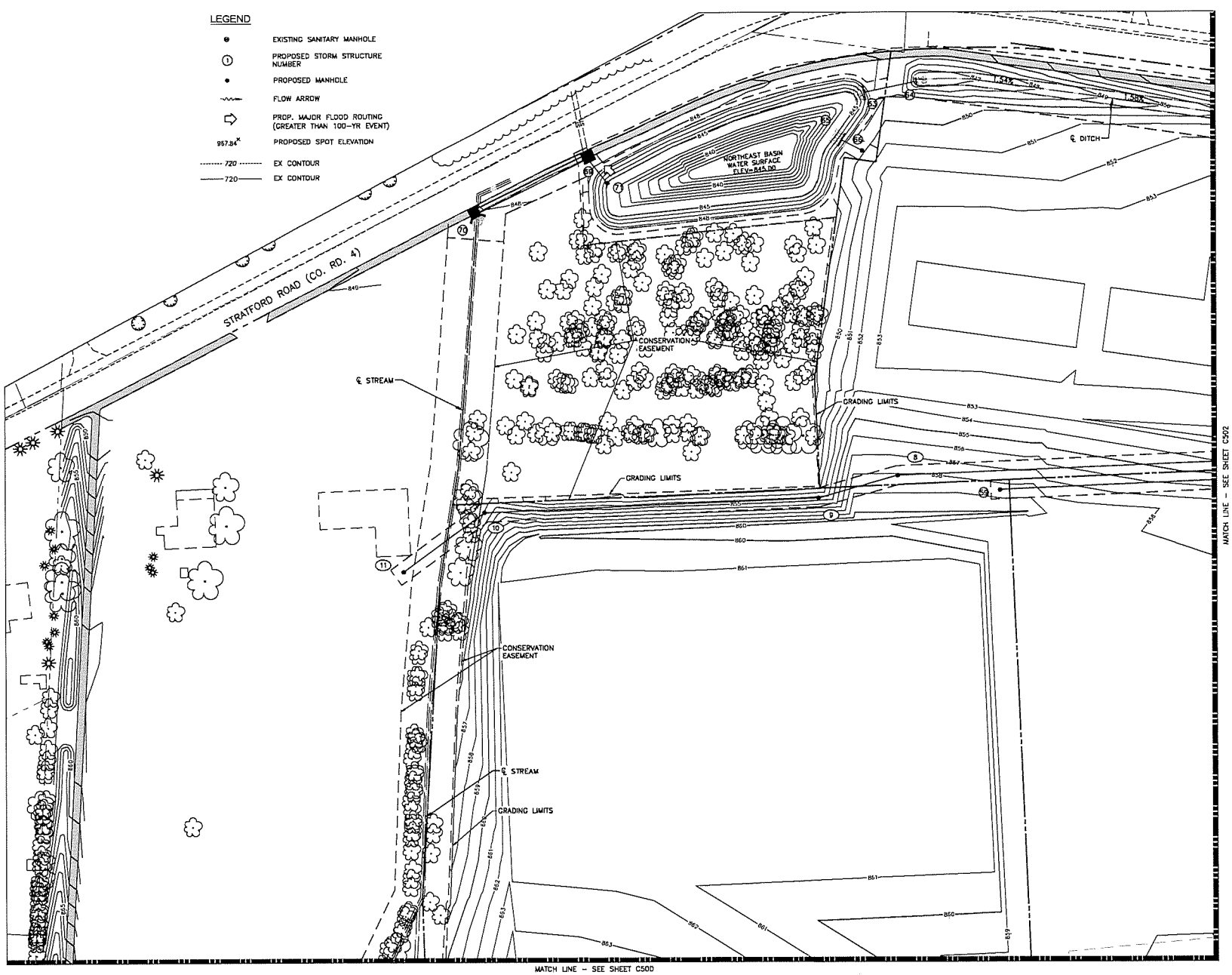
DELAWARE DEVELOPMENT PLAN, LTD

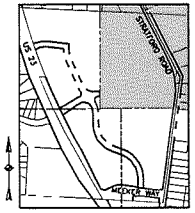
9030 ESTATE ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C500





KEY MAP

GRAPHIC SCALE
0 25 50 100
1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-461-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D051302
DRAWN BY:
CHECKED BY:

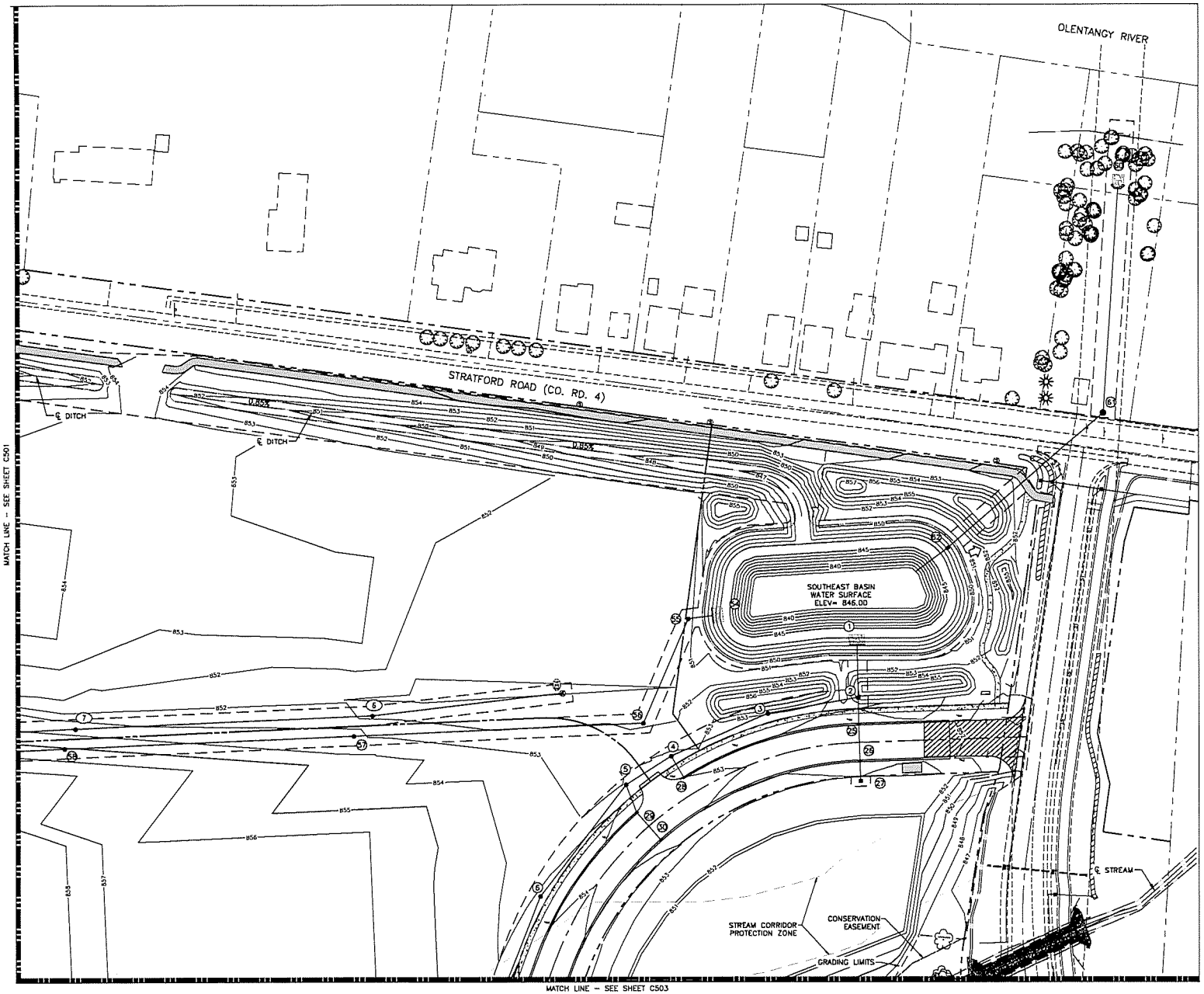
Mannik Smith GROUP
TERRAFIRMA, INC.
www.MannikSmithGroup.com

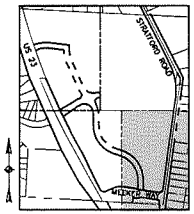
PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1600 BRIGHT ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C501





KEY MAP

LEGEND

- EXISTING SANITARY MANHOLE
- PROPOSED STORM STRUCTURE NUMBER
- PROPOSED MANHOLE
- FLOW ARROW
- PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
- 967.84 PROPOSED SPOT ELEVATION
- 720 EX CONTOUR
- 720 EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS OH 43215
TEL: 614-441-3222

PROJECT DATE: 03-16-2017
PROJECT NO: D061302
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
K20 EASTGATE ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C502

MATCH LINE – SEE SHEET C502

MATCH LINE – SEE SHEET C500

CONSERVATION EASEMENT

GRADING LIMITS

STREAM CORRIDOR PROTECTION ZONE

CONSERVATION EASEMENT

GRADING LIMITS

CONSERVATION EASEMENT

BACKWATER BASIN

COLUMBUS PIKE (U.S. 23)

COLUMBUS PIKE (U.S. 23)

KEY MAP

STRATFORD ROAD

MEXICO WAY

US 23

LEGEND

	EXISTING SANITARY MANHOLE
1	PROPOSED STORM STRUCTURE NUMBER
	PROPOSED MANHOLE
	FLOW ARROW
	PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
967.84	PROPOSED SPOT ELEVATION
720	EX CONTOUR
720	EX CONTOUR

GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO	DATE	BY	DESCRIPTION

1195 DUBLIN ROAD SUITE 150
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE 03-16-2017
PROJECT NO 0251002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP

TECHNICAL WELL DELIVERY SMITH.

www.MannikSmithGroup.com

PREPARED FOR

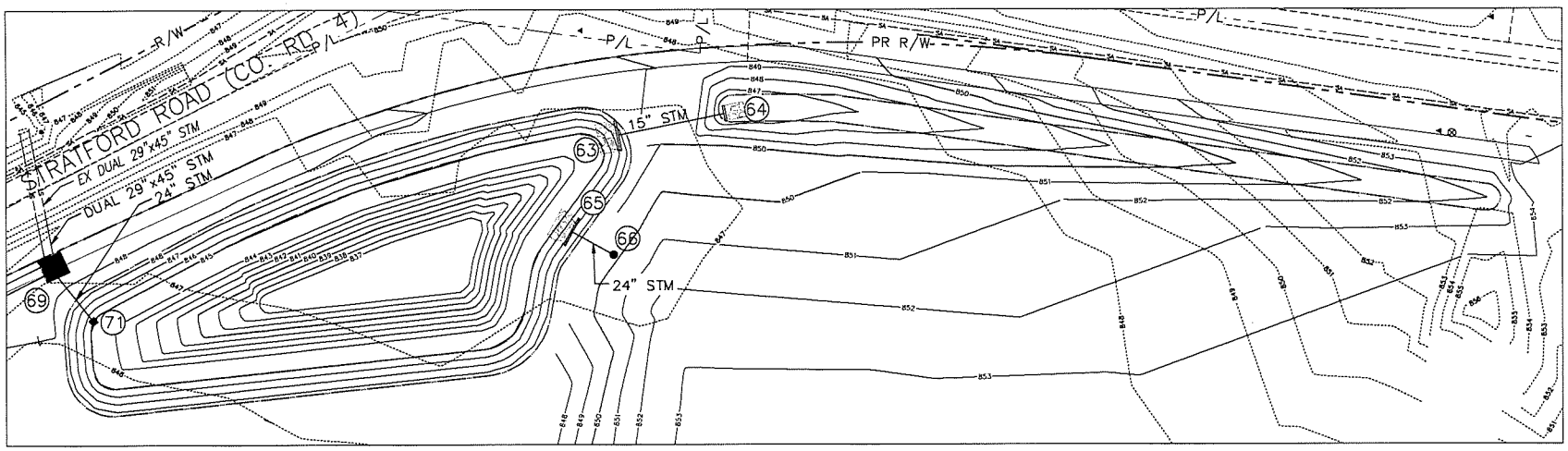
DELAWARE DEVELOPMENT PLAN, LTD

5000 EBRIGHO ST
PATASKALA, OHIO

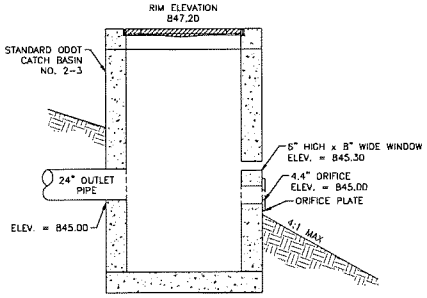
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

FINAL GRADING PLAN

C503

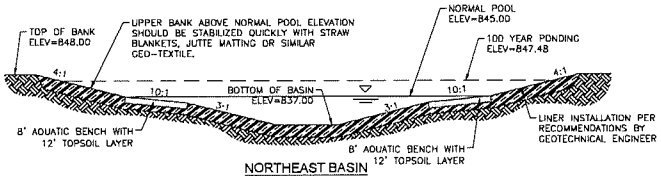


NORTHEAST BASIN



OUTLET CONTROL STRUCTURE 71

NOT TO SCALE



NORTHEAST BASIN
DETAIL

NOT TO SCALE

NORTHEAST BASIN		
ELEVATION	AREA (SQ. FT.)	CUMULATIVE VOLUME (CU. FT.)
845	19,135	0
846	21,874	20,489
847	24,713	43,768
848	33,231	72,635
848.25	37,163	81,430
BASIN DATA		
100 YR. STM SURFACE ELEV.		847.48
MAX OUTFLOW @ 100 YR. STM		12.09 CFS
STORAGE REQUIRED (CF)		57,624
STORAGE PROVIDED (CF)		81,430
WATER QUALITY VOLUME (WQV) WATER SURFACE ELEV.		845.32
WQV STORAGE REQUIRED (CF)		6,117
WQV SEDIMENT CONTROL (CF)		1,223
WQV STORAGE PROVIDED (CF)		6,260
SEDIMENT BASIN DATA		
TOTAL ACREAGE TO BASIN		8.7 AC
STORAGE REQUIRED (CY)		323
STORAGE PROVIDED (CY)		3,252

GRAPHIC SCALE

0 15 30 60

1 INCH = 30 FEET

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.441.3222

PROJECT DATE 03-16-2017
PROJECT NO. D201302
DRAWN BY:
CHECKED BY:

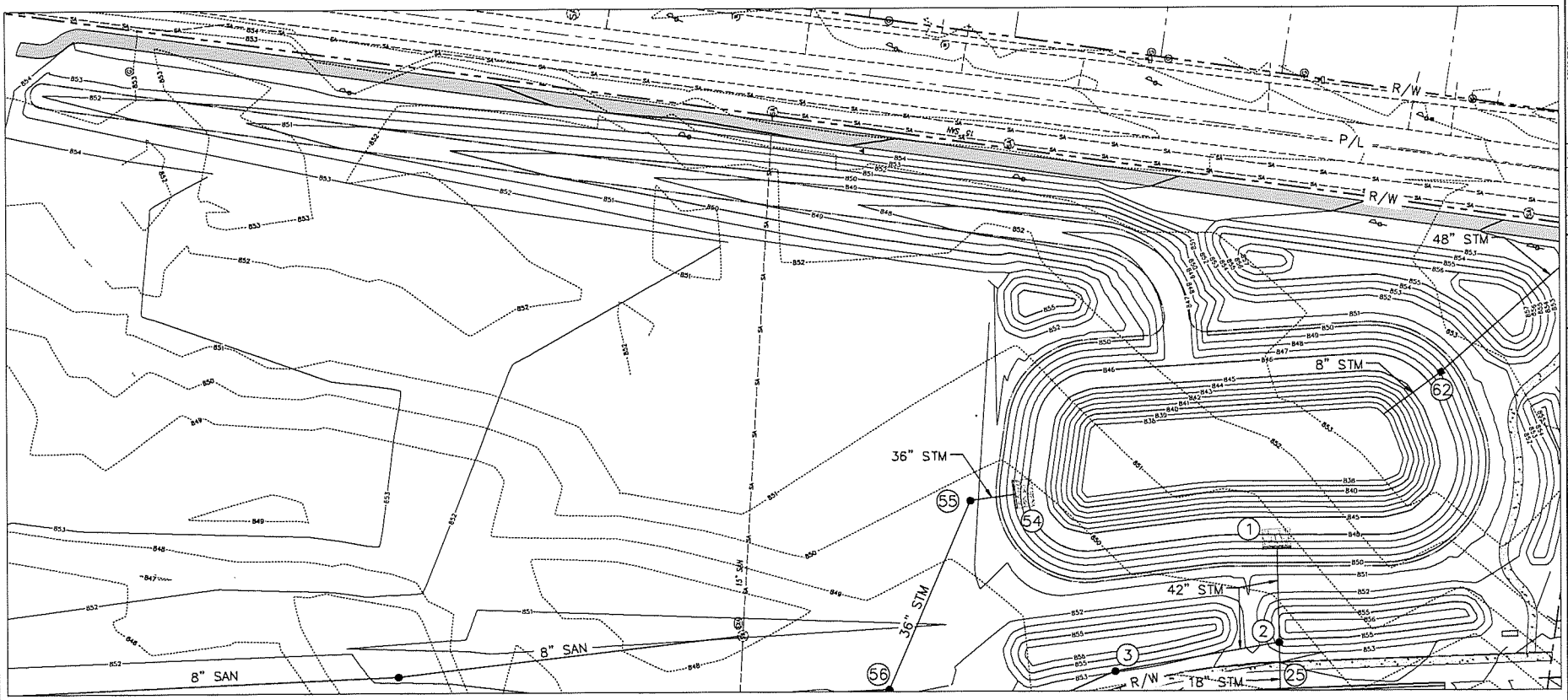
Mannik Smith GROUP
TECHNICAL WELL, DEVELOPMENT, SERVICE
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA, OHIO

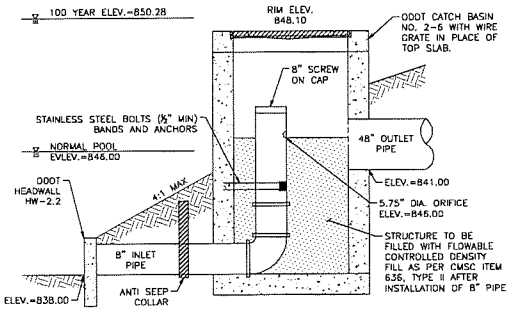
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

BASIN DETAILS

C600

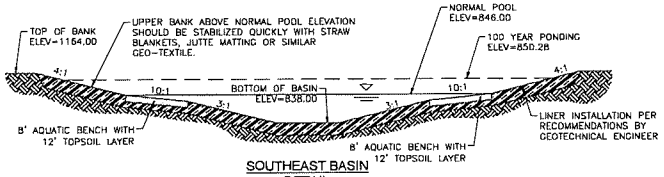


SOUTHEAST BASIN



OUTLET CONTROL STRUCTURE 62

NOT TO SCALE



SOUTHEAST BASIN DETAIL

NOT TO SCALE

SOUTHEAST BASIN		
ELEVATION	AREA (SF)	CUMULATIVE VOLUME (CF)
846	23,177	0
847	26,987	25,082
848	29,544	54,626
849	35,258	89,884
850	42,257	132,140
851	52,634	184,774
BASIN DATA		
100 YR. STM SURFACE ELEV.		850.28
MAX OUTFLOW @ 100 YR. STM		163.21 CFS
STORAGE REQUIRED (CF)		146,877
STORAGE PROVIDED (CF)		184,774
WATER QUALITY VOLUME (WQV) WATER SURFACE ELEV.		848.07
WQV STORAGE REQUIRED (CF)		56,850
WQV SEDIMENT CONTROL (CF)		11,370
WQV STORAGE PROVIDED (CF)		56,888
SEDIMENT BASIN DATA		
TOTAL ACREAGE TO BASIN		43.1 AC
STORAGE REQUIRED (CY)		1,596
STORAGE PROVIDED (CY)		4,426

GRAPHIC SCALE

0 15 30 60

1 INCH = 30 FEET

NO.	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.3222

PROJECT DATE: 03-19-2007
PROJECT NO.: 0991043
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
GEOTECHNICAL ENGINEERS
www.MannikSmithGroup.com

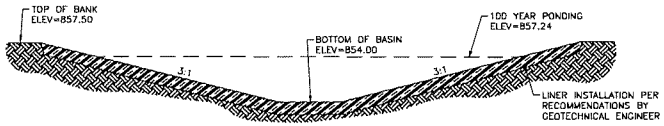
PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 EFFORD ST
PATASKALA OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

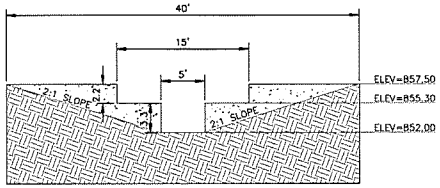
BASIN DETAILS

C601

BACKWATER BASIN



BACKWATER BASIN
DETAIL
NOT TO SCALE



OUTLET CONTROL STRUCTURE 72
NOT TO SCALE

SOUTHEAST BASIN		
ELEVATION	AREA (SF)	CUMULATIVE VOLUME (CF)
852	56	0
853	1,283	670
854	9,867	6,245
855	37,566	29,961
856	47,160	72,324
857	51,307	121,558
858	53,537	147,769
BASIN DATA		
100 YR. STM SURFACE ELEV.		857.24
MAX OUTFLOW @ 100 YR. STM		284.46 CFS
STORAGE REQUIRED (CF)		134,139
STORAGE PROVIDED (CF)		147,769
WATER QUALITY VOLUME (WQV) WATER SURFACE ELEV.		N/A
WQV STORAGE REQUIRED (CF)		N/A
WQV SEDIMENT CONTROL (CF)		N/A
WQV STORAGE PROVIDED (CF)		N/A
SEDIMENT BASIN DATA		
TOTAL ACREAGE TO BASIN		N/A
STORAGE REQUIRED (CY)		N/A
STORAGE PROVIDED (CY)		N/A

GRAPHIC SCALE
0 25 50 100
1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE 03-16-2017
PROJECT NO. D291002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TESTING & BALL. DESIGN & INSPECT.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
5000 EBSCO ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

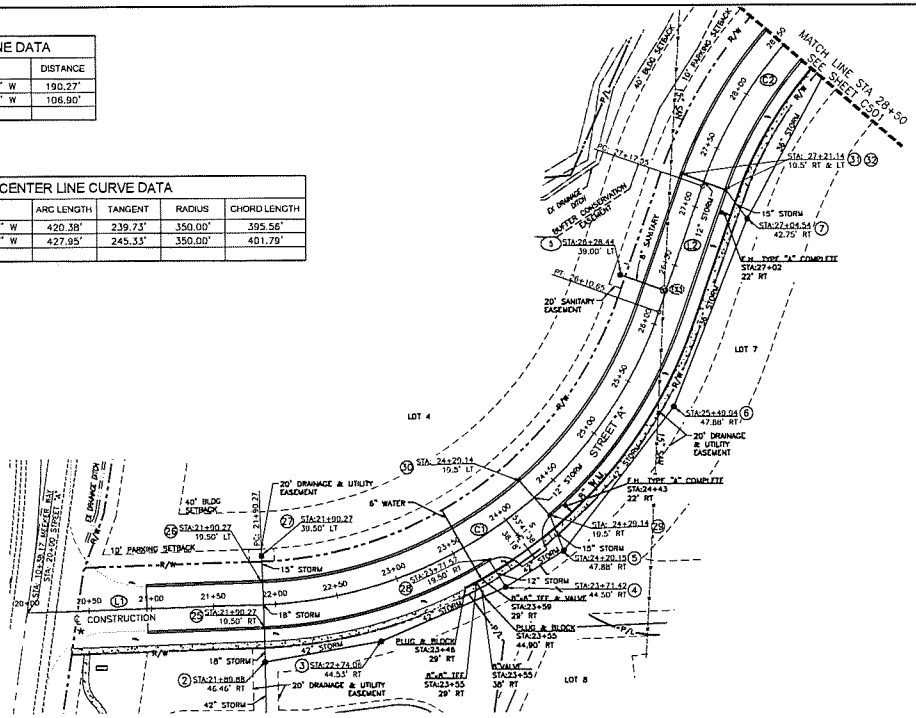
BASIN DETAILS

C602

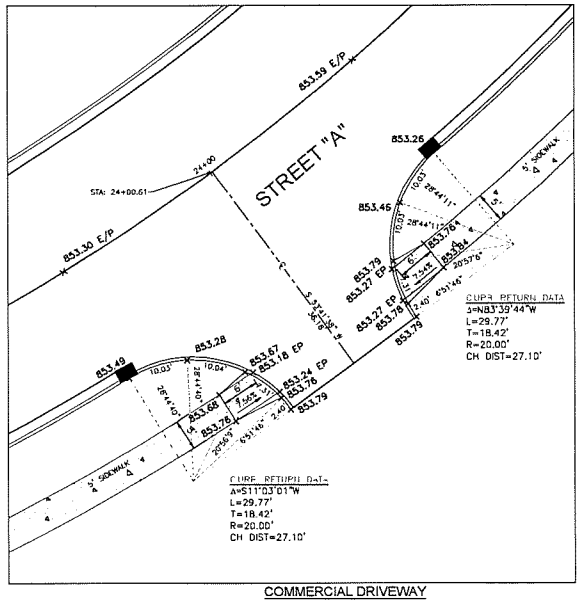
S:\Projects\Projects 3-8\D291002\CIVIL\PLANS\DEB BASIN DETAILS.dwg, Layout:C602 Apr 13,2017 1:16 PM

CENTER LINE DATA		
LINE	BEARING	DISTANCE
L1	N 01°54'50" W	190.27'
L2	N 70°43'52" W	106.90'

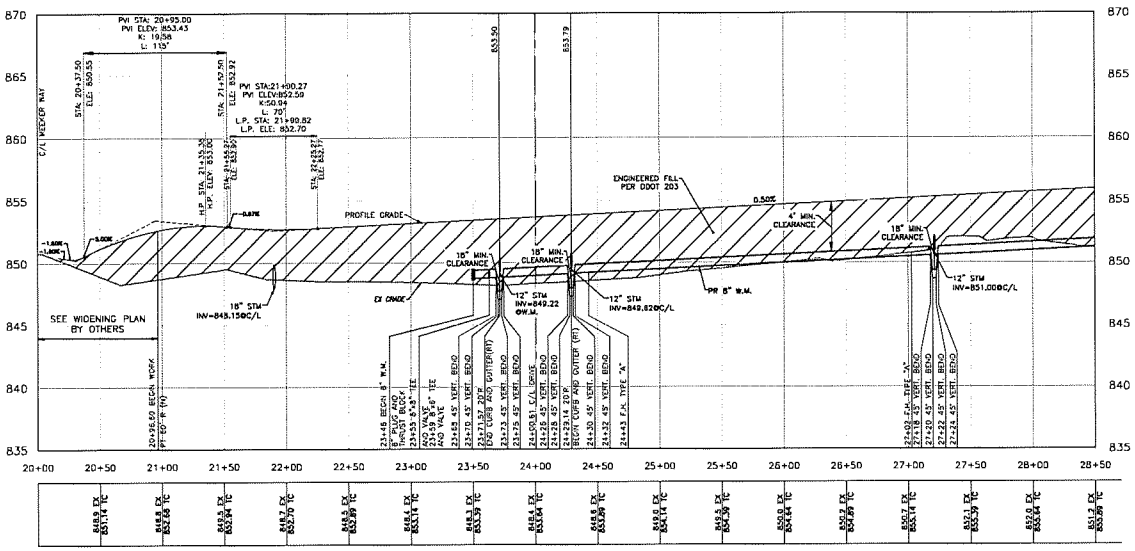
CENTER LINE CURVE DATA					
CURVE	Δ	ARC LENGTH	TANGENT	RADIUS	CHORD LENGTH
C1	N 36°19'22" W	420.38'	239.73'	350.00'	395.56'
C2	N 35°42'10" W	427.95'	245.33'	350.00'	401.79'



★ SEE WEEKER WAY WIDENING PLAN FOR INTERSECTION DETAIL AND CONTINUATION



COMMERCIAL DRIVEWAY ENTRANCE DETAIL
SCALE: 1"=10'



LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- PR WATER VALVE
- RIGHT-OF-WAY
- CENTER LINE
- SETBACK
- EX SANITARY
- PR SIDEWALK (SEE SHEET CXXX FOR TYPICAL SECTION)

NOTE:

1. ALL ELEVATIONS ARE TOP OF CURB (TC) UNLESS OTHERWISE NOTED.
2. POSTED SPEED=25 MPH
   DESIGN SPEED=25 MPH

0 25 50 100
SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 130
COLUMBUS, OH 43215
TEL: 614.441.2222

PROJECT DATE 03.16.2017
PROJECT NO. 0361202
DRAWN BY
CHECKED BY

Manik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.ManikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
5030 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PLAN AND PROFILE
STREET "A"

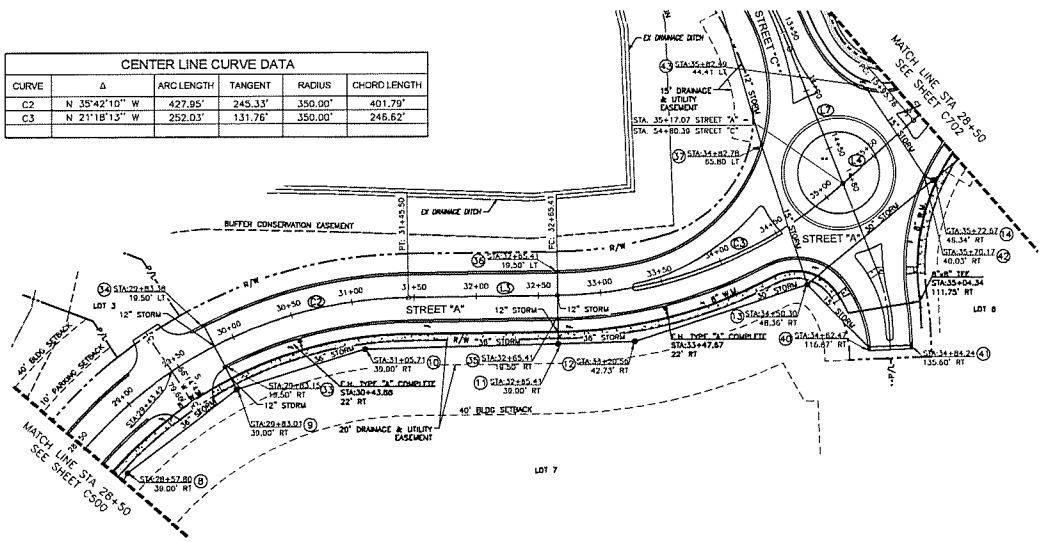
C700

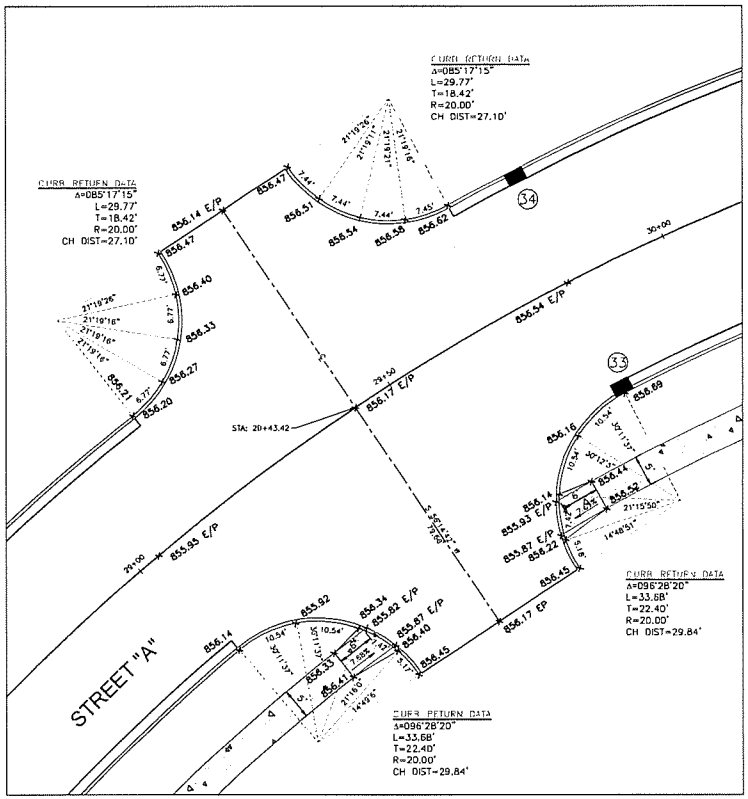
CENTER LINE DATA		
LINE	BEARING	DISTANCE
L3	N 00°40'28" W	119.91'
L4	N 41°55'57" W	76.04'
L7	N 68°33'01" W	116.38'

CENTER LINE CURVE DATA					
CURVE	Δ	ARC LENGTH	TANGENT	RADIUS	CHORD LENGTH
C2	N 35°42'10" W	427.95'	245.33'	350.00'	401.79'
C3	N 21°18'13" W	252.03'	131.76'	350.00'	246.62'

* SEE SHEET C703 FOR STREET "C" PLAN AND PROFILE.

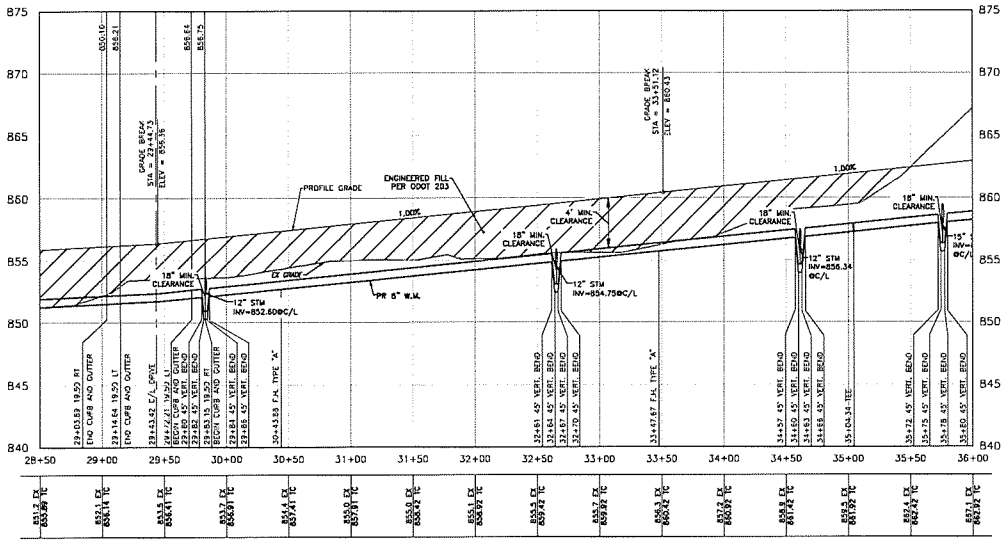
** SEE SHEET C704 FOR ROUNDABOUT DETAIL.





COMMERCIAL DRIVEWAY ENTRANCE DETAIL

SCALE: 1"=10'



LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- PR WATER VALVE
- RIGHT-OF-WAY
- CENTER LINE
- SETBACK
- EX SANITARY
- PR SIDEWALK (SEE SHEET CXXX FOR TYPICAL SECTION)

SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NOTES:

1. ALL ELEVATIONS ARE TOP OF CURB (TC) UNLESS OTHERWISE NOTED.
2. POSTED SPEED=25 MPH
   DESIGN SPEED=25 MPH

NO	DATE	BY	DESCRIPTION

Mannik Smith GROUP
TECHNICAL WELL, CREATIVE SMART.
1180 FRANKLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-441-2222
www.MannikSmithGroup.com

PROJECT DATE: 03-16-2017
PROJECT NO.: C051302
DRAWN BY:
CHECKED BY:

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 EBSCO DST
PATASKALA, OHIO

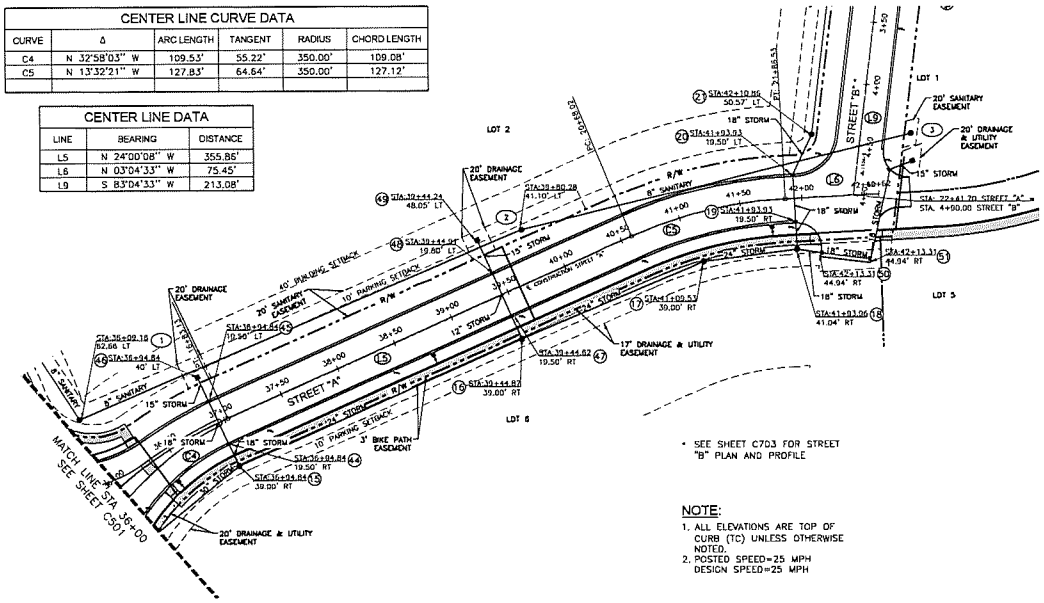
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PLAN AND PROFILE
STREET "A"

C701

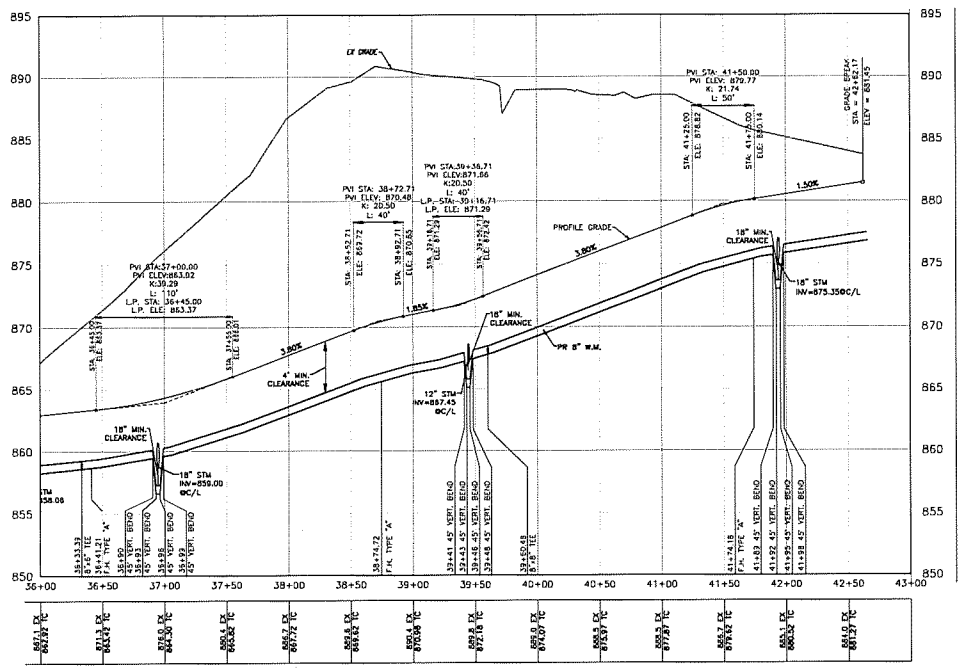
CENTER LINE CURVE DATA					
CURVE	Δ	ARC LENGTH	TANGENT	RADIUS	CHORD LENGTH
C4	N 32°58'03" W	109.53'	55.22'	350.00'	109.08'
C5	N 13°32'21" W	127.83'	64.64'	350.00'	127.12'

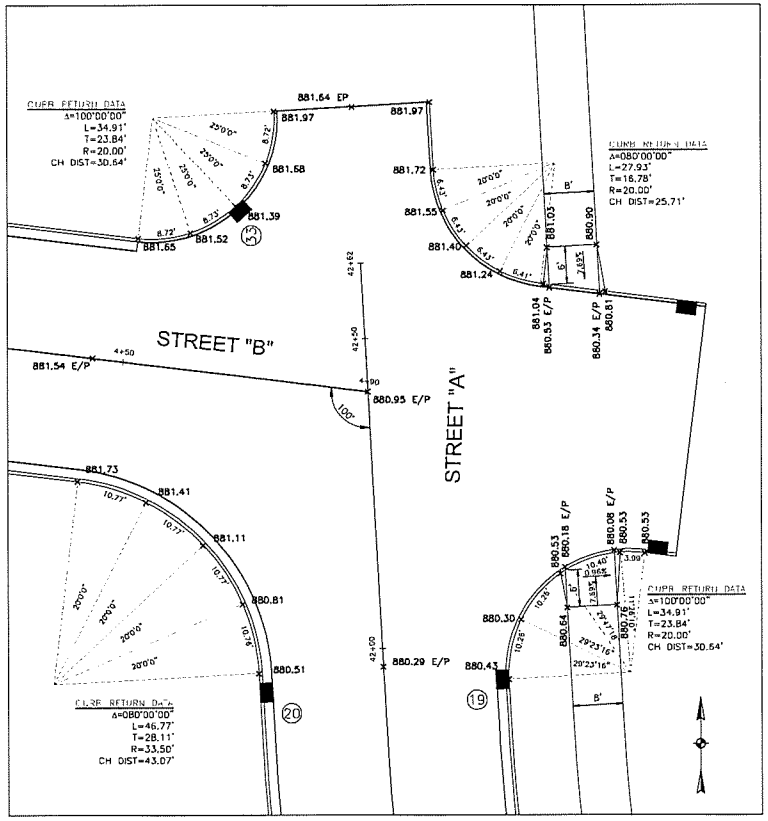
CENTER LINE DATA		
LINE	BEARING	DISTANCE
L5	N 24°00'08" W	355.86'
L6	N 03°04'33" W	75.45'
L9	S 83°04'33" W	213.08'



* SEE SHEET C703 FOR STREET "B" PLAN AND PROFILE

NOTE:
1. ALL ELEVATIONS ARE TOP OF CURB (TC) UNLESS OTHERWISE NOTED.
2. POSTED SPEED=25 MPH
DESIGN SPEED=25 MPH





INTERSECTION DETAIL
SCALE: 1"=10'

LEGEND

- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- PR WATER VALVE
- RIGHT-OF-WAY
- CENTER LINE
- SETBACK
- EX SANITARY
- PR SIDEWALK (SEE SHEET CXXX FOR TYPICAL SECTION)

SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614-461-2222

PROJECT DATE: 03-16-2017
PROJECT NO.: 0261302
DRAWN BY:
CHECKED BY:

Manik Smith GROUP
TECHNICAL WELL. GEOLOGY WELL.
www.ManikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 EGEOGO ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PLAN AND PROFILE
STREET "A"

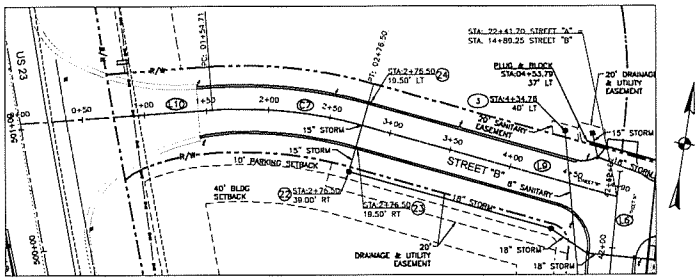
C702

CENTER LINE DATA		
LINE	BEARING	DISTANCE
L5	N 24°00'08" W	355.86'
L6	N 03°04'33" W	75.45'
L9	N 83°04'33" W	213.08'
L10	N 76°59'14" W	154.71'

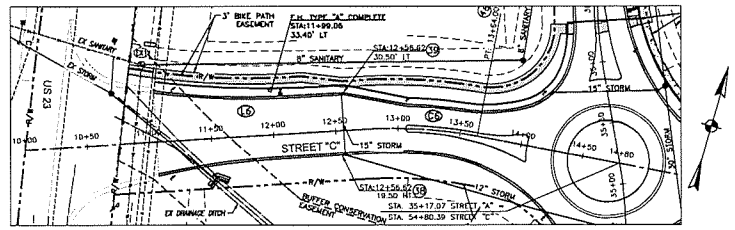
CENTER LINE CURVE DATA					
CURVE	Δ	ARC LENGTH	TANGENT	RADIUS	CHORD LENGTH
C4	N 32°58'03" W	109.53'	55.22'	350.00'	109.08'
C5	N 13°32'21" W	127.83'	64.64'	350.00'	127.12'
C6	N 61°20'08" W	88.15'	44.31'	350.00'	87.91'
C7	N 86°57'21" W	121.79'	61.52'	350.00'	121.17'

NOTE:
1. ALL ELEVATIONS ARE TOP OF CURB (TC) UNLESS OTHERWISE NOTED.
2. POSTED SPEED=25 MPH
DESIGN SPEED=25 MPH

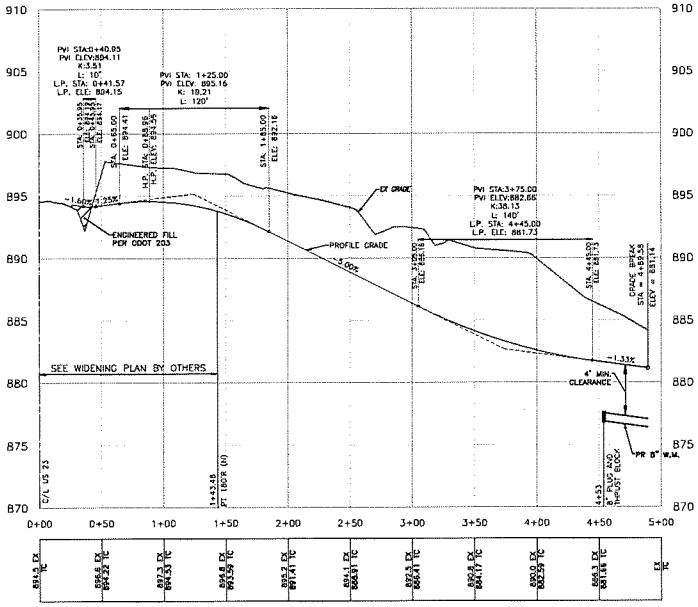
LEGEND
- PR MANHOLE
- PR CATCH BASIN
- PR CURB INLET
- PR FIRE HYDRANT
- PR HEADWALL
- PR SANITARY STRUCTURE NUMBER
- PR STORM STRUCTURE NUMBER
- PR LIGHT
- PR WATER VALVE
- RIGHT-OF-WAY
- CENTER LINE
- SETBACK
- EX SANITARY
- PR SIDEWALK (SEE SHEET CXXX FOR TYPICAL SECTION)

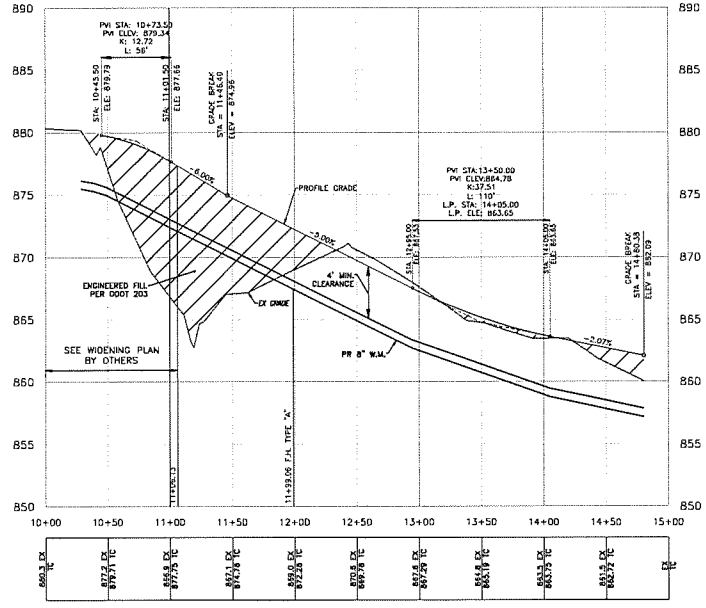


STREET "B" PLAN AND PROFILE



STREET "C" PLAN AND PROFILE





SCALE: 1 IN = 30 FT (H)
1 IN = 5 FT (V)

NO	DATE	BY	DESCRIPTION

1180 OLD BEAVER ROAD SUITE 100
COLUMBUS OH 43213
TEL 614-441-2222

PROJECT DATE: 03-15-2017
PROJECT NO: D061002
DRAWN BY:
CHECKED BY:

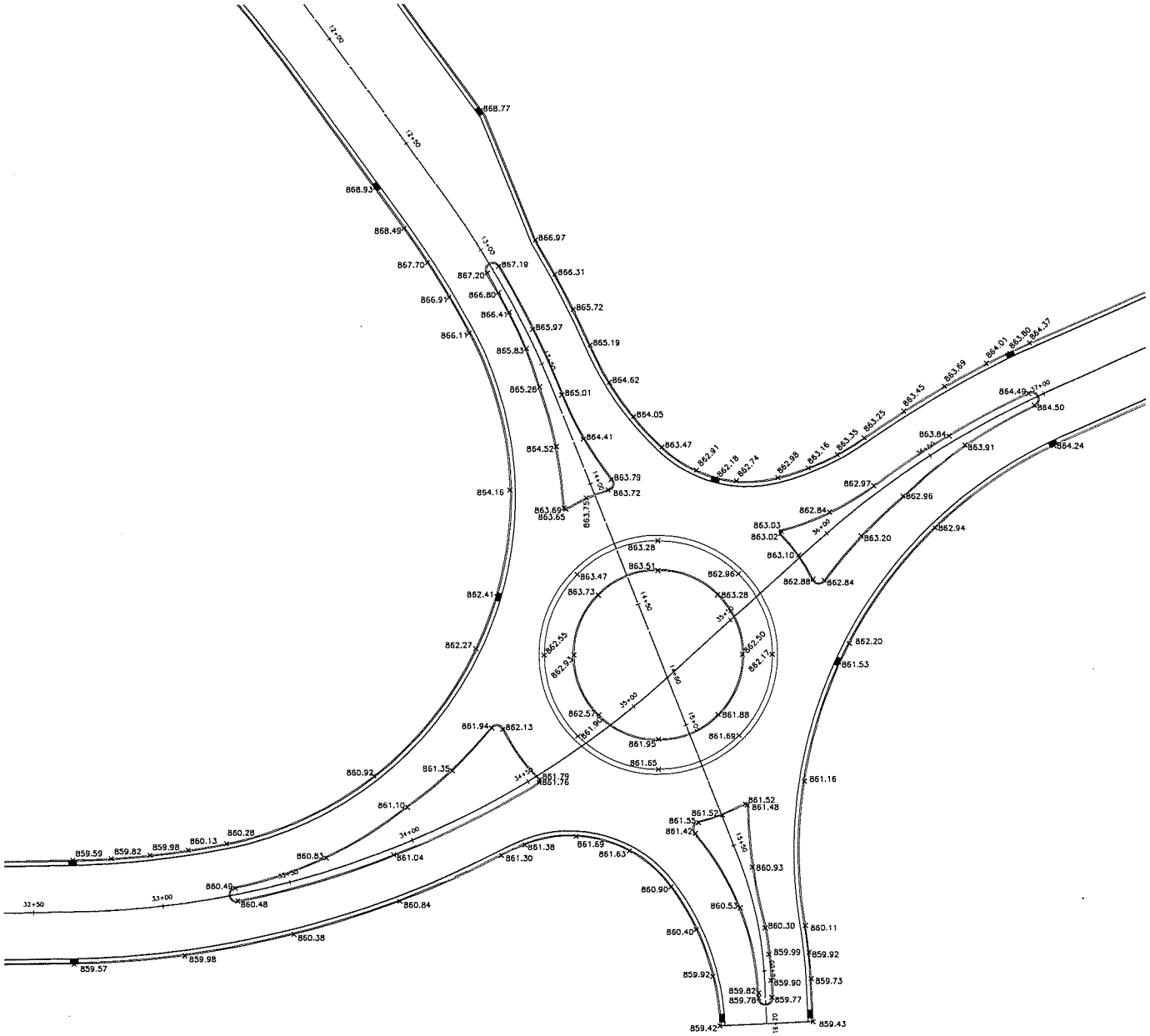
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8092 BEFGOLD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PLAN AND PROFILE
STREET "B" & "C"

C703



NOTE:

1. ALL ELEVATION SPOTS ARE TO TOP OF CURB UNLESS OTHERWISE NOTED.

SCALE: 1 IN = 20 FT

NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.481.7222

PROJECT DATE: 03-14-2017
PROJECT NO: D201502
DRAWN BY:
CHECKED BY:

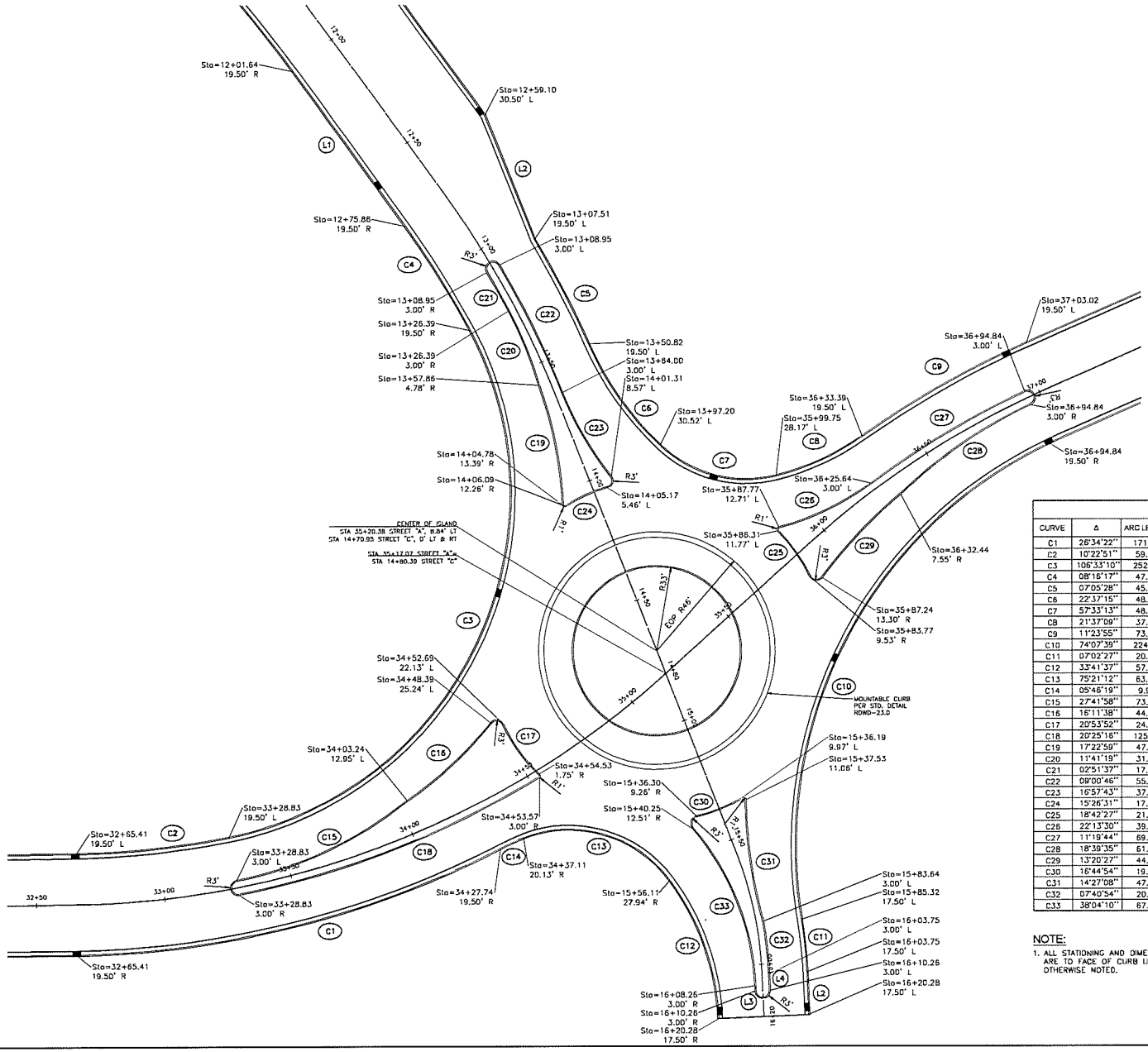
Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8929 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

ROUNDABOUT DETAIL

C705



LINE DATA		
LINE	BEARING	DISTANCE
L1	S 54°07'15" W	74.78'
L2	S 68°08'07" W	51.66'
L3	S 87°34'18" W	16.53'
L4	N 87°34'18" W	2.00'

CURVE DATA							
CURVE	Δ	ARC LENGTH	TANGENT	RADIUS	CHORD BRG	CHORD	CENTER
C1	26°34'22"	171.37'	87.25'	369.50'	N 13°57'39" W	169.84'	33+46.58, 350.00' L
C2	10°22'51"	59.79'	29.98'	330.00'	N 05°51'53" E	59.71'	35+17.45, 350.00' L
C3	106°33'10"	252.93'	182.31'	136.01'	N 64°19'54" W	218.03'	33+28.83, 156.01' L
C4	08°16'17"	47.64'	23.86'	330.00'	S 58°15'23" E	47.60'	12+75.86, 350.00' R
C5	07°05'28"	45.73'	22.89'	369.50'	N 62°50'50" E	47.50'	12+75.86, 350.00' R
C6	22°37'15"	48.76'	24.70'	123.50'	N 55°04'56" E	48.44'	13+50.82, 143.00' L
C7	57°33'13"	48.72'	26.64'	48.50'	N 14°59'41" E	46.70'	36+18.10, 71.92' L
C8	21°37'09"	37.17'	18.81'	98.50'	N 24°35'30" W	36.95'	36+33.39, 118.00' L
C9	11°23'55"	73.51'	36.88'	369.50'	S 29°42'06" E	73.39'	37+03.02, 350.00' R
C10	74°07'39"	224.23'	130.91'	173.32'	S 62°24'19" E	208.92'	36+94.84, 192.82' R
C11	07°02'27"	20.58'	10.30'	167.50'	S 84°03'05" W	20.57'	16+03.75, 150.00' R
C12	33°41'37"	57.92'	29.83'	98.50'	S 70°43'30" W	57.09'	16+20.28, 116.00' R
C13	75°21'12"	63.79'	37.45'	48.50'	S 16°12'06" W	59.29'	34+31.95, 68.28' R
C14	05°46'19"	9.92'	4.97'	98.50'	S 24°21'40" E	9.92'	34+27.74, 118.00' R
C15	27°41'58"	73.97'	37.92'	153.01'	N 24°54'18" W	73.25'	33+28.83, 156.01' L
C16	16°11'38"	44.53'	22.42'	157.56'	N 42°58'43" W	44.38'	33+42.93, 164.51' L
C17	20°53'52"	24.07'	12.17'	66.00'	N 54°14'14" E	23.94'	35+20.38, 8.84' L
C18	20°25'16"	125.81'	63.58'	353.00'	N 24°35'30" W	36.95'	32+65.41, 350.00' L
C19	17°22'59"	47.80'	24.09'	157.56'	S 78°53'57" W	47.62'	13+44.22, 162.02' R
C20	11°41'19"	31.21'	15.66'	153.01'	S 68°24'11" W	31.16'	13+26.39, 156.01' R
C21	02°51'37"	17.29'	8.65'	347.00'	S 60°57'53" W	17.29'	12+75.86, 350.00' R
C22	09°00'46"	55.53'	27.82'	353.00'	N 64°02'38" E	55.47'	12+75.86, 350.00' R
C23	16°57'43"	37.89'	19.09'	128.00'	N 60°03'46" E	37.76'	13+63.96, 131.00' L
C24	15°26'31"	17.79'	8.95'	66.00'	S 24°25'47" E	17.73'	14+70.95, 0' R/L
C25	18°42'27"	21.55'	10.87'	66.00'	N 54°52'38" E	21.45'	35+20.38, 8.84' L
C26	22°13'30"	39.95'	20.23'	103.00'	S 25°33'28" E	39.70'	36+25.64, 106.00' L
C27	11°19'44"	69.80'	35.01'	353.00'	S 31°00'21" E	69.68'	37+03.02, 350.00' R
C28	18°39'35"	61.82'	31.19'	189.82'	N 34°40'17" W	61.55'	36+74.84, 192.82' R
C29	13°20'27"	44.53'	22.37'	191.25'	N 46°37'42" W	44.43'	36+86.18, 197.53' R
C30	16°44'54"	19.29'	9.72'	66.00'	N 21°45'46" W	39.70'	14+70.95, 0' R/L
C31	14°27'08"	47.93'	24.09'	190.00'	N 81°54'29" E	47.80'	15+76.09, 192.85' L
C32	07°40'54"	20.51'	10.27'	153.00'	N 83°43'52" E	20.50'	16+03.75, 150.00' R
C33	38°04'10"	67.11'	34.85'	101.00'	S 68°32'14" W	65.88'	16+08.26, 104.00' R

NOTE:

1. ALL STATIONING AND DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

0 10 20 40

SCALE: 1 IN = 20 FT

NO.	DATE	BY	DESCRIPTION

1100 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-461-9225

PROJECT DATE: 03-15-2017
PROJECT NO: D251002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9000 BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

ROUNDABOUT DETAIL

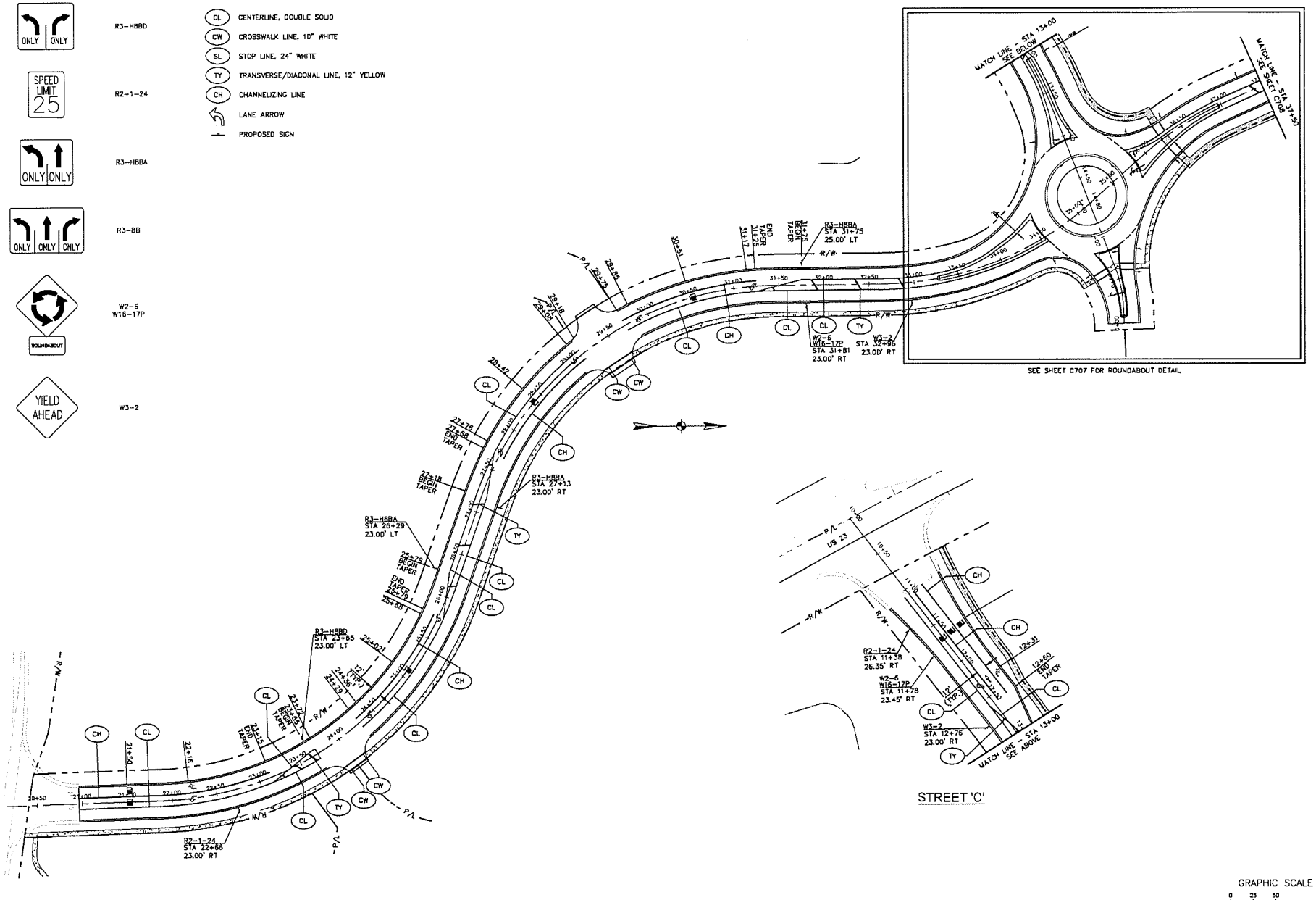
C704

SIGN MASTER

ONLY ONLY	R3-H8BD
SPEED LIMIT 25	R2-1-24
ONLY ONLY	R3-H8BA
ONLY ONLY ONLY	R3-8B
ROUNDABOUT	W2-6 W16-17P
YIELD AHEAD	W3-2

LEGEND

- CL — CENTERLINE, DOUBLE SOLID
- CW — CROSSWALK LINE, 10" WHITE
- SL — STOP LINE, 24" WHITE
- TY — TRANSVERSE/DIAGONAL LINE, 12" YELLOW
- CH — CHANNELIZING LINE
- LANE ARROW
- PROPOSED SIGN



NO	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OHIO 43215
TEL 614.441.3222

PROJECT DATE 03.15.2017
PROJECT NO. 0231302
DRAWN BY
CHECKED BY

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE EFFORT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 BEECH ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PAVEMENT MARKING AND SIGNAGE PLAN

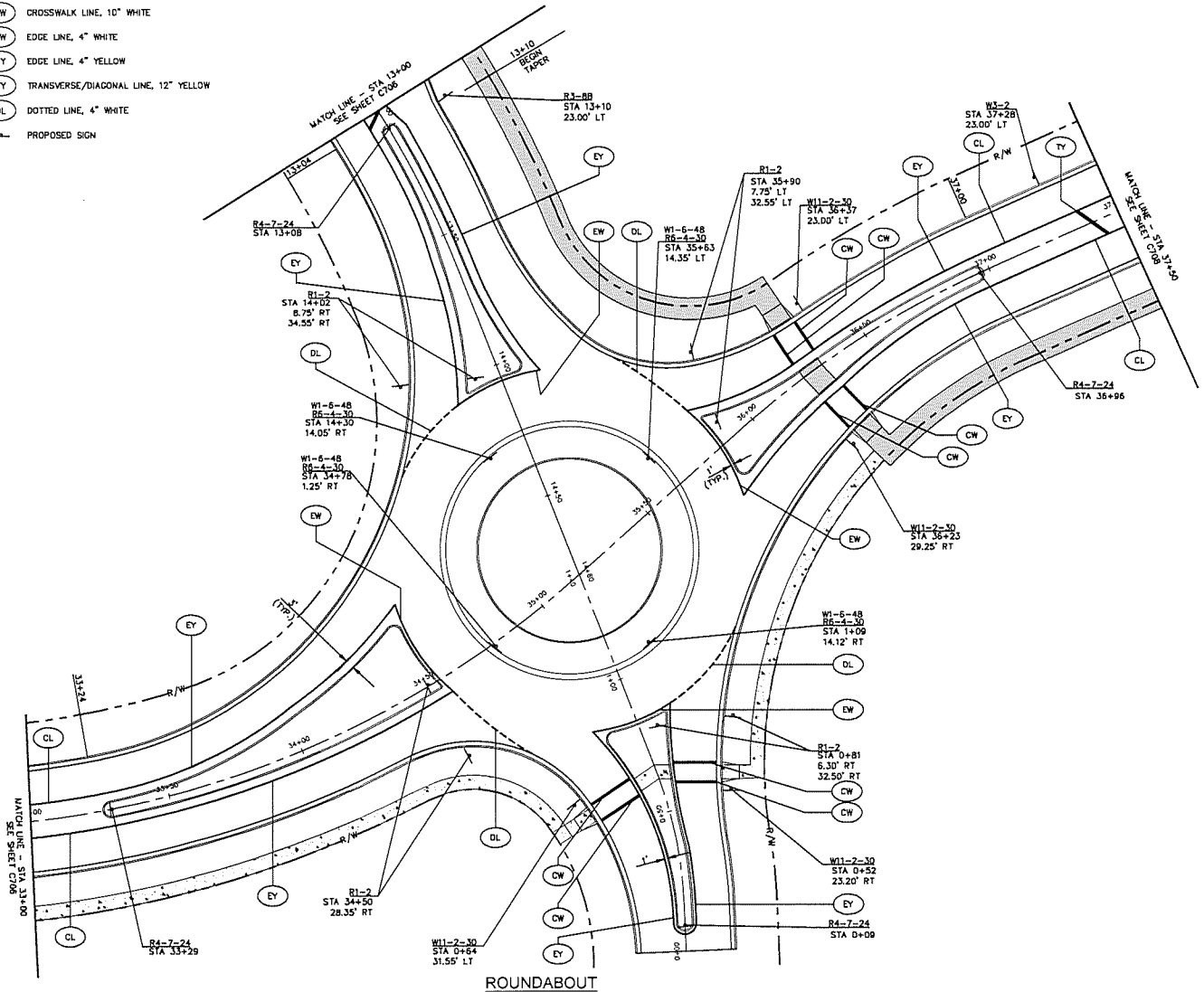
C706

SIGN MASTER

R4-7-24	
R1-2	
R6-4-30	
W11-2-30	
W1-6-48	
W3-2	

LEGEND

- CL — CENTERLINE, DOUBLE SOLID
- CW — CROSSWALK LINE, 10" WHITE
- EW — EDGE LINE, 4" WHITE
- EY — EDGE LINE, 4" YELLOW
- TY — TRANSVERSE/DIAGONAL LINE, 12" YELLOW
- DL — DOTTED LINE, 4" WHITE
- PROPOSED SIGN



ROUNDABOUT
PAVEMENT MARKING
AND SIGNAGE

GRAPHIC SCALE
0 10 20 40
1 INCH = 20 FEET

NO.	DATE	BY	DESCRIPTION

1180 DELAN ROAD SUITE 100
COLUMBUS, OHIO 43213
TEL: 614.441.3222

PROJECT DATE: 03-15-2017
PROJECT NO: D191022
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SOLUTIONS. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
5970 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PAVEMENT MARKING AND SIGNAGE PLAN

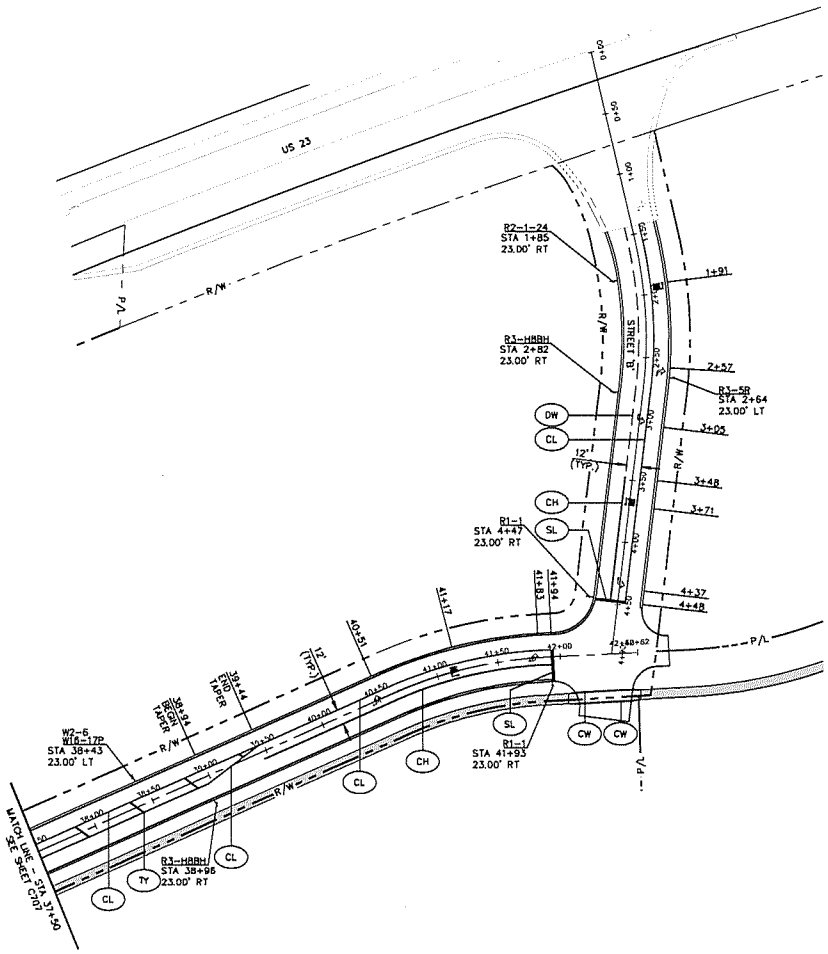
C707

SIGN MASTER

ONLY	R3-H8BH
SPEED LIMIT 25	R2-1-24
ONLY	R3-5R
STOP	R1-1
ROUNDABOUT	W2-8 W16-17P

LEGEND

- CL — CENTERLINE, DOUBLE SOLID
- CW — CROSSWALK LINE, 10" WHITE
- SL — STOP LINE, 24" WHITE
- TY — TRANSVERSE/DIAGONAL LINE, 12" YELLOW
- CH — CHANNELIZING LINE
- DW — DOTTED LINE, 4" WHITE
- LANE ARROW
- PROPOSED SIGN



GRAPHIC SCALE

0 25 50 100

1 INCH = 50 FEET

NO.	DATE	BY	DESCRIPTION

1150 DUBLIN ROAD, SUITE 100
COLUMBUS, OH 43215
TEL 614.481.8202

PROJECT DATE 03-15-2017
PROJECT NO D201102
DRAWN BY
CHECKED BY

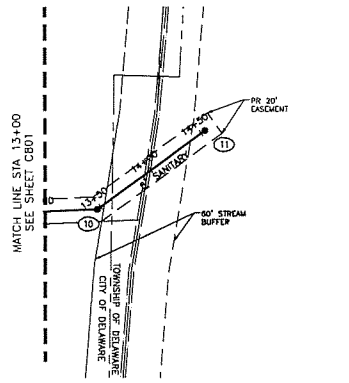
Mannik Smith GROUP
TECHNICAL SOLUTIONS. CREATIVE RESULTS.
www.MannikSmithGroup.com

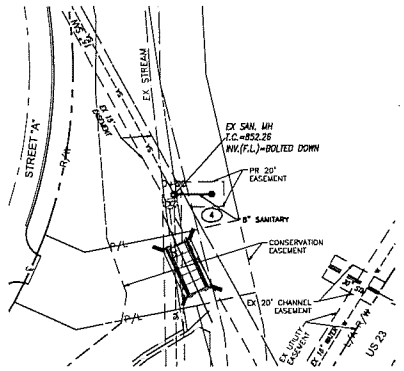
PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8020 EBSON ST
PAYNESVILLE, OHIO

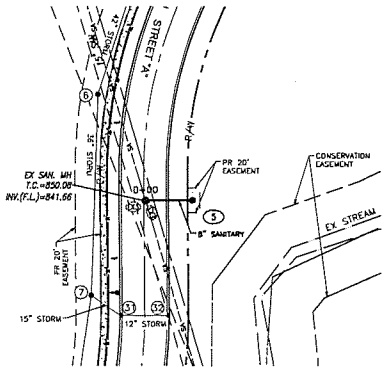
COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

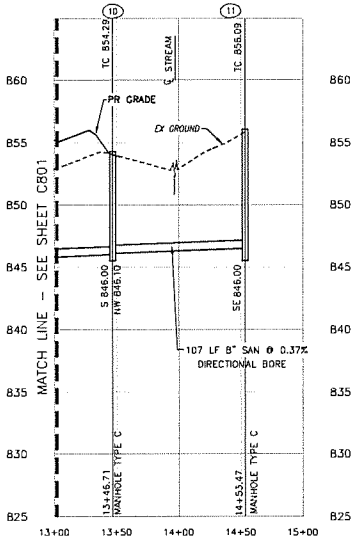
PAVEMENT MARKING AND SIGNAGE PLAN

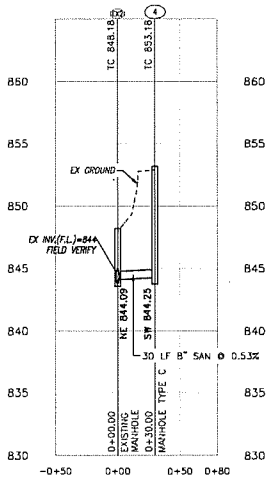
C708

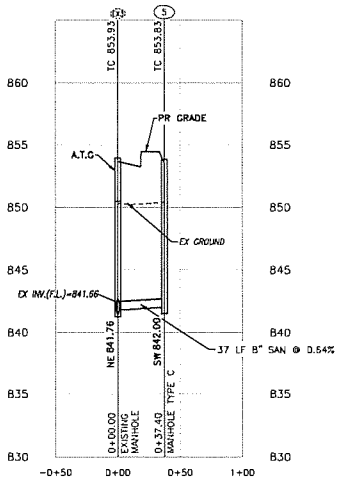












STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
10	MH	218558.62	1811002.28		
11	MH	218842.01	1810939.54		

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
10-11	8"	106.77	N35° 59' 21"W

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
4	MH	217222.44	1810478.87		
EX2	MH	217248.07	1810492.45		

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
EX2-4	8"	30.00	N31° 18' 19"E

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
5	MH	217194.03	1810776.68		
EX3	MH	217230.23	1810791.03		

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
EX3-5	8"	37.40	S10° 18' 07"W

0 25 50 100
SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.481.8222

PROJECT DATE: 03-15-2017
PROJECT NO.: 0261002
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL SKILL. REALISTIC SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
BLACKLICK, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SANITARY PLAN & PROFILES

C802

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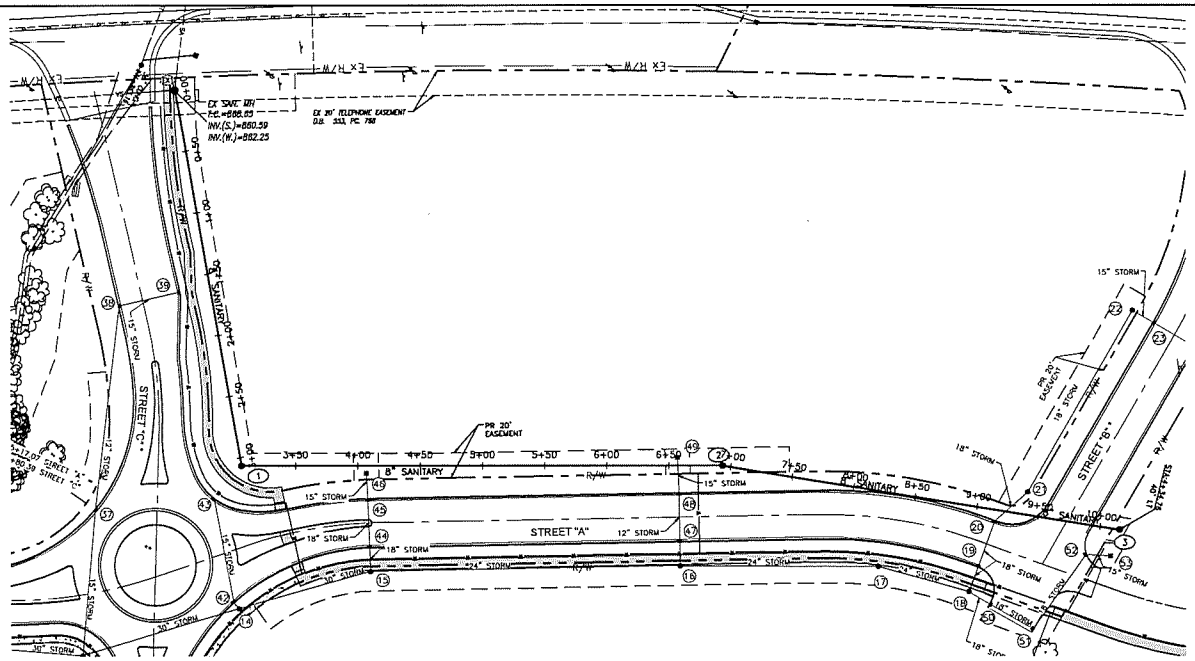
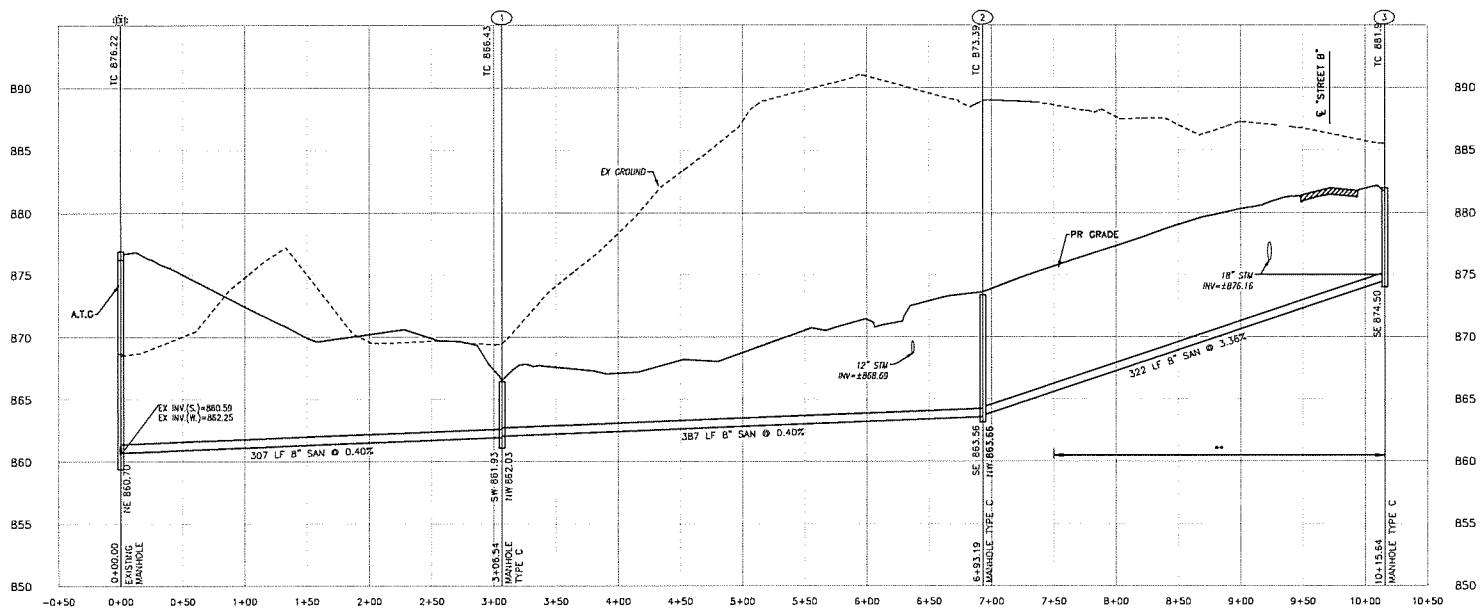
LEGEND

- PR CURB AND GUTTER INLET
- PR MANHOLE
- PR CATCH BASIN
- PR STORM STRUCTURE NUMBER
- PR SANITARY STRUCTURE NUMBER
- PR FIRE HYDRANT
- PR WATER VALVE
- RIGHT-OF-WAY
- CENTER LINE
- ST — PR STORM
- PR WATER
- PR SANITARY
- SA — EX SANITARY
- PR SIDEWALK
- A.T.G ADJUST TO GRADE



STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
1	MH	217065.81	1810272.49		
2	MH	218321.75	1810121.45		
3	MH	218634.03	1810044.72		
EX1	MH	217798.02	1810015.36		

PIPE DATA TABLE			
LINE NO.	PIPE DIA.	LENGTH	BEARING
2-3	8"	322.45	N13° 45' 56"W
EX1-1	8"	306.54	N57° 00' 56"E



NOTE:
** DENOTES LOCATION OF COMPACTED GRANULAR MATERIAL

SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO.	DATE	BY	DESCRIPTION

1100 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-2222

PROJECT DATE: 03-16-2017
PROJECT NO: D201302
DRAWN BY:
CHECKED BY:

Manik Smith GROUP
TRANSPORTATION SOLUTIONS
CIVIL SITE DEVELOPMENT
www.ManikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
8000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

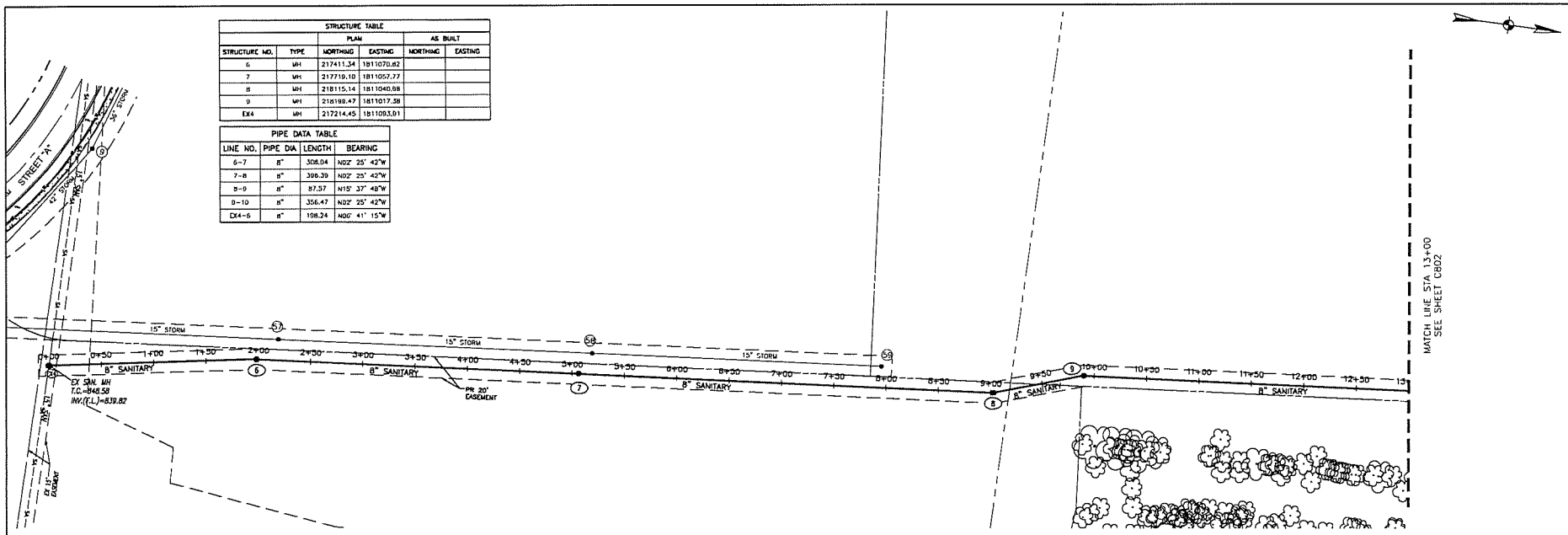
SANITARY PLAN & PROFILES

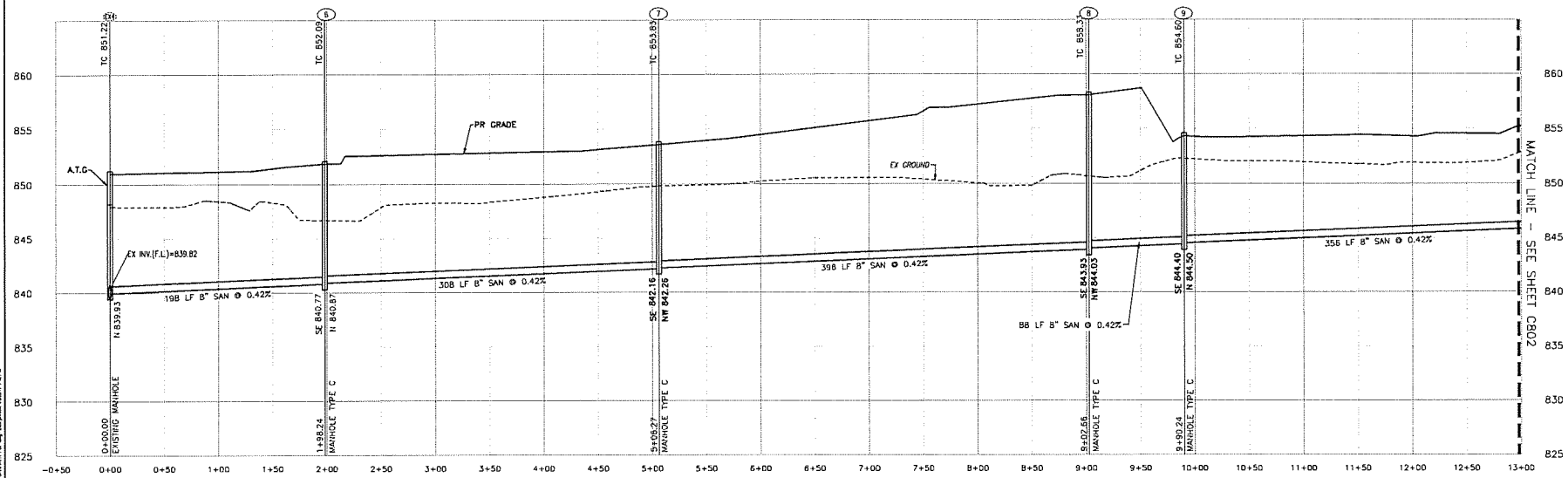
C800

I:\Projects\Proj-S-EDD\D201302\DEVT PLAN\CIVIL\SANITARY 11" Proj. Last saved: 3/22/17 1:18 PM

STRUCTURE TABLE					
		PLAN		AS BUILT	
STRUCTURE NO.	TYPE	NORTHING	EASTING	NORTHING	EASTING
6	MH	217411.34	1811070.82		
7	MH	217719.10	1811057.77		
8	MH	218115.14	1811040.98		
9	MH	218198.47	1811017.38		
EX4	MH	217214.45	1811093.01		

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
6-7	8"	308.04	N02° 25' 42"W
7-8	8"	398.39	N02° 25' 42"W
8-9	8"	87.37	N15° 37' 48"W
9-10	8"	356.47	N02° 25' 42"W
EX4-6	8"	198.24	N00° 41' 15"W





SCALE: 1 IN = 50 FT (H)
1 IN = 5 FT (V)

NO	DATE	BY	DESCRIPTION

1160 PICKLAN ROAD SUITE 100
COLUMBUS, OH 43215
TEL: 614-441-9222

PROJECT DATE: 03-15-2017
PROJECT NO: 025102
DRAWN BY:
CHECKED BY:

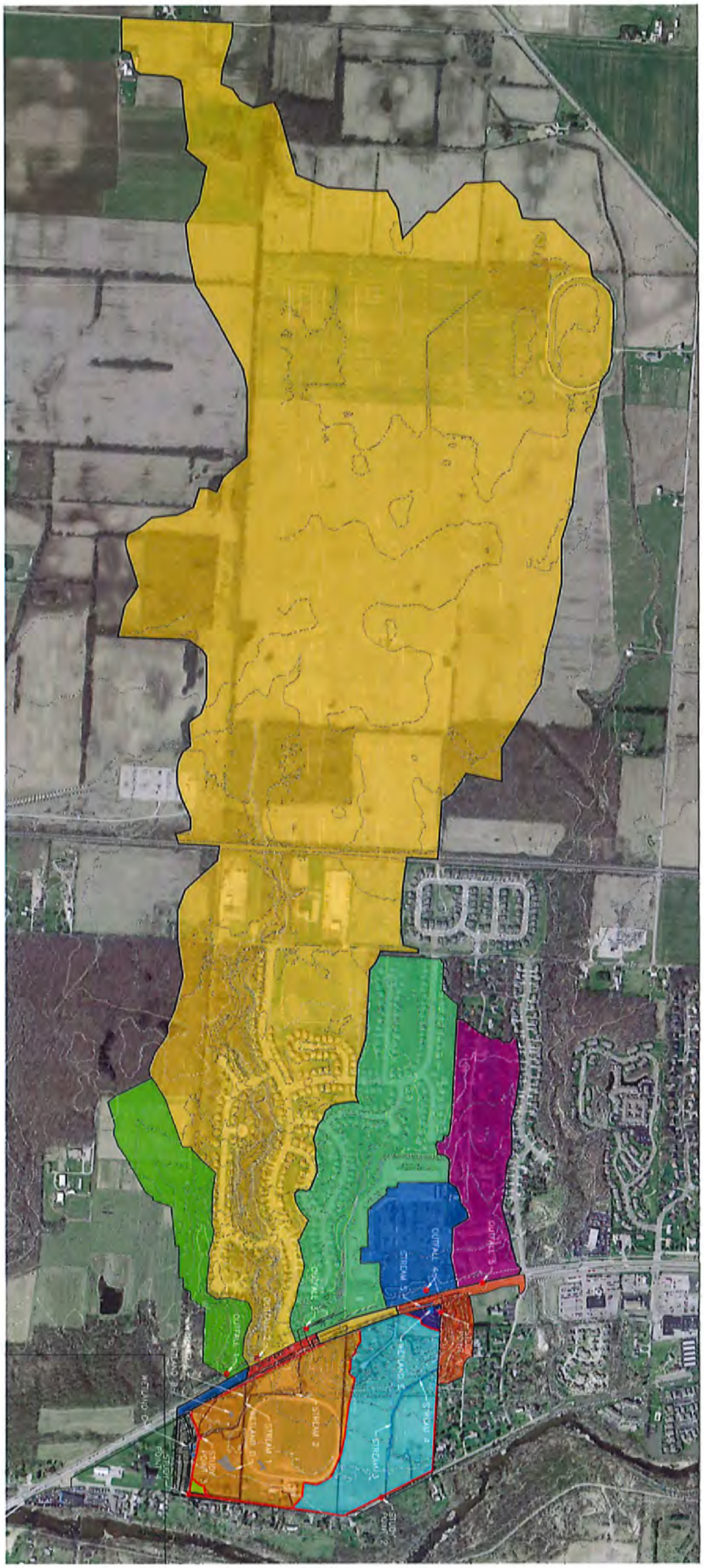
Mannik Smith GROUP
TECHNICAL WELL CREATIVE SPIRITS.
www.MannikSmithGroup.com

PREPARED FOR
DELAWARE DEVELOPMENT PLAN, LTD
3000 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

SANITARY PLAN & PROFILES

C801



GRAPHIC SCALE
0 250 500 1000
1 INCH = 500 FEET

OVERALL E⊡ISTING TRIBUTARY E⊡HIBIT

DELAWARE DEVELOPMENT
PRELIMINARY STORMWATER PLAN
US 23 & STRATFORD ROAD

DELAWARE, OH 43015

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

815 GRANDVIEW AVENUE
SUITE 650
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE:	
PROJECT NO.:	E0310031
DRAWN BY:	CLD/DJJ
CHECKED BY:	RLV

NO.	DATE	BY	DESCRIPTION

AREA 1 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
GRASS	C	1.07	74
TOTAL		1.07	74

AREA 2 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
IMPERVIOUS	D	0.36	98
RESIDENTAIL	D	5.85	85
WOODS	D	0.22	79
WOODS	B	5.86	60
GRASS	D	9.00	80
GRASS	C	1.41	74
GRASS	B	10.49	61
TOTAL		33.19	71

AREA 3 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
IMPERVIOUS	D	2.86	98
GRAVEL ROAD	D	2.07	91
WOODS	C	0.99	73
WOODS	B	9.87	60
GRASS	D	17.34	80
GRASS	C	3.03	74
GRASS	B	2.40	61
TOTAL		38.56	75

AREA 4 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
WOODS	B	0.39	60
TOTAL		0.39	60

TOTAL AREA BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
IMPERVIOUS	D	3.22	98
GRAVEL ROAD	D	2.07	91
RESIDENTAIL	D	5.85	85
WOODS	D	0.22	73
WOODS	C	0.99	73
WOODS	B	16.12	60
GRASS	D	26.34	80
GRASS	C	5.51	74
GRASS	B	12.89	61
TOTAL		73.21	73

0 75 150
1 INCH = 150 FEET

NO.	DATE	BY	DESCRIPTION

1195 DARBY ROAD SUITE 170
COLUMBUS, OH 43215
TEL 614.481.2222

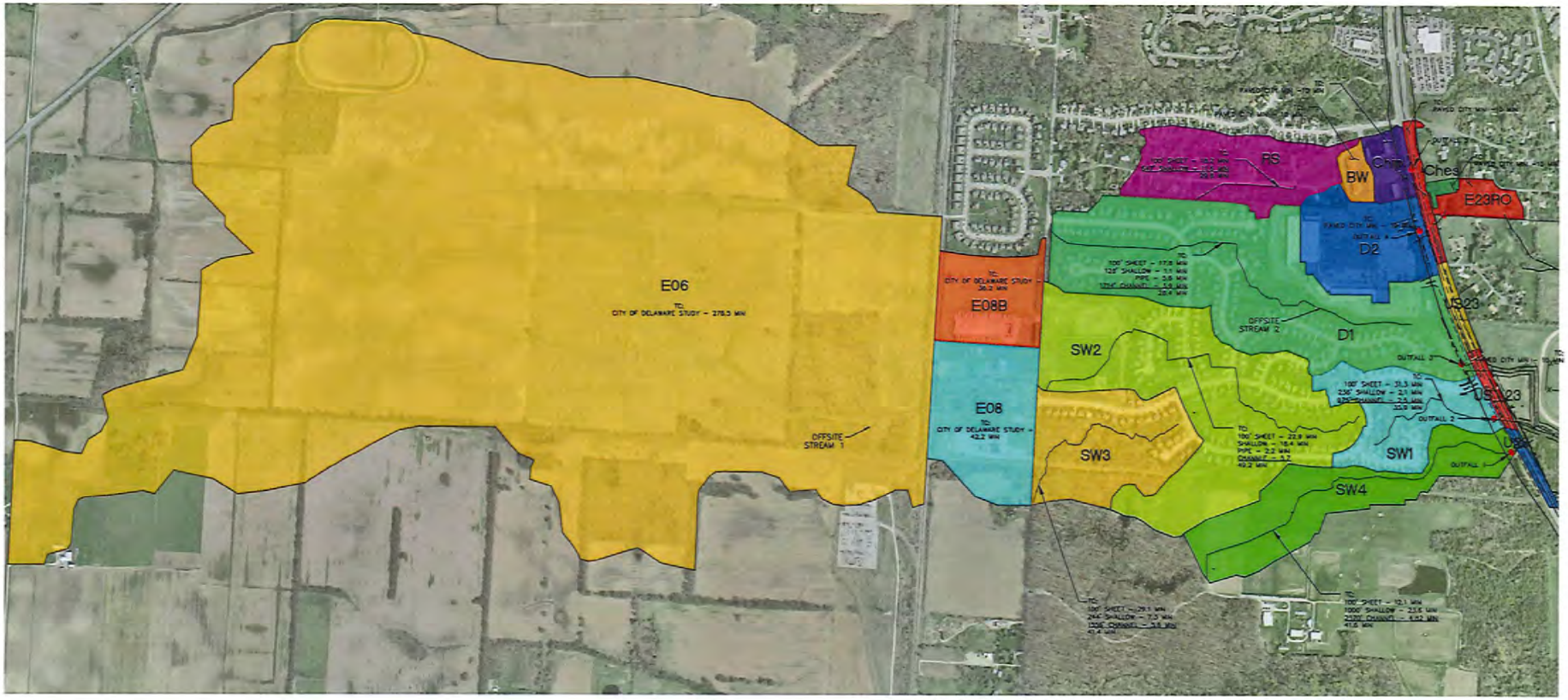
PROJECT DATE: 03.15.2017
PROJECT NO: 2201103
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TRANSMAN WILL, CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
9030 E BROAD ST
PATASKALA, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

PRE DEVELOPED CONDITIONS



NORTH OFFSITE AREA BREAKDOWN

SECTION	DESCRIPTION	AREA (AC.)	RCN
RS	1 AC RESIDENTIAL LOTS	22.45	79
BW	URBAN COMMERCIAL	2.82	94
CHIP	URBAN COMMERCIAL	4.75	94
D2	URBAN COMMERCIAL	19.11	94
E23RO	1/2 AC RESIDENTIAL LOTS	6.96	80
CHES	PAVED PARKING	0.85	98

WEST OFFSITE AREA BREAKDOWN

SECTION	DESCRIPTION	AREA (AC.)	RCN
E06	AGRICULTURAL	509.43	77
E08	RURAL COMMERCIAL	25.21	82
E08B	RURAL COMMERCIAL	15.70	77
SW3	WOODS	12.50	70
	1/4 AC RESIDENTIAL LOTS	13.40	83
	TOTAL	25.90	77
SW2	GRASS	12.30	74
	WOODS	8.50	70
	1/4 AC RESIDENTIAL LOTS	43.30	83
	TOTAL	64.10	80
SW1	1/4 AC RESIDENTIAL LOTS	15.50	83
	WOODS	4.18	70
	TOTAL	19.68	80
D1	WOODS	8.05	70
	1/4 AC RESIDENTIAL LOTS	82.25	83
	TOTAL	90.30	82
US23	53% IMPER/47% PCR	1.91	87
SW4	WOODS	3.77	70
	GRASS	23.93	74
	TOTAL	27.70	73
US_23	48% IMPER/34% PCR	1.77	83
US23	43% IMPER/57% PCR	1.44	84

*NOTE: AREAS 185 AND PW1 ARE CONSIDERED ON SITE. REFER TO PROPOSED DRAINAGE EXHIBIT

GRAPHIC SCALE

0 225 450

1 INCH = 450 FEET

NO.	DATE	BY	DESCRIPTION

1105 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.461.2222

PROJECT DATE: 03.15.2017
PROJECT NO: 039100
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TRANSPORTATION · INDUSTRIAL · ENVIRONMENTAL
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
1000 E BROAD ST
DELAWARE, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

OFFSITE TRIBUTARY
EI HIBIT

AREA 1 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
GRASS	C	0.79	74
TOTAL		0.79	74

AREA 2 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
COMMERCIAL	D	5.20	95
COMMERCIAL	B	7.77	92
RESIDENTIAL	D	0.97	92
RESIDENTIAL	C	1.11	90
WOODS	D	0.22	79
WOODS	B	4.38	60
GRASS	B	1.24	61
TOTAL		20.89	84

AREA 3 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
COMMERCIAL	D	2.86	95
WOODS	C	0.83	73
WOODS	B	1.81	60
GRASS	C	1.68	74
GRASS	B	1.20	61
TOTAL		8.38	76

AREA 4 BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
COMMERCIAL	D	40.48	95
RESIDENTIAL	D	2.67	92
TOTAL		43.15	95

TOTAL SITE AREA BREAKDOWN			
SECTION	HSG	AREA (AC)	CURVE NUMBER
COMMERCIAL	D	48.54	95
COMMERCIAL	B	7.77	92
RESIDENTIAL	D	3.64	92
RESIDENTIAL	C	1.11	90
WOODS	D	0.22	79
WOODS	C	0.83	73
WOODS	B	6.20	60
GRASS	C	2.47	74
GRASS	B	2.43	61
TOTAL		73.21	89

0 75 150
1 INCH = 150 FEET

NO. DATE BY DESCRIPTION

1110 DUBLIN ROAD SUITE 100
COLUMBUS, OH 43215
TEL 614.481.2222

PROJECT DATE: 03.13.2017
PROJECT NO: 0091.001
DRAWN BY:
CHECKED BY:

Mannik Smith GROUP
TECHNICAL WELL, RELIABLE SERVICE.
www.MannikSmithGroup.com

PREPARED FOR:
DELAWARE DEVELOPMENT PLAN, LTD
3030 E BROAD ST
REYNOLDSBURG, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015
DELAWARE, OHIO

POST DEVELOPED CONDITIONS

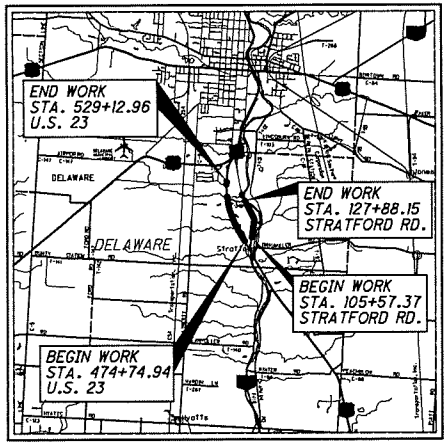
LINE, GRADE AND TYPICAL SECTIONS

FOR

COUGHLIN'S CROSSING

U.S. 23, MEEKER WAY & STRATFORD ROAD IMPROVEMENTS

CITY OF DELAWARE



LOCATION MAP

LATITUDE: N40°15'50" LONGITUDE: W83°04'07"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2-5
PLAN SHEETS	6-20

PROJECT DESCRIPTION

PROJECT WILL PROVIDE TURN LANES ON U.S. 23, MEEKER WAY AND STRATFORD ROAD FOR COUGHLIN'S CROSSING DEVELOPMENT. THE PROJECT WILL ALSO IMPROVE THE CURVATURE ON STRATFORD ROAD.

PROJECT EARTH DISTURBED AREA:	ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	ACRES

2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

DESIGN DESIGNATION

	U.S. 23	STRATFORD RD.	MEEKER WAY
CURRENT ADT (2017)	36,800	2,900	2,300
DESIGN YEAR ADT (2037)	44,200	5,200	6,800
DESIGN HOURLY VOLUME (2037)	3,950	650	750
DIRECTIONAL DISTRIBUTION	0.56	0.54	0.59
TRUCKS (24 HOUR B&C)	8%	2%	2%
DESIGN SPEED	55	45	35
LEGAL SPEED	55	45	35
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL	MINOR COLLECTOR	LOCAL

DESIGN EXCEPTIONS

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:

ms consultants, inc.
engineers, architects & planners
2221 Schrock Road
Columbus, Ohio 43229-1547
Tel 614.898.7100 Fax 614.898.7570
www.msconsultants.com

ENGINEERS SEAL:

SIGNED:
DATE:

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

DAVID M. EFLAND, AICP — DATE
CITY OF DELAWARE, OHIO
DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT

WILLIAM L. FERRIGNO, P.E. — DATE
CITY OF DELAWARE, OHIO
PUBLIC WORKS DIRECTOR/CITY ENGINEER
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 56942

JENNIFER S. STACHLER, P.E. — DATE
CITY OF DELAWARE, OHIO
LAND DEVELOPMENT ENGINEER
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 61629

BRAD STANTON — DATE
CITY OF DELAWARE, OHIO
DIRECTOR OF PUBLIC UTILITIES

FEDERAL PROJECT NO.
PID NO.
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT

COUGHLIN'S CROSSING

ms consultants, inc.

PLOT.CEL
ms consultants, inc.
msconsultants.com
www.msconsultants.com
Ohio DOT Workspace
Coughlin Crossing
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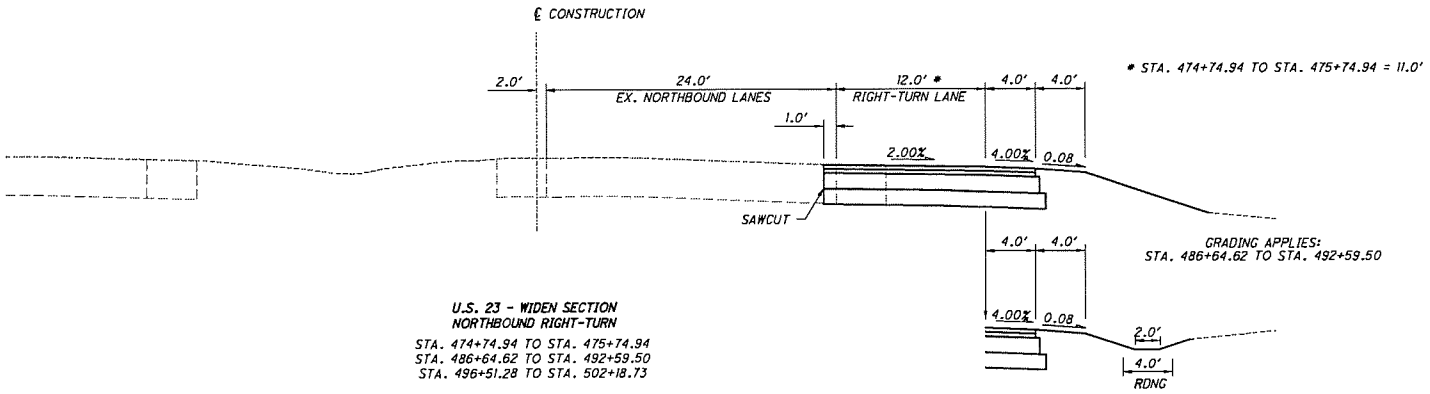
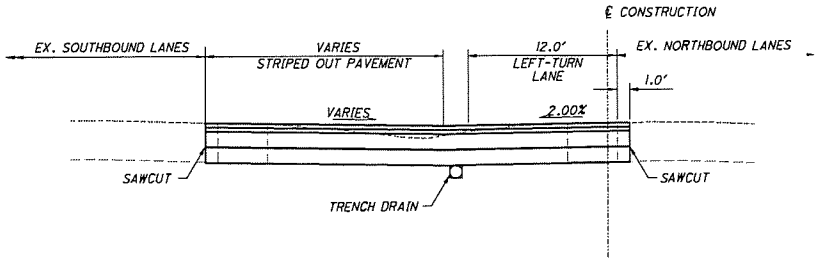


U.S. 23 - WIDEN SECTION
NORTHBOUND RIGHT-TURN

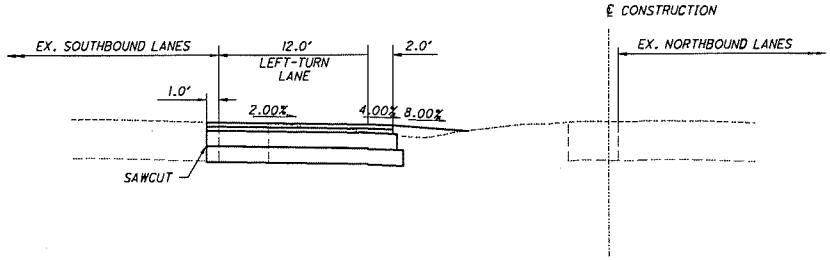
STA. 474+74.94 TO STA. 475+74.94
STA. 486+64.62 TO STA. 492+59.50
STA. 496+51.28 TO STA. 502+18.73

GRADING APPLIES:
STA. 496+51.28 TO STA. 502+18.73



U.S. 23 - WIDEN SECTION
SOUTHBOUND LEFT-TURN

STA. 491+80.79 TO STA. 494+04.21



U.S. 23 - WIDEN SECTION
SOUTHBOUND LEFT-TURN

STA. 494+04.21 TO STA. 496+75.36
STA. 504+64.67 TO STA. 505+75.47

U.S. 23 TYPICAL SECTIONS

COUGHLIN'S CROSSING

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msconsultants.com
Ohio DOT Rail-Space
Coughlin Crossing
www.msconsultants.com
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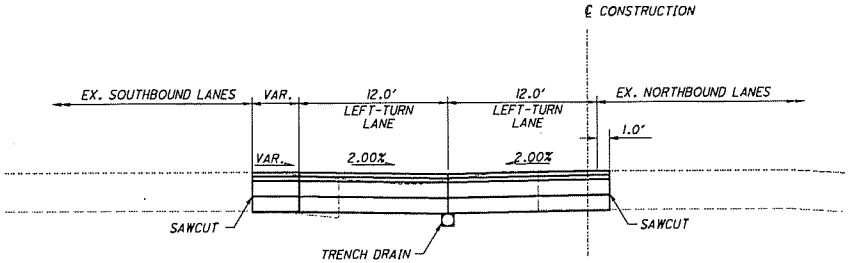
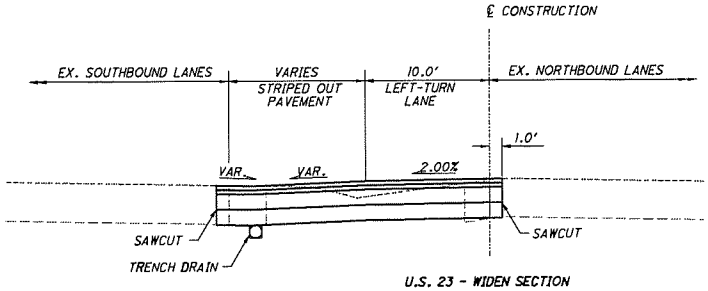


U.S. 23 - WIDEN SECTION
SOUTHBOUND LEFT-TURN
STA. 502+25.74 TO STA. 504+64.67



U.S. 23 - WIDEN SECTION
SOUTHBOUND LEFT-TURN
STA. 527+09.83 TO STA. 529+16.57

U.S. 23 TYPICAL SECTIONS

COUGHLIN'S CROSSING

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Coughlin Crossing
www.msconsultants.com
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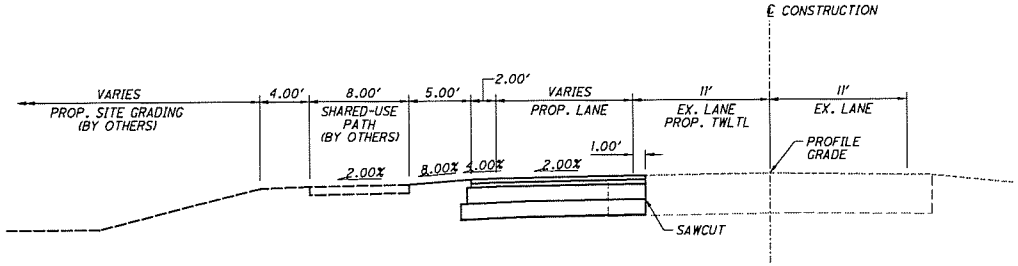
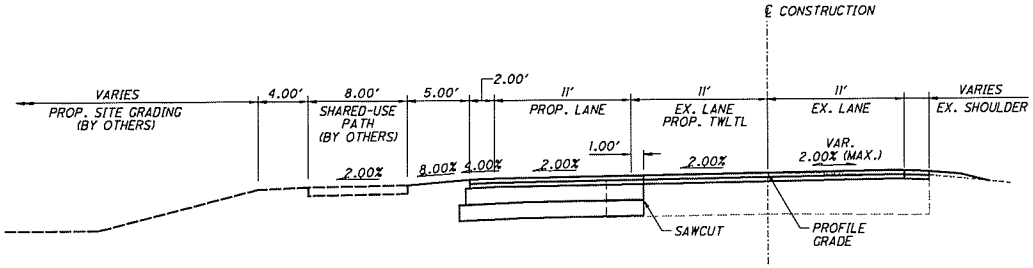
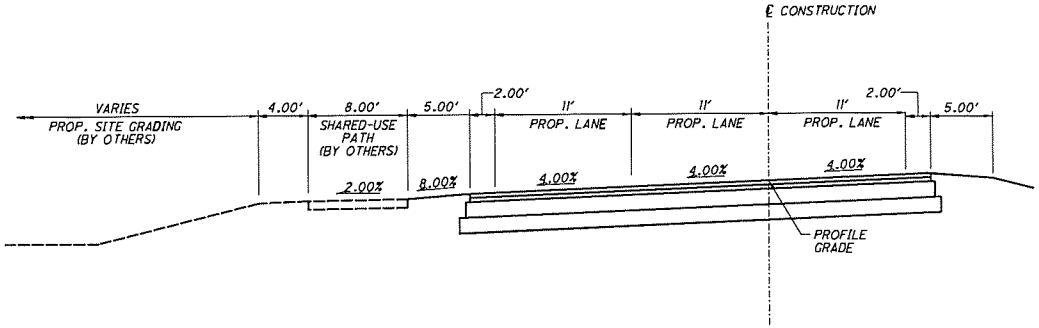


STRATFORD ROAD - NORMAL CROWN WIDEN SECTION
STA. 105+57.37 TO STA. 112+78.78
STA. 120+19.44 TO STA. 127+88.15



STRATFORD ROAD - WIDEN AND OVERLAY SECTION
STA. 112+78.78 TO STA. 114+28.78
STA. 118+69.44 TO STA. 120+19.44



STRATFORD ROAD - FULL DEPTH SUPERELEVATED SECTION
STA. 114+28.78 TO STA. 118+69.44

STRATFORD ROAD TYPICAL SECTIONS

COUGHLIN'S CROSSING

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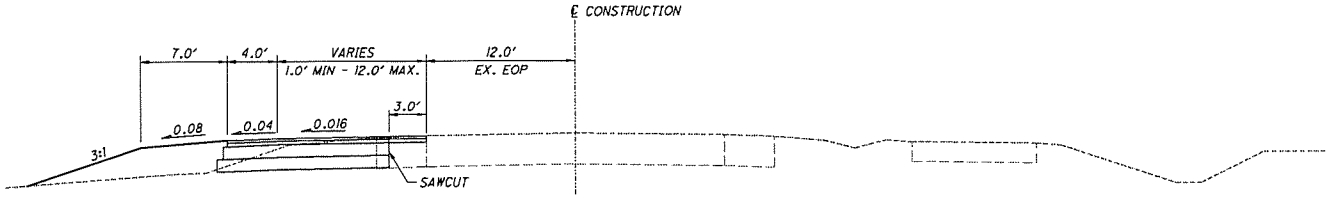

MEEKER WAY - WIDEN SECTION
STA. 8+14.91 TO STA. 13+40.66

MEEKER WAY TYPICAL SECTIONS

COUGHLIN'S CROSSING

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Ohio DOT Workspace
Coughlin Crossing
www.msconsultants.com
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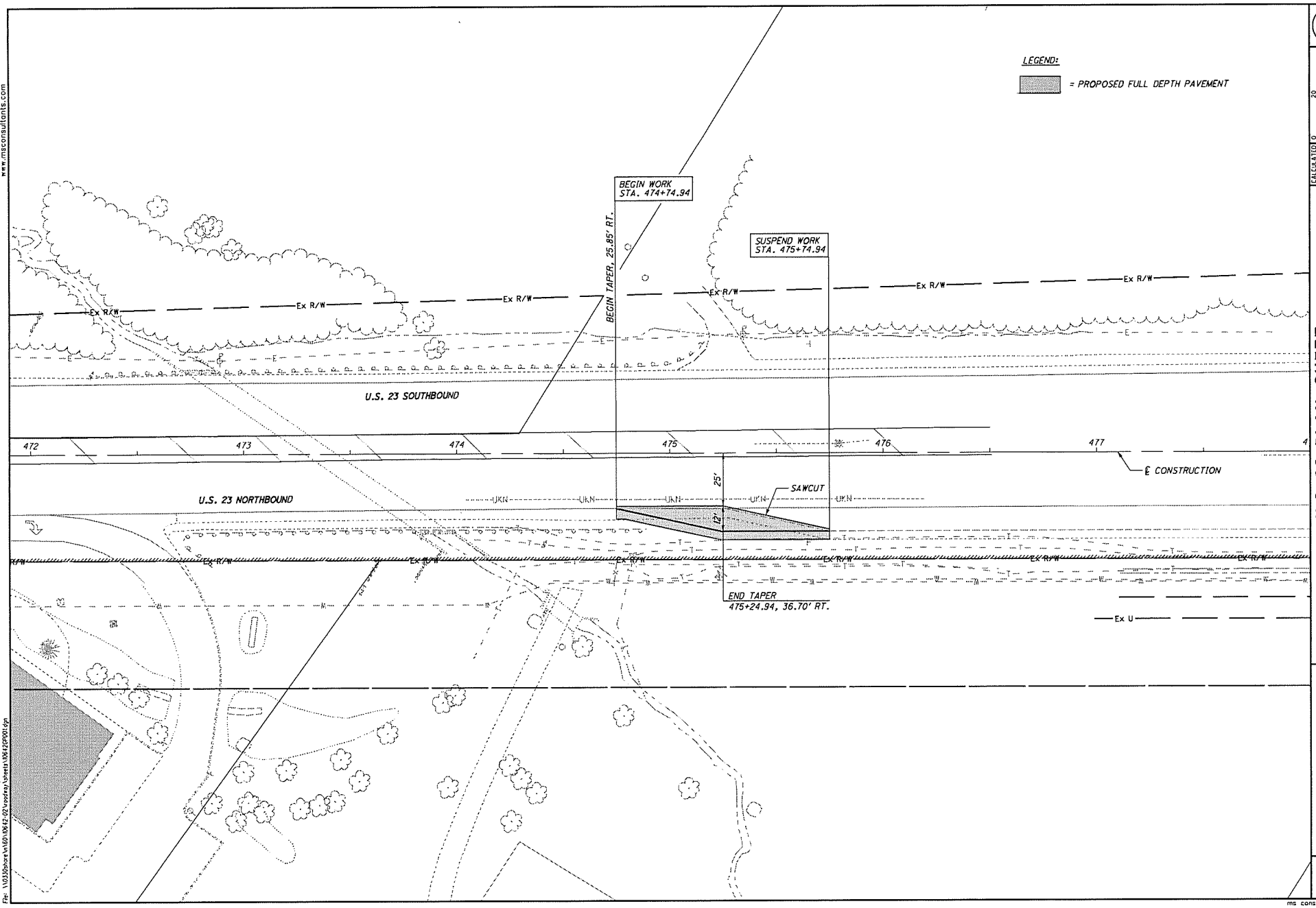

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Ohio DOT Workspace
Coughlin Crossing

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PCF: 60-10642-02_Columbus

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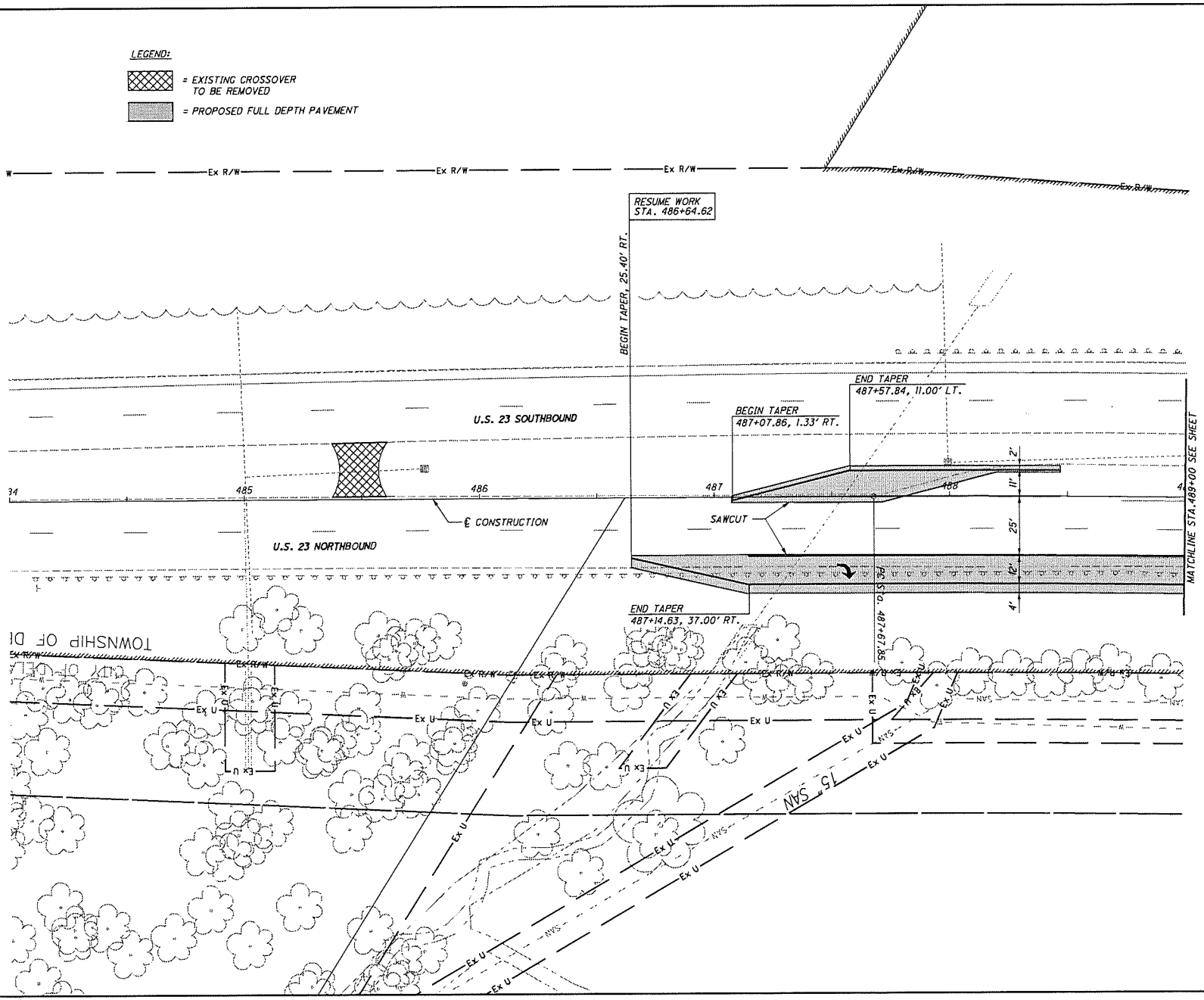
CALCULATED
CHECKED

U.S. 23 PLAN SHEET
STA. 472+00 - STA. 478+00.00

COUGHLIN'S CROSSING

ms consultants, inc.



HORIZONTAL SCALE IN FEET 0 10 20 40

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CHECKED

U.S. 23 PLAN SHEET
STA. 484+00.00 - STA. 489+00.00

COUGHLIN'S CROSSING

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ms consultants, inc.

PLOT.CEL

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msconsultants.com

Ohio DOT Workspace
Coughlin Crossing
www.msconsultants.com

UCF: ucs3VR6
PCF: 60-10642-02_Columbus

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ms consultants, inc.

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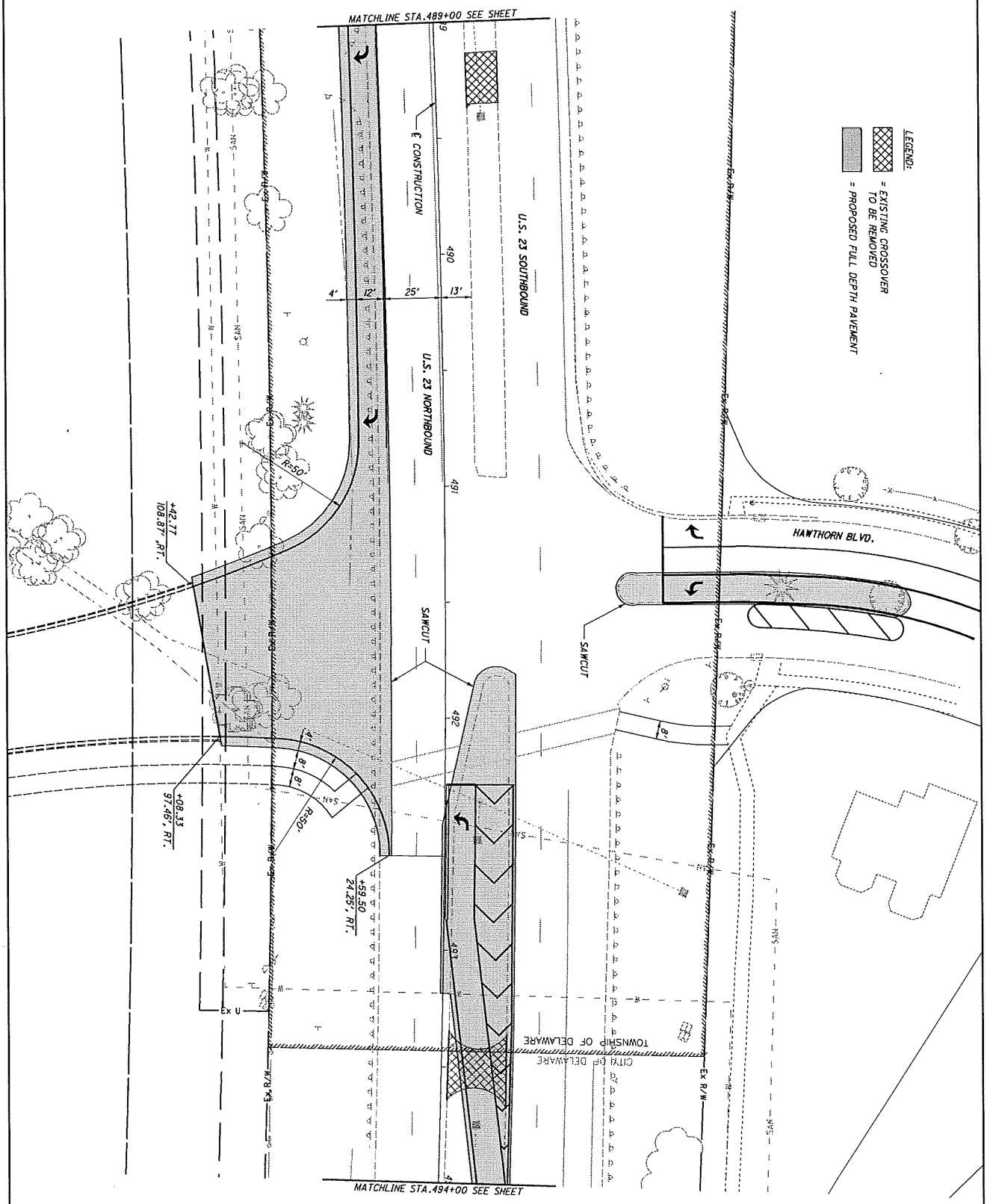
UCF: ohdot\V8
PCF: 60-10642-02_Columbus

Ohio DOT Workspace
Coughlins Crossing

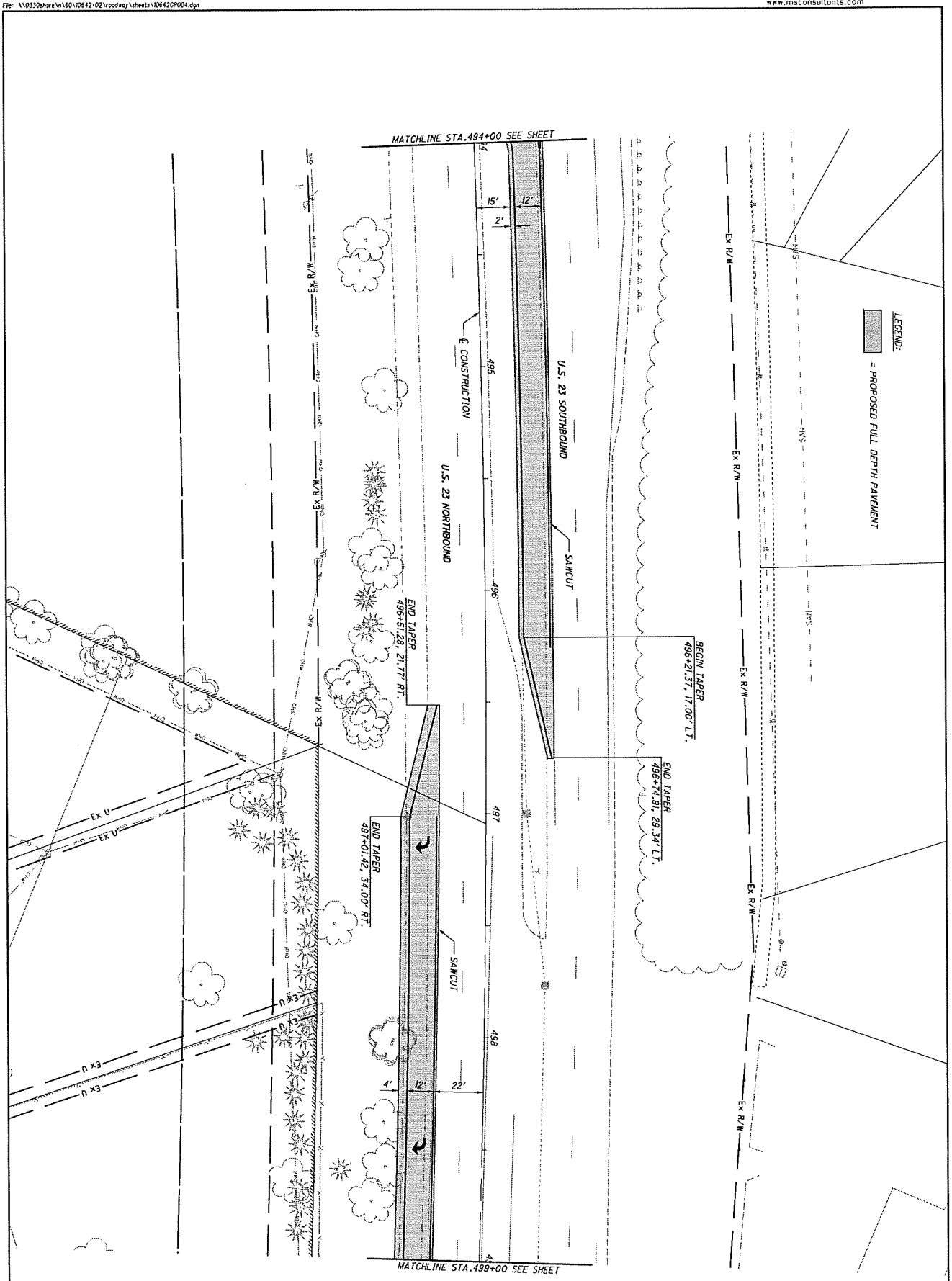
www.msconsultants.com

PLOT.CEL



B 20	COUGHLIN'S CROSSING	U.S. 23 PLAN SHEET STA. 489+00.00 - STA. 494+00.00	CALCULATED / CHECKED 0 10 20 40 HORIZONTAL SCALE IN FEET

ms consultants, inc.



6 / 20	COUGHLIN'S CROSSING	U.S. 23 PLAN SHEET STA. 494+00.00 - STA. 499+00.00	CALCULATED CHECKED 0 10 20 40 HORIZONTAL SCALE IN FEET

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UCF: ohdot\V8
PCF: 60-10642-02_Columbus

Ohio DOT Workspace
Coughlin's Crossing

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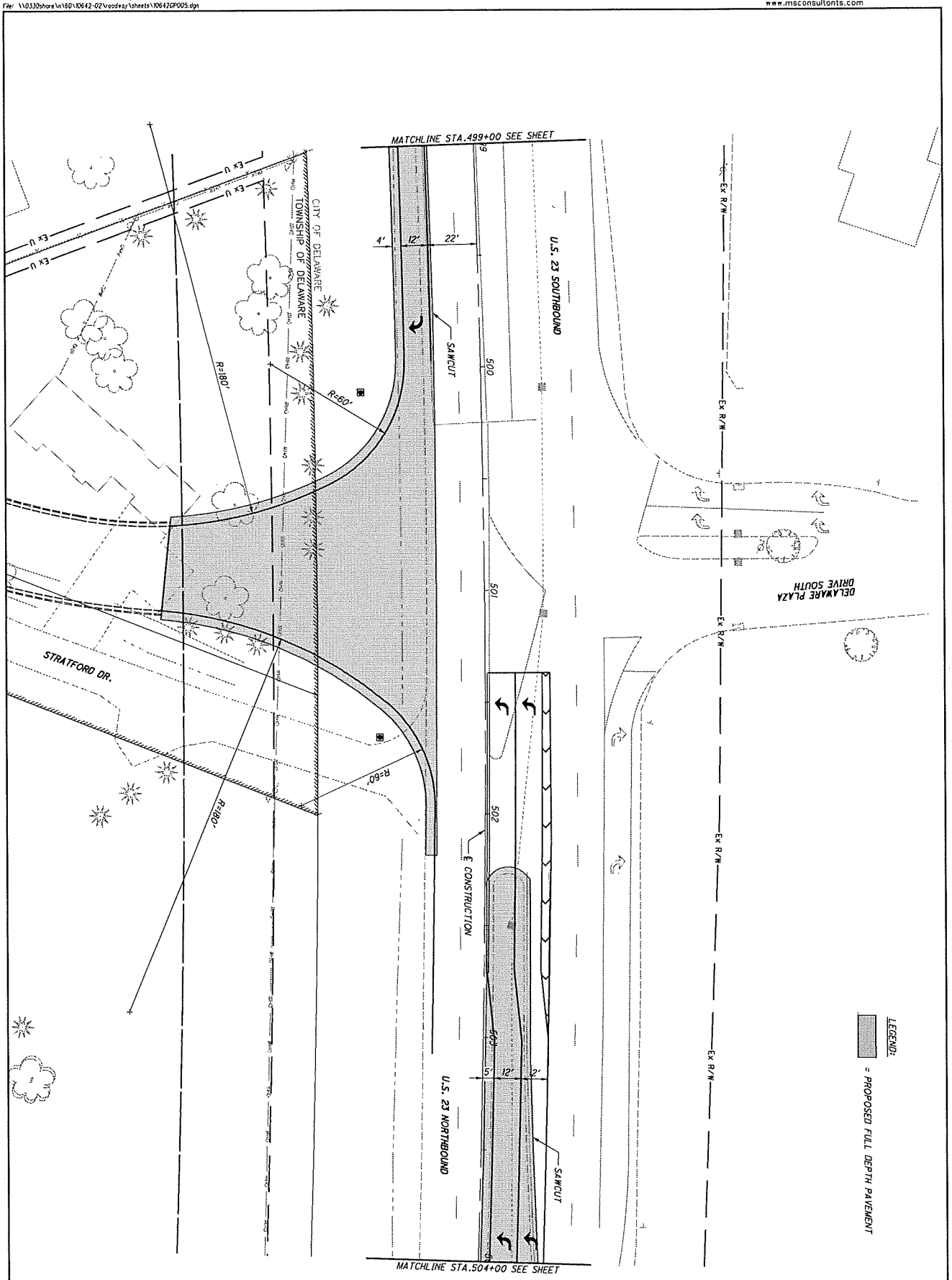


ms consultants, inc.

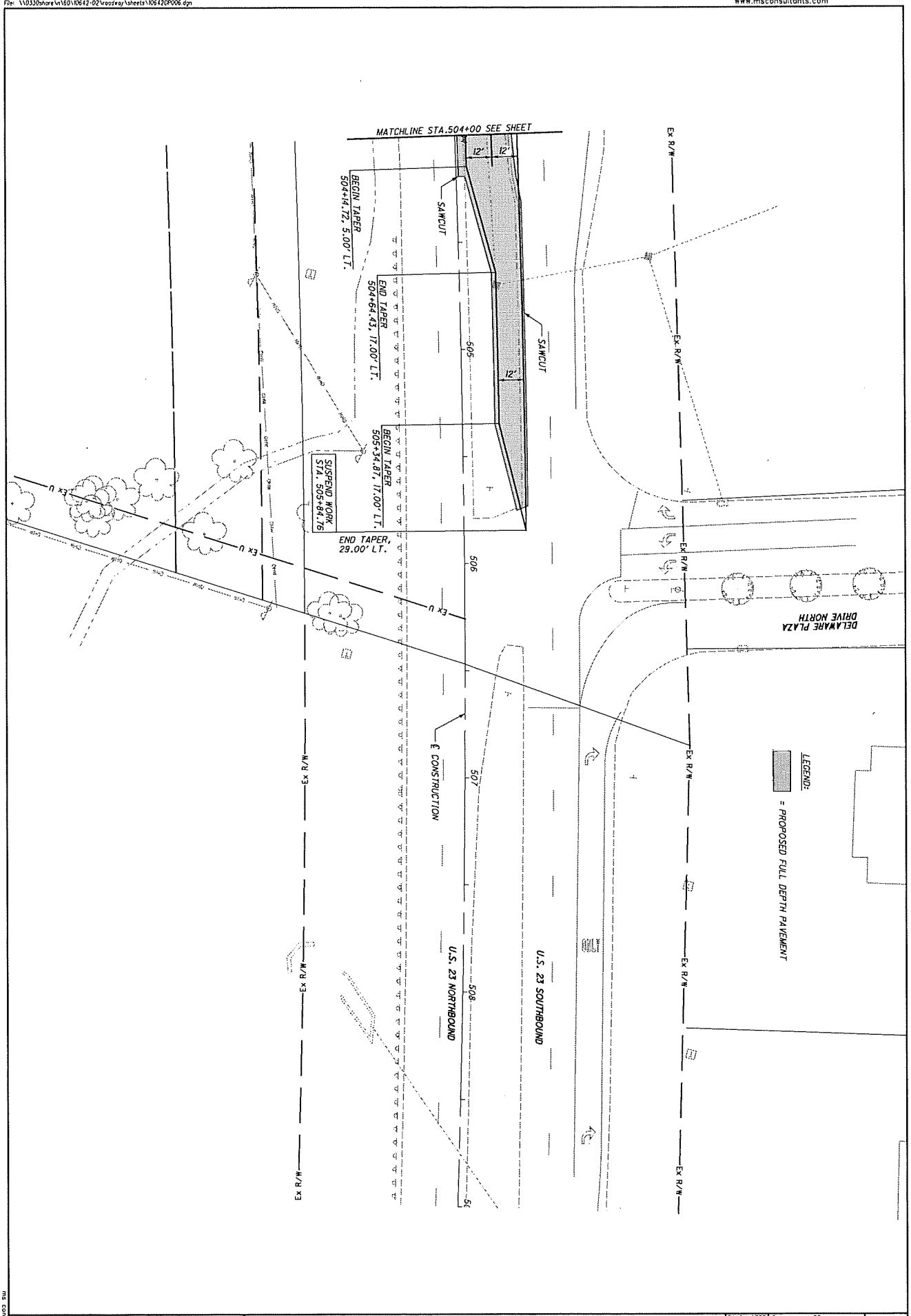
10/20

COUGHLIN'S CROSSING

U.S. 23 PLAN SHEET
STA. 499+00.00 - STA. 504+00.00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



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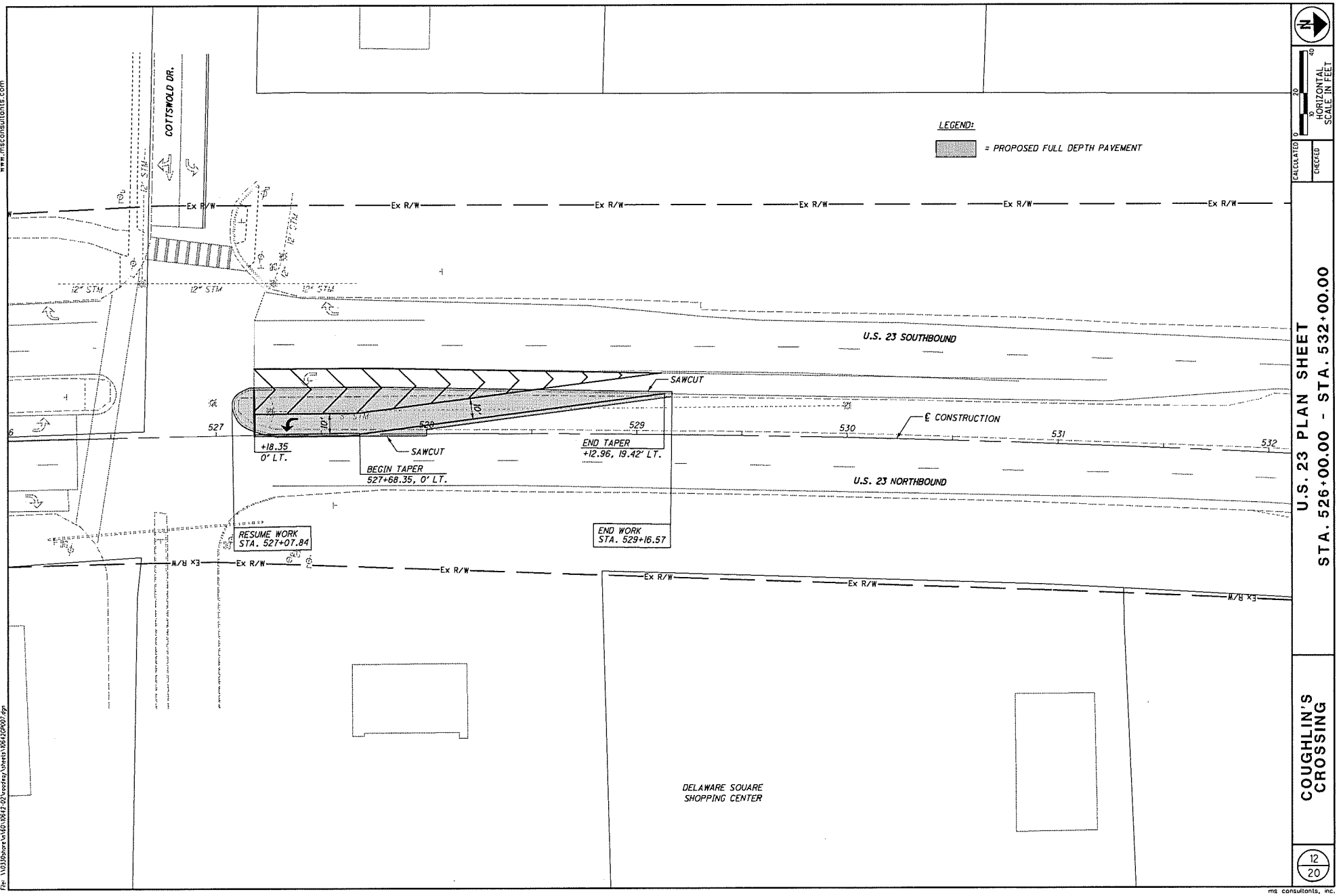

U.S. 23 PLAN SHEET

STA. 526+00.00 - STA. 532+00.00

COUGHLIN'S CROSSING

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PLOT.CEL

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Ohio DOT Workspace
Coughlin Crossing
www.msconsultants.com

UCF: uh61VB
PCF: 60-10642-02_Columbus

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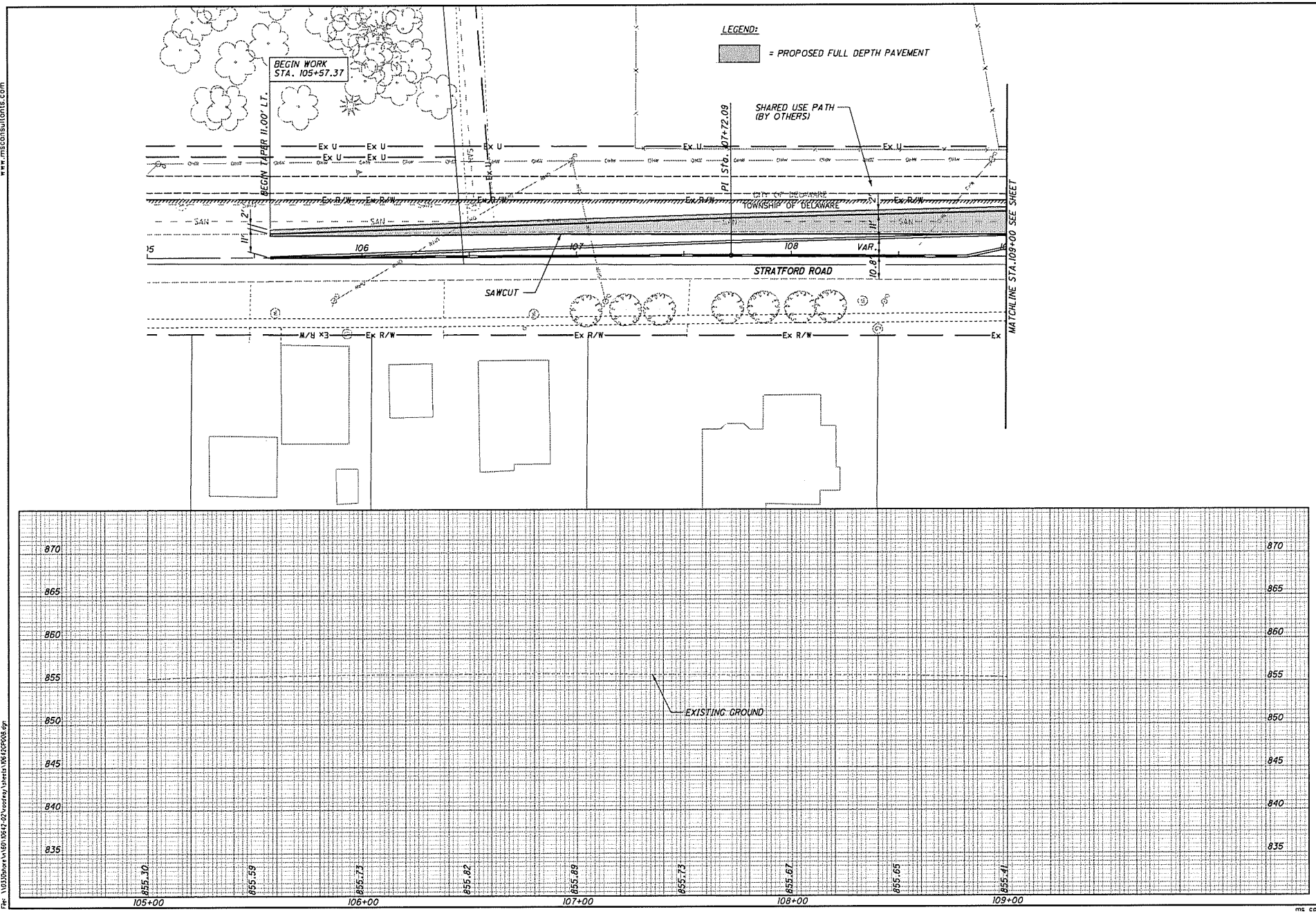

PLOT.CEL

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msconsultants.com

Ohio DOT Workspace
Coughlin Crossing

www.msconsultants.com

UCF: ohio\V6
PCF: 60-10642-02_Columbus

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LEGEND

= PROPOSED FULL DEPTH PAVEMENT

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0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

STRATFORD RD. PLAN AND PROFILE
STA. 105+00.00 - STA. 109+00.00

COUGHLIN'S CROSSING

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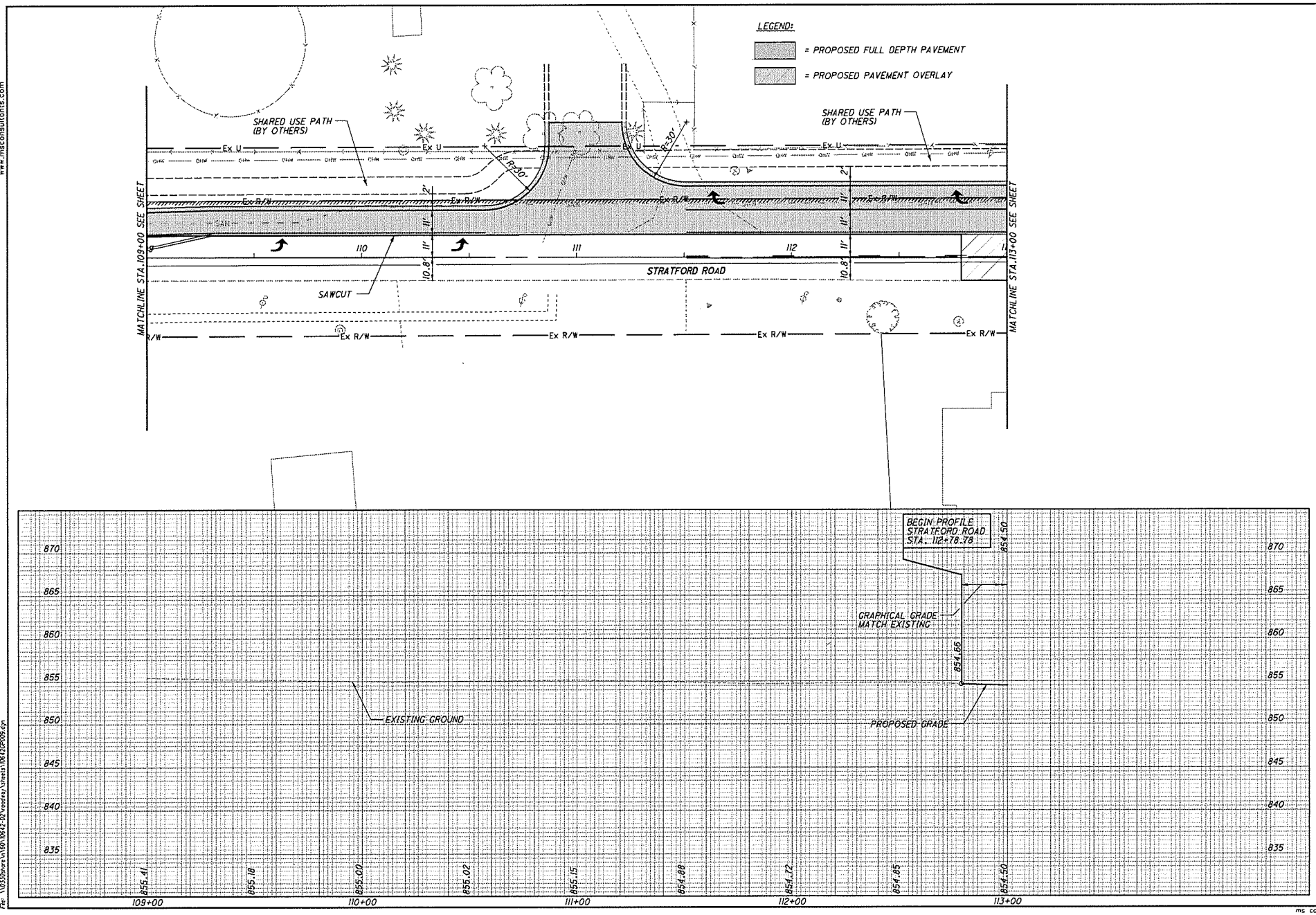
ms consultants, inc.



STRATFORD RD. PLAN AND PROFILE
STA. 109+00.00 - STA. 113+00.00

COUGHLIN'S CROSSING

CALCULATED
CHECKED

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PLOT.CEL

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msconsultants.com

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Ohio DOT District
Coughlin Crossing

UCF: ohdot1V6
PCF: 60-10642-02_Columbus

Baseline Spec: \\10.30.0.0\ms\61\10642-02\standards\pedestrian\baseline.spec
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UCF: ohdotV8
PCF: 60-10642-02_Columbus

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Ohio DOT Workspace
Coughlins Crossing

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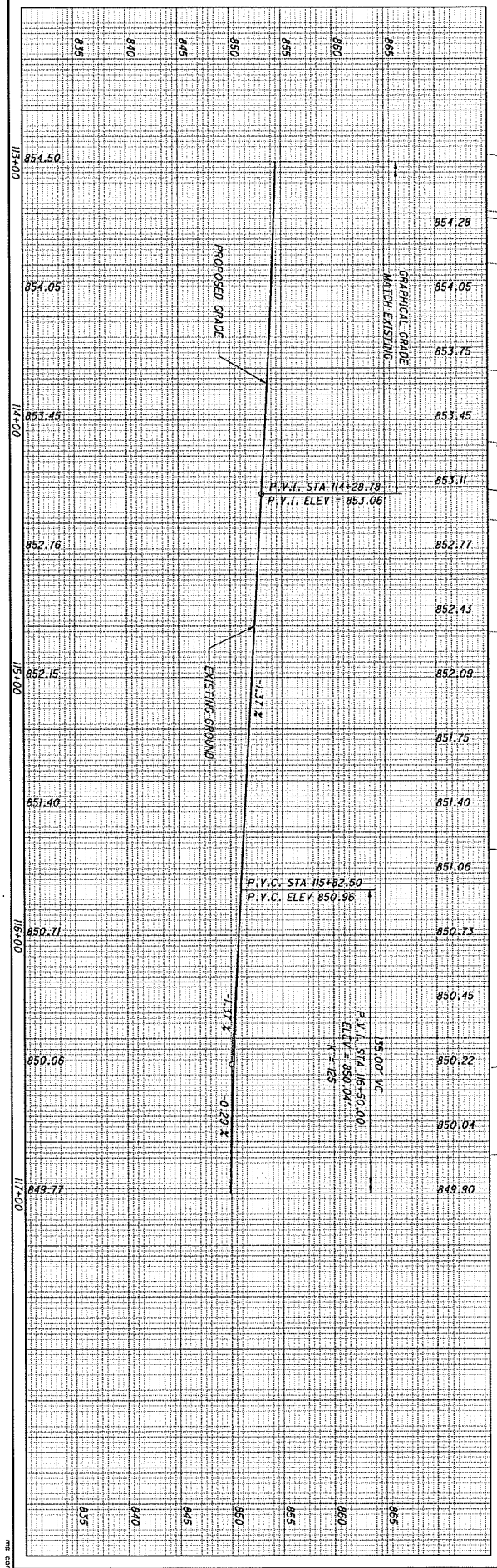

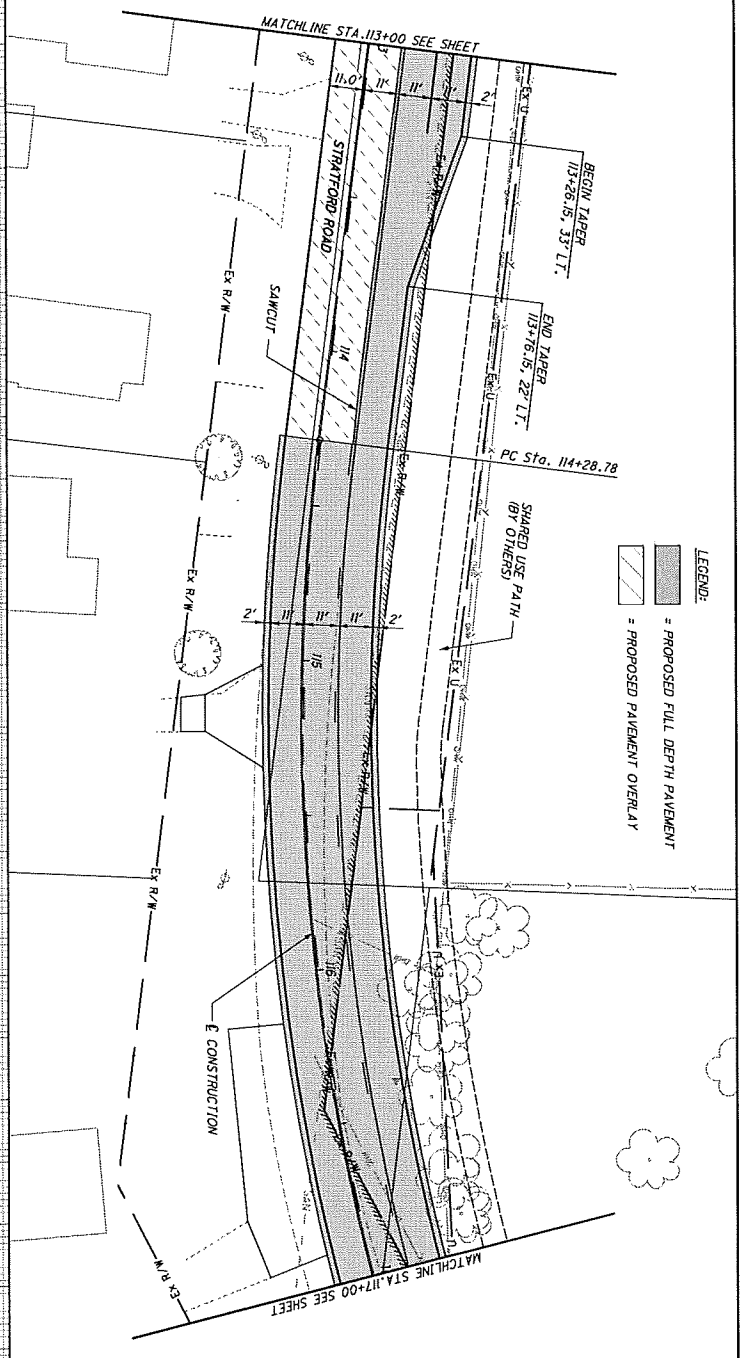

ms consultants, inc.

15/20

COUGHLIN'S CROSSING

STRATFORD RD. PLAN AND PROFILE
STA. 113+00.00 - STA. 117+00.00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

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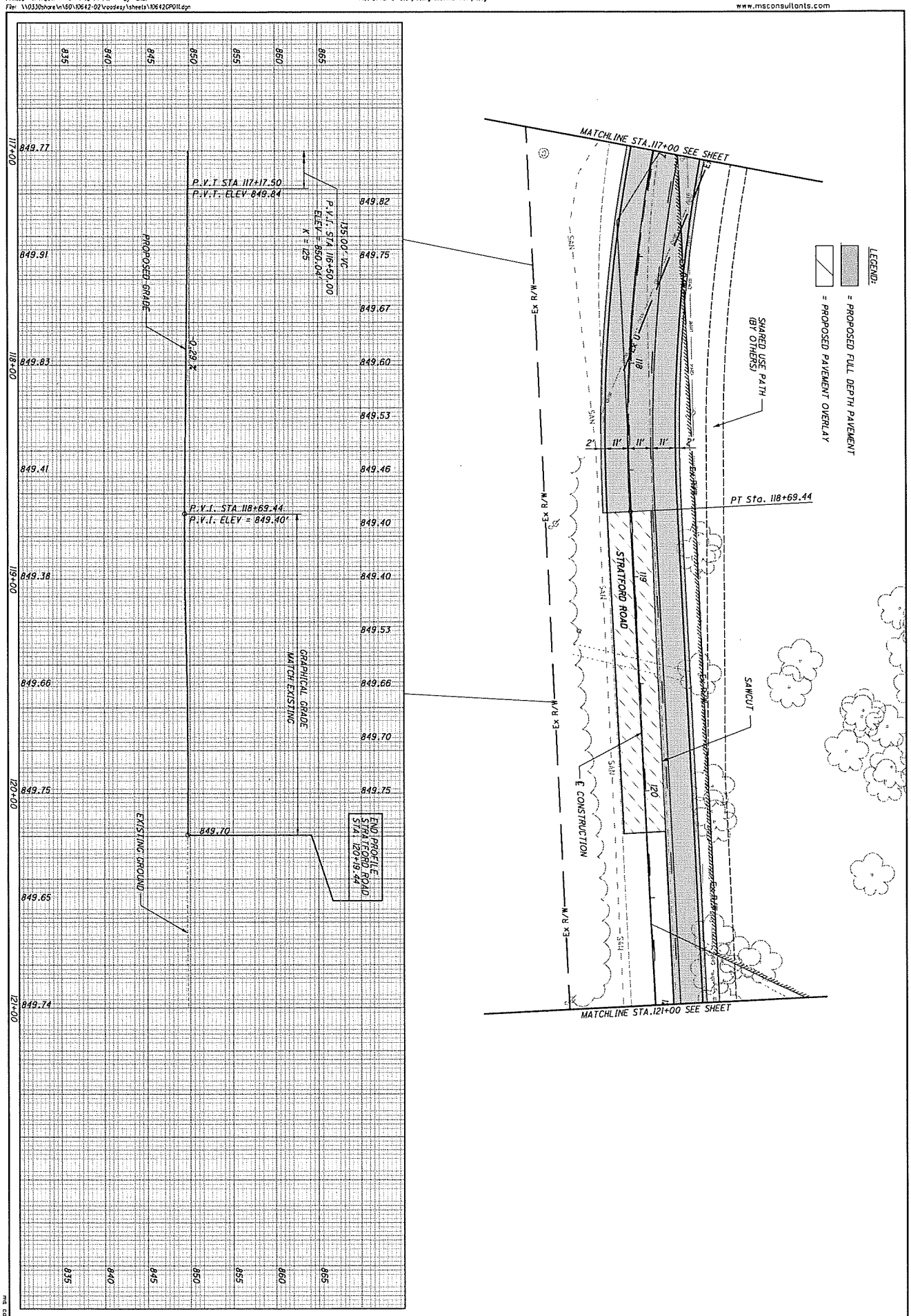
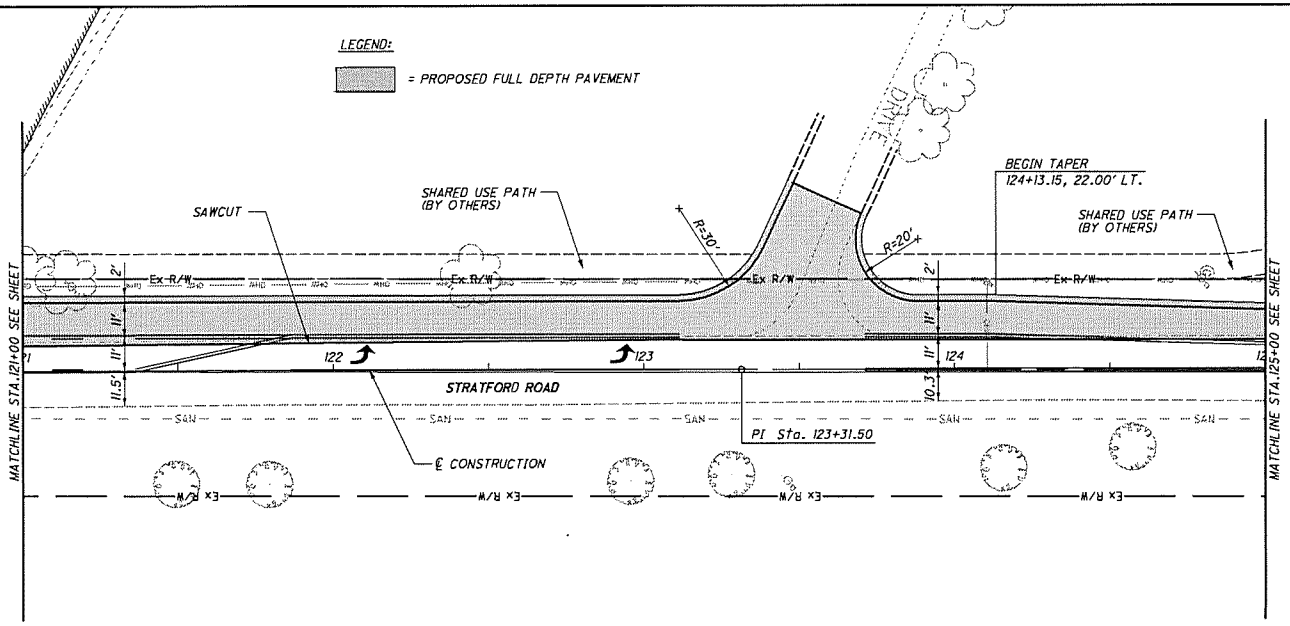
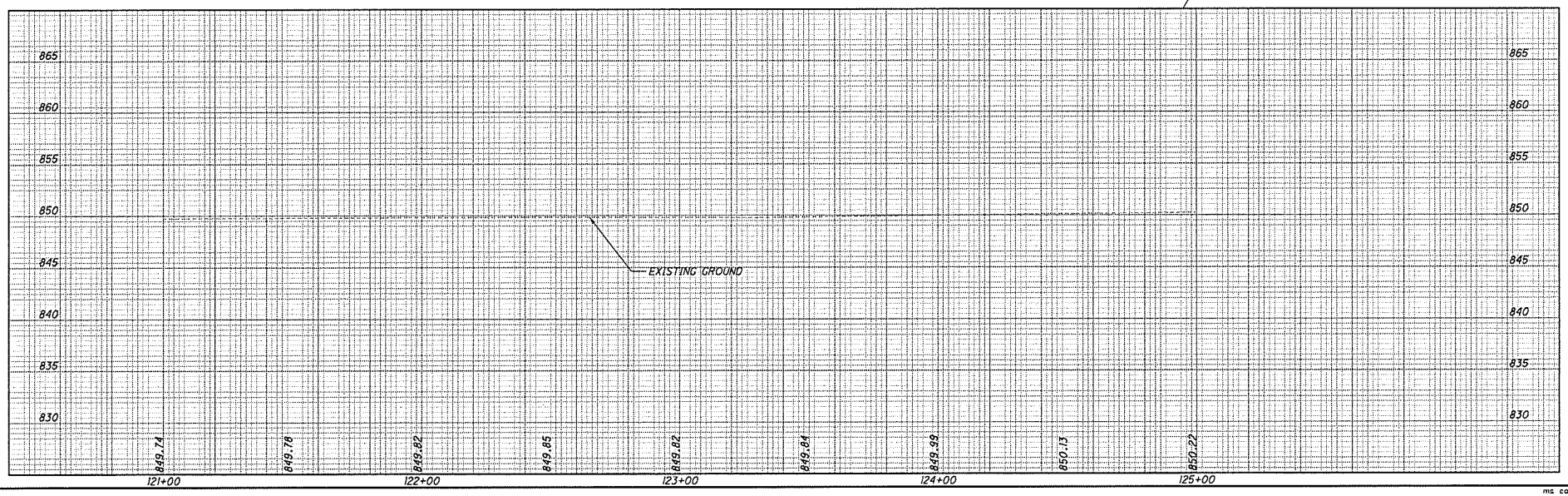


16/20	COUGHLIN'S CROSSING	STRATFORD RD. PLAN AND PROFILE STA. 117+00.00 - STA. 121+00.00	CALCULATED CHECKED 0 10 20 40 HORIZONTAL SCALE IN FEET





STRATFORD RD. PLAN AND PROFILE
STA. 121+00.00 - STA. 125+00.00

COUGHLIN'S CROSSING

HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED

CHECKED

17 / 20

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Ohio DOT Workspace
Coughlins Crossing

UCF: 60\0642\
PCF: 60\0642-02_Columbus

Baseplot Spec: \\0330phase4\60\10642-02\standards\pwlaterals\baseplot.spc
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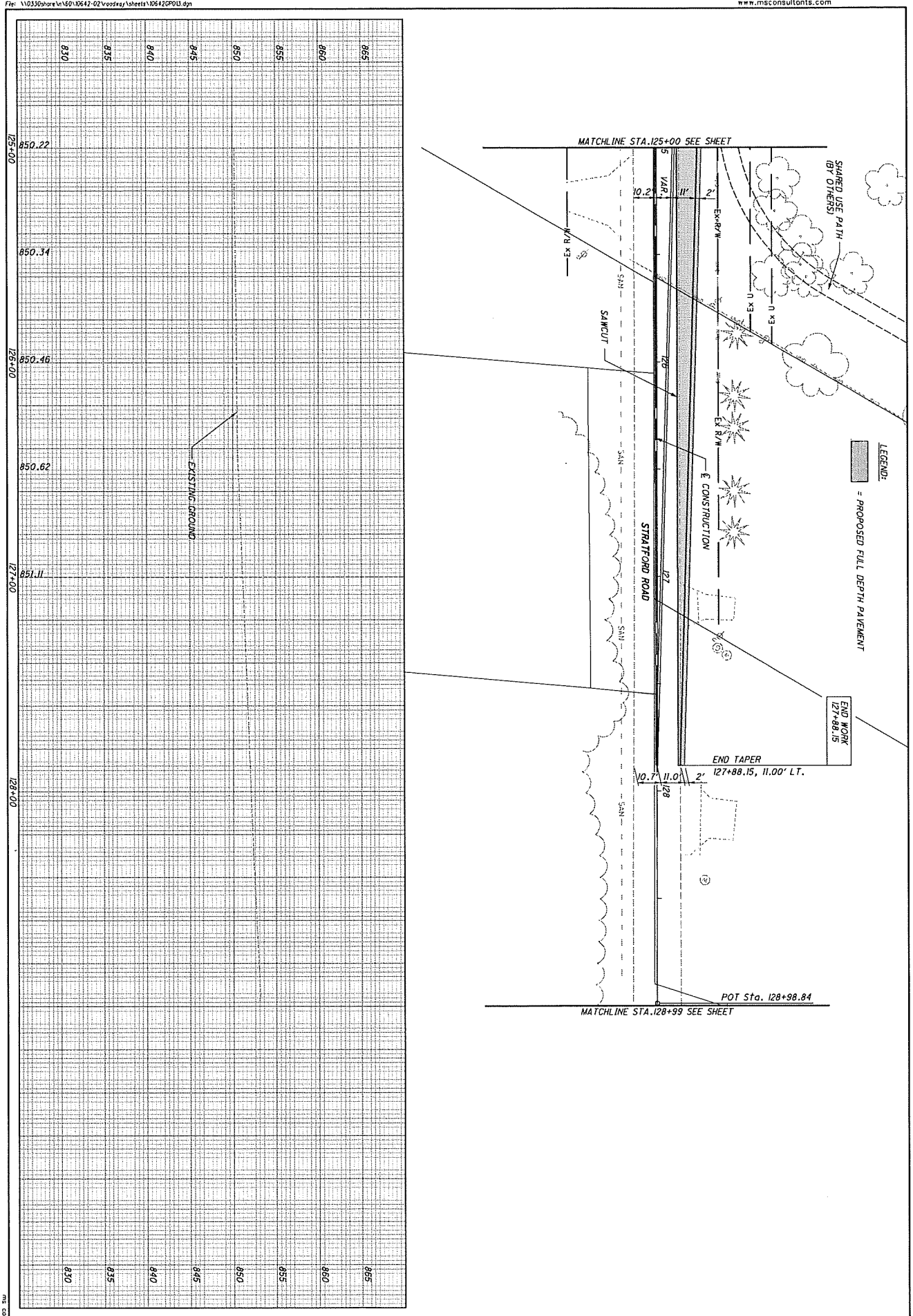
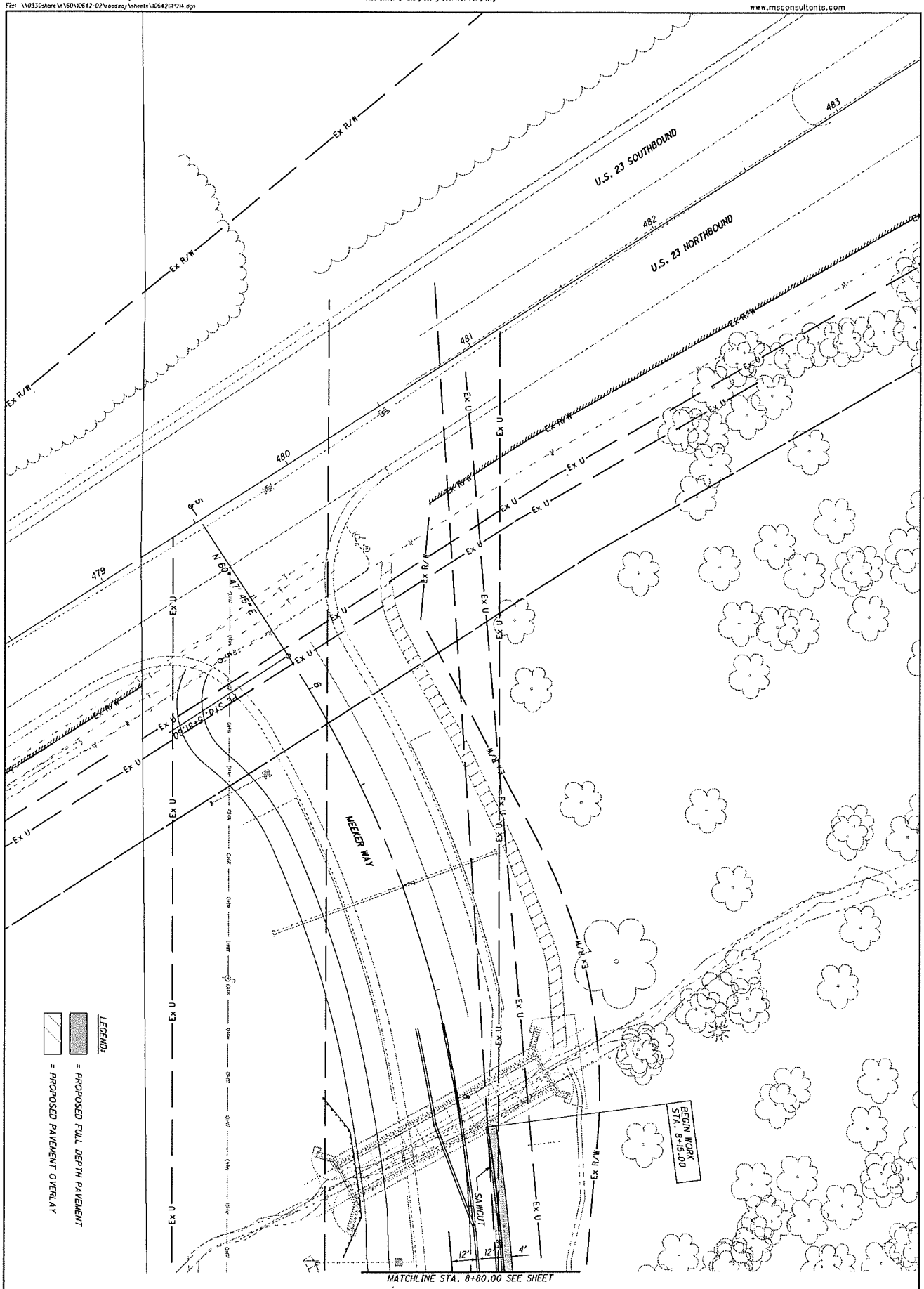


18/20	COUGHLIN'S CROSSING	STRATFORD RD. PLAN AND PROFILE STA. 125+00.00 - STA. 128+00.00	CALCULATED CHECKED 0 10 20 40 HORIZONTAL SCALE IN FEET

ms consultants, inc.


U.S. 23 SOUTHBOUND
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MEEKER WAY
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LEGEND:
= PROPOSED FULL DEPTH PAVEMENT
= PROPOSED PAVEMENT OVERLAY

34" x 22"

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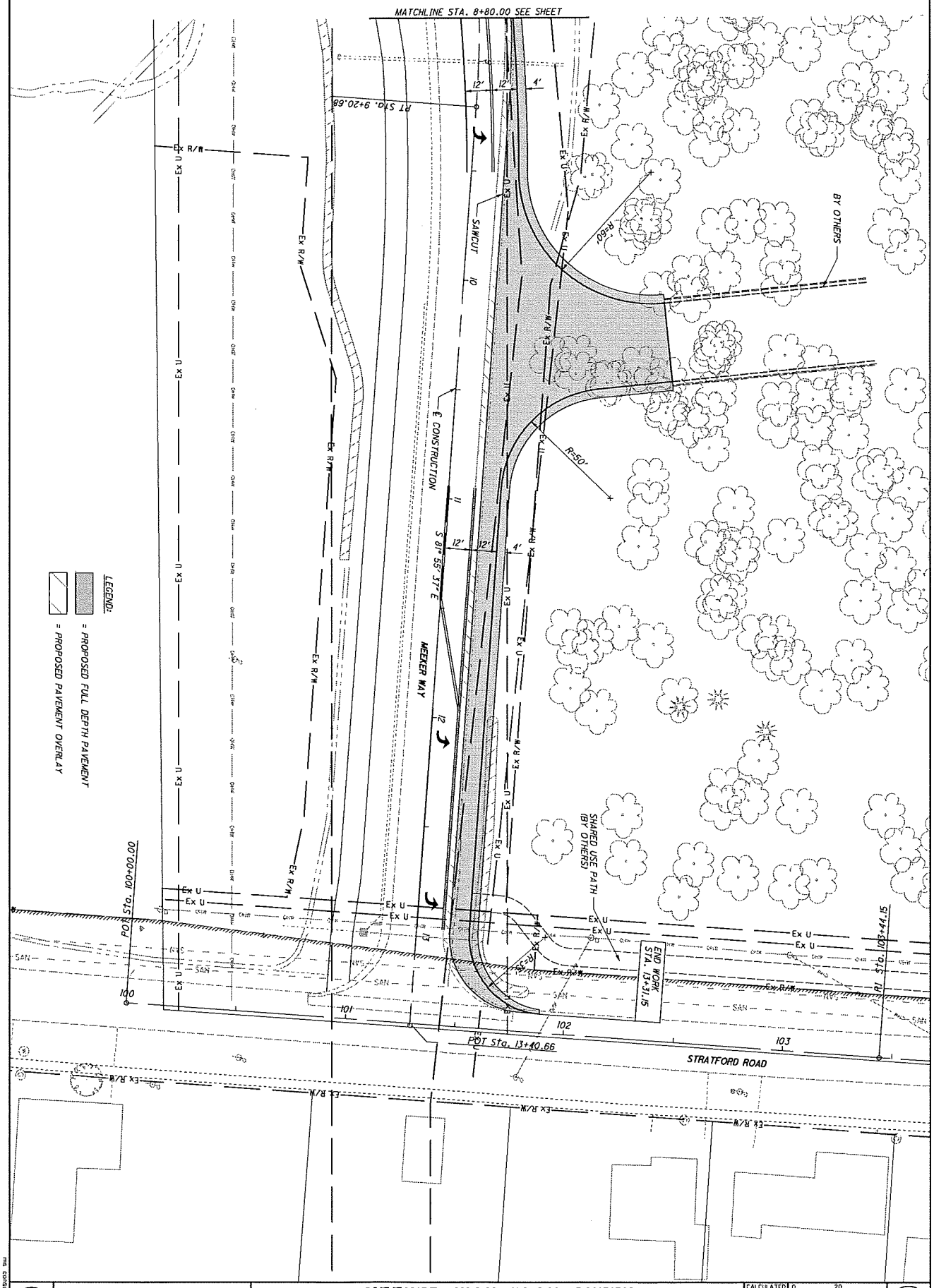
Plot Driver: S:\std\plotting\ustn\V8\PDF pltcfg

UCF: ohdotV8i
PCF: 60-10642-02_Columbus

Ohio DOT Workspace
Coughlin's Crossing

ms consultants, inc.
www.msconsultants.com

PLOT LEVEL



ms consultants, inc.

20/20

COUGHLIN'S CROSSING

MEEKER WAY PLAN SHEET
STA. 8+80.00 - STA. 13+40.66

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

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EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 13 | DATE: 05/22/2017

ORDINANCE NO: 17-34 | RESOLUTION NO:

READING: SECOND | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David Efland, Planning and Community Development Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

BACKGROUND:
See attached staff report.

REASON WHY LEGISLATION IS NEEDED:
To achieve compliance with Section 1111.04 Final Plat requirements of the zoning code.

COMMITTEE RECOMMENDATION:
Planning Commission approved this case 7-0 on May 3, 2017.

FISCAL IMPACT(S):
N/A

POLICY CHANGES:
N/A

PRESENTER(S):
David Efland, Planning and Community Development Director

RECOMMENDATION:
Staff recommends approval as submitted with the documented conditions.

ATTACHMENT(S)
See attached

ORDINANCE NO. 17-34

AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT FOR COUGHLIN'S CROSSING ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

WHEREAS, the Planning Commission at its meeting of May 3, 2017 recommended approval of a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way (PC 2017-0691).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, is hereby confirmed, approved, and accepted 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.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. All utilities shall be underground except for street and parking lot light poles.
3. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.

4. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
5. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat.
6. After the Final Subdivision Plat is approved and recorded, administrative staff level minor lot splits and lot line adjustments may be allowed thereafter so long as the request is consistent with the approved development text and then current zoning regulations. These will be processed pursuant to the minor modifications of the approved development text.

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 14 | DATE: 05/22/2017

ORDINANCE NO: 17-35 | RESOLUTION NO:

READING: SECOND | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David Efland, Planning and Community Development Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE APPROVING A FINAL DEVELOPMENT PLAN FOR COUGHLIN'S CROSSING PHASE 1 (INFRASTRUCTURE) ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

BACKGROUND:
See attached staff report.

REASON WHY LEGISLATION IS NEEDED:
To achieve compliance with Section 1129.06 Development Plan Review Procedures of the zoning code.

COMMITTEE RECOMMENDATION:
Planning Commission approved this case 7-0 on May 3, 2017.

FISCAL IMPACT(S):
N/A

POLICY CHANGES:
N/A

PRESENTER(S):
David Efland, Planning and Community Development Director

RECOMMENDATION:
Staff recommends approval as submitted with the documented conditions.

ATTACHMENT(S)
See attached

ORDINANCE NO. 17-35

AN ORDINANCE APPROVING A FINAL DEVELOPMENT PLAN FOR COUGHLIN'S CROSSING PHASE 1 (INFRASTRUCTURE) ENCOMPASSING APPROXIMATELY 77.102 ACRES ZONED A-1 PMU (AGRICULTURAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED EAST OF US 23, WEST OF STRATFORD ROAD AND NORTH OF MEEKER WAY.

WHEREAS, the Planning Commission at its meeting of May 3, 2017 recommended approval of a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way (PC 2017-0689).

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That the Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, is hereby confirmed, approved, and accepted 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.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. The proposed public sanitary main running north and south across the site needs to be upsized to serve its full tributary area shall be extended to the north property line of the development All utilities shall be underground except for the street and parking lot light poles.
3. All ponds shall include fountains, bubblers and/or aerators to prevent stagnant water.
4. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.

5. The applicant shall be responsible for any roadway improvements and/or financial obligations of the traffic impact study approval per ODOT, City Engineer and County Engineer.
6. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.
7. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
8. The applicant shall be required to provide easements for a sidewalk (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) along US 23 from Hawthorn Boulevard south to Meeker Way. A payment in lieu of construction of $14,560 (416 linear feet x $35 per linear foot to construct) per the City Engineer shall be required along Reserve A prior to approval of the engineering plans for Phase 1 (infrastructure).
9. Except for along US 23, concrete sidewalks shall be 5 feet in width, achieve compliance with minimum engineering requirements and shall be provided on one side of the public spine road.
10. The developer shall install street trees along the public spine road, install landscaping along Stratford Road from Meeker Way to Reserve B, install landscaping around Reserves A, B and C and install the mounding and landscaping adjacent to Elliot Estates Subdivision along the northern portion of the development in Phase 1 (infrastructure) per the landscape plan.
11. The northern mounding and landscape buffer shall be 40 feet wide including the bike path and the mound shall be consistently 6 foot high as required by the approved development text.
12. Stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the adopted Gateways and Corridor Plan. Stone piers expected along US 23 can be installed lot by lot basis as developed but shall be installed in Reserve A with this Final Development Plan Phase 1 (infrastructure) approval
13. A stone monolith shall be installed at the US 23 and Hawthorn Boulevard entrance into the development per the adopted Gateways and Corridor Plan.
14. The roundabout shall have landscaping and/or a monument installed within the interior grass area for aesthetic and safety purposes.

15. The lot just south of Meeker Way along Stratford Road shall be documented as Reserve D.
16. According to the tree replacement schedule, the applicant shall pay $100,000 or plant 1,000 caliper inches of trees prior to approval of engineering drawings for Phase 1 (infrastructure).
17. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat
18. Any landscape plans shall be reviewed and approved by the Shade Tree Commission.
19. Any lighting plan shall be reviewed and approved by the Chief Building Official and shall be consistent with the zoning code and approved development text.

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 15

DATE: 05/22/2017

ORDINANCE NO:

RESOLUTION NO: 17-20

READING: FIFTH

PUBLIC HEARING: NO
April 10, 2017 at 7:15 p.m.
Public Comment

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Ted Miller, Parks and Natural Resource Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
A RESOLUTION ACCEPTING THE CITY OF DELAWARE'S BIKE MASTER PLAN 2025.

BACKGROUND:
The City of Delaware entered into a contract in June of 2015 with Stantec Consulting Services to perform an update of the bike plan for the City. The plan and recommendations were presented to the Parks and Recreation Board on October 18, 2016.

REASON WHY LEGISLATION IS NEEDED:
The adoption of the Bike Plan 2025 outlines and ranks the proposed projects to be implemented.

COMMITTEE RECOMMENDATION:
The action is being taken as a result of the Parks and Recreation Board recommendation at the February 21, 2017 meeting. The Planning Commission recommended approval at the March 01, 2017 meeting.

FISCAL IMPACT(S):
The fiscal impacts are on an annual basis and will be partially offset by impact fees and grants.

POLICY CHANGES:
Various

PRESENTER(S):
Ted Miller, Parks and Natural Resource Director

RECOMMENDATION:
Approval

ATTACHMENT(S)
Memorandum-Questions and Answers
Bike Plan-Revised
    Updates Marked In Red
    Added Appendix D-Recommendation Methodology
Delaware Run Exhibit
Priority Trail Projects- east
Priority Trail Projects-west
Priority Trail Projects-south
Received Public Input
Delaware Run Petition presented to Council April 10, 2017
Bruce Road Bike Path presented to Council April 24, 2017

RESOLUTION NO. 17-20

A RESOLUTION ACCEPTING THE CITY OF DELAWARE'S BIKE MASTER PLAN 2025.

WHEREAS, a need exists to update the 2010 Bikeway Plan; and

WHEREAS, the City of Delaware entered into an agreement with Stantec Consulting Services to complete an assessment of existing conditions, a public engagement and visioning process, and recommendations to implement the vision; and

WHEREAS, the Parks and Recreation Advisory Board endorsed the plan on February 21, 2017 as outlined in the attached exhibits; and

WHEREAS, public comment will be taken on April 10, 2017.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Delaware, State of Ohio:

SECTION 1. Adopt the Bike Plan 2025 as outlined in the attached exhibits.

That this resolution shall take effect and be in force immediately after its passage.

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

MEMORANDUM

TO: Delaware City Council
CC: R. Thomas Homan, City Manager, Jackie Walker, Asst. City Manager
FROM: Ted Miller, Parks and Natural Resources Director
DATE: 5.18.17
RE: Bike Plan Questions and Answers

---

1. How was the public informed of public input methods?

The public was asked to voluntarily complete a 33 question internet-based survey focusing on bicycling and made available for three and a half weeks. One-hundred-seventy-one respondents completed the survey, advertised via the City's website and Facebook page, and mentioned in a newspaper article.

A public meeting was held on Tuesday May 12, 2015 from 7 to 8 pm in Council Chambers. Approximately 30 people attended the meeting including City Staff and leaders. Participants sat through a brief presentation followed by opportunities to provide input on Vision and Value Statements; Policy and Programming; Priority Corridors and locations for more bike racks, safer crossings, and destinations to connect to the network.

Priority Corridor Exhibits were placed at the YMCA and the Library, The Exhibits consist of a map of highlighted, numbered corridors and a separate tally sheet where participants could place stickers to vote for their favorite corridors. The stations also provided information on how to submit public comment.

A public comment period was advertised in May 2015 resulting in eight comments emailed to City Staff. A second public comment period was advertised in July, providing the public an opportunity to read the draft plan and provide input.

The most popular path/project corridors, in order of popularity:

1. Delaware Run
2. US 36/SR 37 Corridor
3. YMCA/Rail Trail Extension
4. Liberty Street Bike Boulevard
5. Winter Street Bike Boulevard
6. Bowtown Road/SR 37/Winter St. Connection
7. Troy Road/Merrick Blvd/Smith Park Connector

2. With the increase of proposed bike paths, what is the expected budget to maintain bike paths?

From City Engineer Bill Ferrigno:
Based on our current program, I've calculated the average annual cost <u>per mile</u> to maintain an 8-foot wide asphalt bikeway at $4,382 per mile in today's dollars.

Maintenance and Repair effort includes:

- Crack seal, repairs and surface sealant on five-year intervals at 5, 10, 15 and 20 years. ($1.35/SY); $1.20/LF per application or $0.19/LF annually

- Asphalt overlay at year 25 ($18/SY); $16/LF per application or $0.64/LF annually
- Total annual M&R Cost: $0.83/LF annually
- Based on an inventory of 15.5 miles of public bikeway, the annual budget should be $68,000 per year.
- 2017 budget includes $25,000 for bikeway, sidewalk, handicap ramp and streetscape M&R.

3. **What is the dollar value invested in trails now? The percentage of paths maintained by the city vs percentage of paths maintained by the HOA?**

The City of Delaware has 22 miles of multi-use trail, not including shared roadway trails on Pennsylvania Ave. and Park St. The City maintains 15.5 miles of this trail network or 70% of the multi-use path in the City. Construction costs for trails can vary greatly depending on topography, stream crossings, soil conditions, ROW acquisition, etc. but a base cost for trail construction is approximately $50/lf or ±$264,000/mile. The estimated value of the 15.5 mile of existing trail maintained by the City of Delaware is $5.5-6.5 million. Please see the attached exhibit which shows the existing trails and the delineation of trails that are maintained by the City.

4. **Are there crime-related issues associated with multi-use paths in Delaware?**

From Chief of Police Bruce Pijanowski:
The potential for crime has been offered as a reason to relocate the proposed Delaware Run bike path. While we can never completely rule out the possibility, I believe we can allay some of those fears by examining past history and human nature.

In general, crime is committed by a person with intent to commit the crime who has opportunity and who actually goes forward with the act. Intent is dependent on opportunity. Opportunity can mean a couple of things - is the object of the crime readily available, or is there a high probability of succeeding (i.e. of not getting caught.)

The Delaware Police Department reduces the availability and opportunity for crime with crime prevention efforts. Opportunity is reduced by making the object of the crime harder to obtain (by locking doors, for example.) Likewise, alarm systems or clearing away obstructions to increase visibility reduce the probability of criminal success. Criminals do not like to get caught; if they think the act is too hard or likely to get them arrested, they move on to easier targets

This is a pertinent consideration if we look at the segment of path already in place along Delaware Run. The 1,550-foot segment is located to the rear of the Willowbrook at Delaware Run campus. It extends west to Delaware Crossing West, with easy access to Valleyside Drive and US 36. It dead ends to the east at the Willowbrook property line. This is where the proposed 4,000-foot bike path link would connect to Blue Limestone Park.

The question to ask is: Would a person with intent travel more than three-quarters of a mile along a path from Blue Limestone Park to commit a crime, and then return back the same distance to make a get-away? Unlikely, because the time required increases the risk of getting caught. A more likely scenario is that a person would park a car somewhere close, perhaps on nearby Valleyside Drive, with immediate access to US 36. There was a previous incident on Delaware Crossing that bears similarities, but the Columbus youths actually used Delaware Crossing and the victim's driveway as opposed to an off-site location to park. The fact that the potential already exists - but has not been supported by actual occurrences - should be reassuring.

Compiling statistics for bike path crime is not exact due to a lack of specific addresses. But by using "bike paths" as a general search term, Delaware Emergency Communications Computer Automated Dispatch (CAD) shows a total of 251 calls for service for the City's entire 22-mile entire bike path network, since January 2012. Out of those, a CAD search shows 44 reports were taken for those calls

during the five-year period. Another search, of our internal Records Management system, showed 100 reports taken over the five years. I believe CAD to be more accurate, as comments are provided directly by the caller and by the officer on scene, and most likely were more relevant to the actual call for service.

In assessing the possibility of crime on the proposed Delaware Run bike path, the history of crime on existing bike paths does not support the premise that residents will be at significant risk. Some crime may occur – this is not unusual when you bring people via development to a previously undeveloped area – but it is not of the type or level to create a substantial risk, in my opinion as Chief of Police. History shows us there will be calls for service, but it will be relatively infrequent, and rarely serious. Additionally, we can take advantage of design and actually increase the level of security by adding the possibility of more eyes and ears to a currently secluded area.

While it is never possible to predict the future, I am comfortable stating that the activity on the proposed Delaware Run bike path will not generally place anyone in danger.

5. How will you keep people out of my yard and protect privacy?

There are many types of barriers that can provide access control and keep trail users off private property. Depending on the concern, solutions can range from solid wood fence, mounding or masonry walls, to open style fencing or vegetative barriers where no fencing is desired. If a barrier is needed, the specific type will be determined in consultation with homeowners. Multiple factors would be considered including the homeowner's preference, proximity to the trail and floodwater conveyance. The homes in The Woods at Locust Curve has greenway along the rear yards that is in open lawn and the multi-use trail ranges from 120-80 feet from the homes. The trail at the rear of the homes in Willow Brooks ranges from 170-90 feet from the homes and is separated by a natural buffer.

Figure 3- Trail in rear yards of Locust Curve greenway- trails range from120-80 feet from the rear of the house

6. How will you protect natural habitat?

Before any trail segment can be constructed, a thorough review of potential impacts to natural and cultural resources in the stream corridor is conducted. In addition, a trail would likely require supplemental funding from state and federal sources which typically require additional environmental and cultural reviews. Public education will also be included in ongoing trail management activities to make sure trail users know how to be good stewards. The corridor will also offer opportunities for interpretive signage that will further educate the public of the natural setting.

Figure 4- Westfield Hills multi-use trail

Trails would be designed to take the path of least resistance and would take additional precaution to minimize the impact to the area. When possible the path would likely parallel the existing sanitary line that follows the ravine. Many times, trails are installed and the impact of construction disappear within a year. Wildlife will be minimally impacted, particularly in an urban setting like the Delaware Run. The advantage of an urban greenway is that the public would have access to the corridor and be able to experience and develop an appreciation for the natural habitat that they can visit regularly.

The creation of a greenway along Delaware Run would allow for the opportunity to enhance the corridor by planting additional vegetation, access to remove litter, stream restoration opportunities, natural habitat education but most of all the greenway would provide a alternative that would connect

7. How will flooding impact the trail and the trail impact flooding?

The trails would be designed to withstand flooding. Considerations during the detailed design process will include the hydrology of the creek, trail placement, bridge and abutment footings, and cross trail drainage to limit post-flood debris on the trails. Technical studies would be needed to ensure that the project does not increase flood risk to adjacent properties or structures. In some locations, construction of the trails may actually help protect private property from flood damage by stabilizing and reinforcing areas of erosion.

Many trails in flood prone areas are constructed of concrete to withstand flooding. This would be an effective material for this area as seen in the concrete encased of the sanitary line near Blue Limestone Park. In areas where trails periodically flood, the trail will be closed during high water and typically require a sweeping once water recedes. Many communities have utilized the flood plain to construct trails particularly in urban areas.

8. Are there alternatives to the Delaware Run segment?

After reviewing the previous council hearings I could only identify one alternative proposing the elimination of the Delaware Run Segment. The proposal by the public was to re-route the trail along William St. and use that as an alternate route of the Delaware Run segment. If a design study of the Delaware Run segment was authorized, additional alternatives could be examined but the route is conceptual and only identifies a corridor. The actual alignment has not yet been determined. It is difficult to suggest alternatives to the route until an in depth site analysis is completed however, one alternative is to eliminate the proposed segment. I would not recommend eliminating the proposed Delaware Run Trail completely as this would limit the options to the City and remove a potential opportunity. In addition, there has been a very vocal group of citizens that support the Delaware Run segment, the elimination of the trail would disregard their public input. If the City decides to move forward with the Delaware Run segment, the process will include an analysis that will explore the options, allow for public input and propose detailed design. The Delaware Run segment is almost 2 miles long and would likely require phasing of the entire project. Alternatives that breakdown the

project into segments could be reviewed and potentially complete portions of the trail without impacting residents. There are many alternatives that would be determined upon embarking on the Delaware Run segment design but until this process has begun it is difficult to accurately determine what alternate routes would be appropriate. The removal of the Delaware Run segment is not recommended.

In addition, Mr. Homan and I met with Mr. Larry Harris from Willowbrook on May 16 to walk the existing trail behind Willowbrook at Delaware Run and get a better understanding of the concerns voiced by the citizens.

PROPOSED CHANGES IN RED

DRAFT

(Replace picture, add people)

BICYCLE AND PEDESTRIAN MASTER PLAN

~~BIKE PLAN~~ ~~2025~~

September 2016

EST 1808 CITY OF DELAWARE OHIO

Prepared for:
City of Delaware, Ohio
1 S. Sandusky Street
Delaware, Ohio 43015

Stantec

Authored by:
Stantec Consulting Services
1500 Lake Shore Drive, Ste. 100
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1. Executive Summary

second

This document, Delaware's ~~third~~ bike network plan, has a 10 year planning horizon. The planning process included an assessment of existing conditions, a public engagement and visioning process, and recommendations to implement the vision.

This vision is that, by 2025, "Delaware [will be] a bike-friendly city, with a complete bike network which allows bicyclists of varying age, skill, and ability to safely travel across the city and beyond."

Existing Conditions

In communities across the country, bicycling for recreation, and increasingly for transportation, is desired. In Delaware, existing and prospective residents value the ability to bike across the city and to local destinations.

Most neighborhood streets in the City of Delaware are fairly bikeable for a range of users; however, many of these mostly residential areas are not connected to each other or area destinations. Barriers such as railroads, busy roadways, and disconnected and non-adjacent development impact connectivity.

The City and developers have made significant strides to construct multi-use paths to improve connectivity; however, the system is largely disconnected. More investment is needed to close gaps, improve crossing safety, and address some difficult and expensive corridors. At the same time, the City's existing paths are aging, and the budget to maintain its 15 miles of city-maintained paths is insufficient.

Residents seem to value the path network, particularly for recreation; however, there are few if any events to encourage biking or a local bike culture sought by millennials and others.

Public Engagement

Those who participated in this planning process said they want a safe network which allows trips across the city and to community amenities. While the existing network is mostly comprised of multi-use path, there is support for on-road bike facilities. Further, there is support for large, system expansion projects; however, most say the system has gaps and safety problems which also need to be addressed.

Recommendations

This plan outlines over $14 million in projects to be implemented over the next 10 years. Projects to be implemented in the short and medium term are generally safety and gap-closing projects, or about $4 million. These also include miles of on-road facilities such as bike boulevards, defining neighborhood streets as bikeways, and also road diet projects where wide or under-utilized travel lanes may be repurposed as bike lanes, a center turn lane, and/or on-street parking.

The remaining projects focus on better connections across the City such as along Delaware Run, the Springfield Branch rail spur, and along US-23, to be implemented as grants and roadway improvements allow.

Beyond infrastructure, the plan outlines program and policy changes to improve biking in the City of Delaware.

2. Introduction

Over the past decade, the creation of walkable and bikeable communities has become recognized as a key benchmark of community progress.

In the late 1990s, the City of Delaware saw this need and started requiring developers to construct multi-use paths in open-space dedication areas. Further, the City successfully sought grants for several rails-to-trails projects (Figure 2-1), and included side paths along new and reconstructed roadways.

Today, the network is comprised of nearly 24 miles—mostly paths but also some low volume streets and drives. These investments are predominantly in four areas of the city: near downtown and along US-23, as well as on the far west, far east, and far south sides of town.

While these multi-use paths are valued by local residents, they are also disconnected. Combined with railroads, busy streets, highways and rivers, cross-city travel is difficult for most people who ride bicycles. Becoming

(Replace picture, picture with people)

Figure 2-1: *Delaware's Springfield Branch rails to trails path, looking east toward the bridge over US-23.*

for the

a place where bicycling is easier for adults, families, and children is an aspiration ~~of~~ City ~~leadership as well as many local residents~~. This planning document provides insight with respect to what has been accomplished and what still needs to be done to help Delaware become a more "bike friendly" community.

About this Plan

This plan follows a traditional planning process including an assessment of the existing condition, engagement of the public, development of a guiding vision, and the development of prioritized recommendations. Chapters of this plan follow this organization.

This document builds on and supersedes recommendations from previous planning efforts. These include: the City's most recent comprehensive plan (2003), which defined a vision for a more connected city; the City's first bike plan, published in 2006; a condition inventory and implementation report, published in 2008; and the City's most recent bike plan, published in 2010.
and adopted by council.

Planning Perspective

While active transportation plans may follow a traditional planning process, those reading the plan should be aware of several nuances.

Traditionally such plans have focused exclusively on infrastructure—new paths and safer crossings. Today, it is recognized that non-infrastructure factors have an impact as well. This plan incorporates a ***Five E perspective***, considering infrastructure, generally Engineering matters, as well as non-infrastructure matters, specifically Education, Encouragement, Enforcement and Evaluation.

This more holistic approach places additional emphasis on the influence of policies and programming toward improving mobility. Examples may include educating bicyclists and motorists to safely share the road, encouraging more people to ride for recreation and transportation trips, enforcing safe riding through rules and law enforcement, as well as evaluating the effectiveness of policies and planning efforts.

Second, plan authors have been cognizant of the range of anticipated users, answering the question ***"who are we planning for?"*** This is a difficult question because those who ride bicycles range in skill, experience, and fitness. As such, what is sufficient for some users may not be for others. Also, people have different reasons for riding: some for recreation without concern for their destination, while others ride for transportation to specific destinations such as work or school. Finally, while many people ride their bikes alone, some ride with friends or family. The range of users helps to define the range of needs required to accommodate them.

Plan Lifespan and Updates

This plan sets a vision and provides recommendations to guide decision makers over the next 10 years of implementation. While the planning horizon is the year 2025, the plan should be updated if priorities or conditions significantly change, or by the year 2020.

3. Existing Conditions

The study of existing conditions provides insights into "how things are," providing an understanding of what is working well and where more progress is needed. The chapter is broken into two sections: *The Built Environment* – addressing the city's geography and infrastructure, and *Standards, Policies, and Programs* – addressing the non-infrastructure, "soft" factors which affect those who bike.

The Built Environment

While the City has nearly 24 miles of multi-use path, its most important type of infrastructure for bicycling is its ***city streets*** as most bike trips will start and stop on streets, not paths.

Bicycling is easiest in the historic core of the city, where its streets are laid out on a very walkable and bikeable grid. Its neighborhood streets are mostly quiet with less than 2,000 vehicles per day and a speed limit of 25 mph (Figure 3-2). Similarly, most of Delaware's local, neighborhood streets are conducive to bicycling. As such, trips within and ~~to~~ adjacent to neighborhoods are relatively easy so long as those neighborhoods are connected to each other. Trips outside of one's neighborhood may require bicyclists to cross ***barriers*** such as railroads, limited-access highways, streams and rivers, and large developments without cross-access. Since these barriers often block automobile traffic, the few crossing points that exist are likely on arterial roadways which may be difficult to cross, let alone travel along for any length of time. Figure 3-4 illustrates such barriers in Delaware and the vicinity.

Arterial and Collector Streets

Delaware's arterial roadways are much less friendly to bicyclists, specifically William Street (US-36), Central Avenue (SR-37), and, to a lesser degree Sandusky Street and London Road. These roads handle high volumes of passenger car and truck traffic with posted speeds ranging from 25 to 45 mph. While there are some segments of multi-use paths, none provide dedicated space for those who want to ride in the road. Some trips are simply not possible, or at least direct, without riding on Central Avenue or William Street (Figure 3-3).

Figure 3-2: *W Winter Street, typical of a very bikeable neighborhood street.*

Figure 3-3: *William Street, typical of a busy and less bikeable arterial street.*

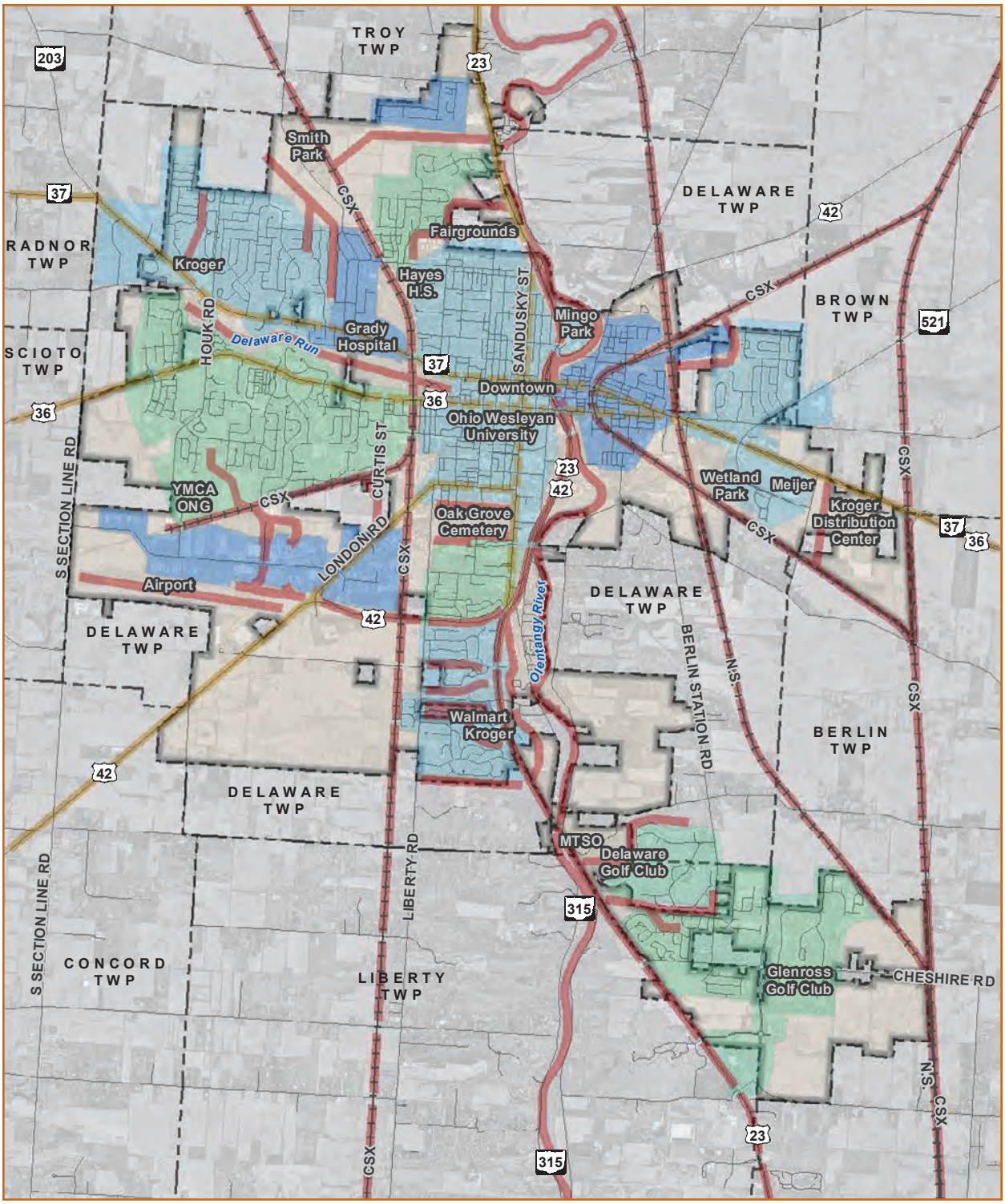


Figure 3-4: *Barriers shown with dark red lines, such as railroads, limited-access highways, streams and rivers, and large developments/subdivisions without cross-access, force people to ride out of their way to travel around the barrier. Busier arterial roadways, shown with orange lines, are easier to cross; trips along them are difficult and required to navigate around other barriers. Shaded areas, generally bound by barriers, are places where it is generally easy to bicycle.*

Other collector roads such as Troy Road and Pittsburgh Drive are not comfortable to use for their own reasons. While total traffic volumes are lower, they still have high speed limits (35 mph) and very narrow shoulders. As such, bicyclists must ride in vehicular travel lanes, contending with faster-moving vehicles and, on Pittsburgh Drive, delivery and semi-trucks.

Bike-Specific Improvements

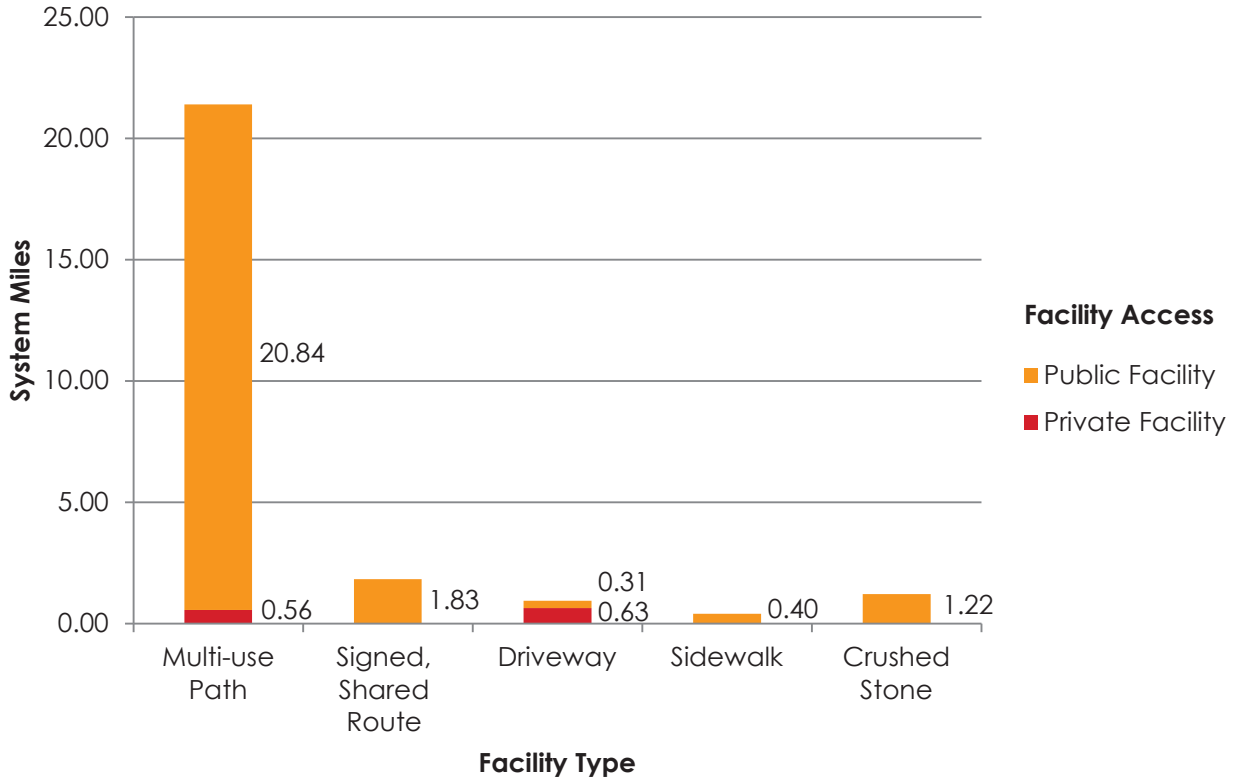
Delaware's bike network is roughly 24 miles in length, 21 miles of which are multi-use paths and the remainder comprised of low volume, low speed driveways and streets which link segments of path. The vast majority of the network is public and available for use 24-hours a day. Some portions are private, either signed "no trespassing" or gated and, therefore, restricting use 24-hours a day. Table 3-1 provides a breakdown of the network by type of facility and type of access.

Multi-use Paths

The majority of multi-use paths were built and contributed since 2001 by housing developers, predominantly on the west side near Houk Road, on the east side near Kilbourne Road and Mill Run Crossing, and on the far south side near Glenn Parkway and Cheshire Road. The City and various project partners have contributed paths along US-23 and the Olentangy River, as well as along the abandoned Springfield Branch rail spur.

A condition inventory of the city's multi-use paths was completed in 2008, and then again in 2015 as part of this planning effort. The inventory provides a broad representation of the condition of each path in the system. Paths in "good" condition have few if any pavement defects and are generally accessible. Paths in "fair" condition are deteriorating and have some pavement defects which

Table 3-1: Existing Bicycle Network by facility type and access



impact path accessibility. Paths in "poor" condition have significant pavement defects and/or accessibility problems and need significant maintenance activities such as an asphalt overlay or full-depth reconstruction.

Table 3-2 shows the change in condition for paths in 2008 and 2015. During this time period, 7.6 miles of path was added to the network. Paths rated as "fair" jumped from 1.77 miles (11%) in 2008 to 4.70 miles (20%) in 2015. Similarly, paths rated at "poor" jumped from 0.12 miles (1%) to 1.09 miles (5%). Exhibits 3-3 and 3-4, provided in Appendix A, symbolize the condition of paths throughout the city in 2008 and 2015 respectively.

This represents a significant backlog in maintenance as "poor" paths will need to be resurfaced within the next few years (if not sooner), and "fair" paths will likely need to be resurfaced in five to eight years. Table 3-2 shows the condition of paths throughout the city in 2008 and 2015. These data include the roughly 15 miles of path which is City maintained, as well as the balance which are maintained by Homeowners' Associations and other entities. Private paths were not inspected and are not included in these statistics. Most paths rated in "poor" condition are City maintained.

For the first time, the condition inventory also included a detailed list of locations where spot maintenance activities are needed. Exhibit 3-5, provided in the appendix, illustrates the locations of various deficiencies requiring maintenance. Specific examples include: places where vegetation needs to be trimmed to improve visibility around curves and at intersections, and pavement joints and cracks ~~which may present a fall hazard~~ (Figure 3-5).

Table 3-2: Multi-use Path Condition by Year of Condition Inventory

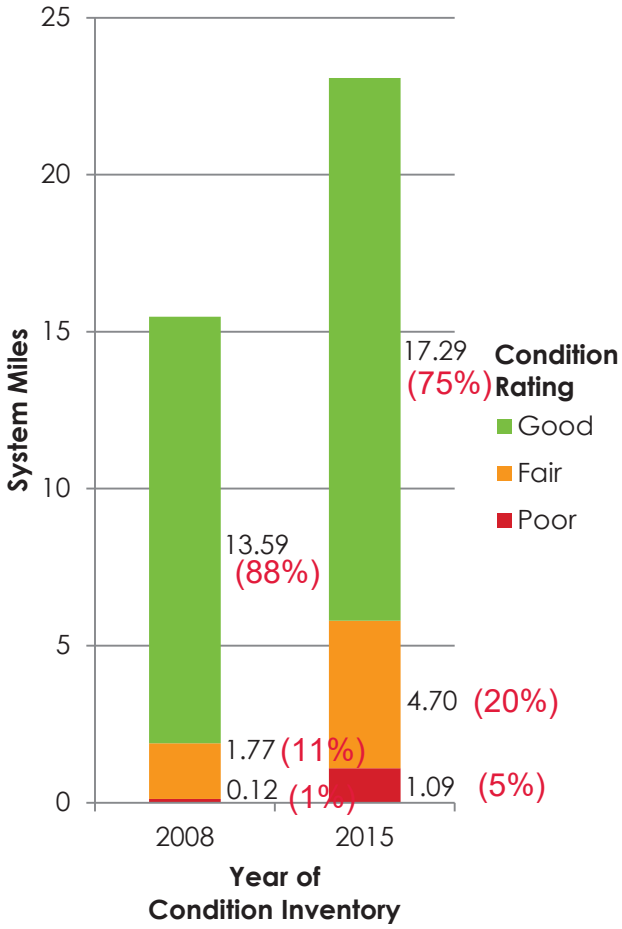


Figure 3-5: *Here, the asphalt trail and curb ramp no longer meet, ~~creating a trip hazard and making the path inaccessible. Vertical and horizontal separations between curb ramps and paths, and curb ramps and curbs seem to be a common problem.~~*

The condition inventory showed that preventative maintenance activities, such as seal coating, are being performed along some paths but not all. Seal coating is an activity which, if performed consistently and early in a path's lifespan, can extend the life of the surface course of asphalt from about 15 years to about 20 years. The City has a defined preventative maintenance plan for the pathway network; however, only $~~5~~20,000 is allocated annually to implement it. While it had been estimated that $40,000 is a more reasonable estimate, the anticipated backlog of resurfacing and repairs may require upwards of $80,000 annually to address these needs over the next five years.

Crossing Locations

During the condition inventory, plan authors made observations at numerous multi-use path crossings throughout the city. Most path crossings of streets have a direct and accessible route, a striped crosswalk, and advanced warning signage—typically a bicyclist (W11-1) or pedestrian (W11-2) in the vicinity warning sign. A few crossings have additional treatments such as a median island and/or a continuously flashing yellow beacon or flashing LED edge-lit accompanying a W11-1 or W11-2 sign. A few locations have significant sight-distance ~~problems~~ issues, or are particularly difficult for users to ~~safely~~ cross.

Plan authors have idenfied a number of crossings where enhancements should be evaluated. In short, all path crossings must be continuous and ADA accessible. Crossing locations should also have good visiblity to ensure motorists and path users can see each other on approach to each crossing. With respect to signage, current guidance suggests using signage to show the location of the crossing using W11-15 with supplemental plaque W16-7P (instead of the W11-1 or W11-2), and to place the signs on both sides of the road for added emphasis (see examples on page 24).

The city uses a number of continuously-flashing beacons with W11-1 signs at crossing locations with multi-lane approaches (e.g. E Central Avenue at Mingo Trail (Figure 3-6). Such locations should be evaluated for the installation of a median refuge island which allow users to cross one approach at a time, greatly improving safety while having a minimum impact on traffic. In addition, pedestrian-activated rapid-flash (RRFB) beacons should be considered to further improve safety and reduce delay. These de-

Figure 3-6: *Mingo Multi-use Path at its crossing of SR-37 looking south. While the crossing has continuously-flashing beacons and is striped, a median island, pedestrian-activated push button, and a wider and more direct north approach would improve accessibility and safety for all users.*

are

vices shown to be much more effective at encouraging motorists to yield than the continuously-flashing beacons used in the city.

Beyond roadway crossings, there are many locations where side paths cross driveways and intersecting streets. Plan authors noted that during the condition inventory, most crossings had no signage and other crossings had either yield or stop signage. With respect to "side paths" traveling along roadways, bicyclists generally have the same right-of-way as those traveling on a roadway, and turning/approaching vehicles must yield to path users. "Attempts to require bicyclists to yield or stop at each cross-street or driveway are inappropriate and are typically not effective" per AASHTO, p5-8, Guide for the Development of Bicycle Facilities, 4th Ed. As such, stop and yield signs and flexible delineators with the word "stop" should be removed from the system except where necessary and warranted. Where paths follow independent alignments, path users should be instructed to yield (or, if necessary, stop) based on anticipated volumes on the trail and intersecting road. The assignment of right-of-way should follow warranting criteria for stop-controlled intersections.

Finally, plan authors found numerous locations where wood, metal, or plastic bollards or delineators were used to discourage motorists from driving on paths. While motorists could drive on paths, the risk is minimal compared to a bicyclist hitting the vertical obstructions. Such obstructions are a serious-injury hazard to bicyclists and can require bicyclists and wheelchair-users to leave the trail in order to get around them (Figure 3-7). All bollards should be removed from the system. where there may be confusion, "No Motor Vehicle" signs (R5-3) can be erected. Where access must be restricted, path geometry can be

Figure 3-7: *At this location off Timbersmith Drive, bollards nearly prevent bikes from entering/leaving the roadway, forcing bicyclists (and those using a wheelchair or stroller) to leave the path.*

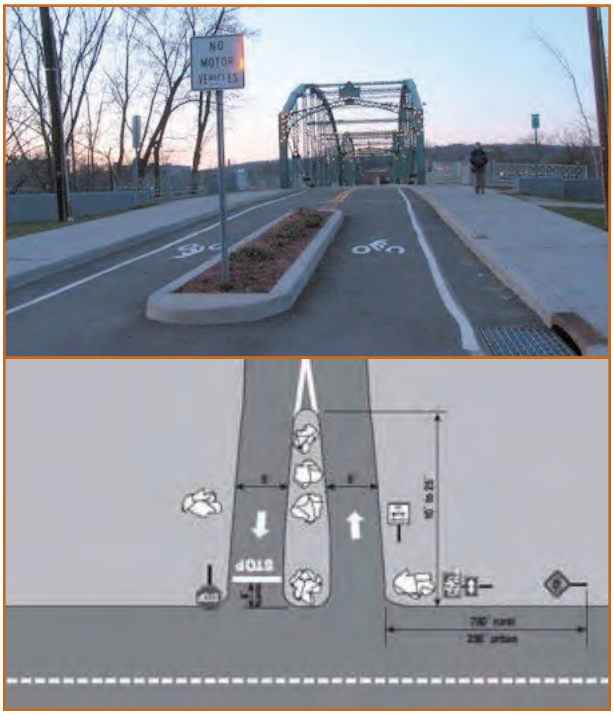


Figure 3-8: *Alternative treatments to using bollards may include a vegetated median island in a path, either curbed (top) or uncurbed (bottom) to further discourage motor vehicles. If still needed, bollards may be placed in the islands and within the path shoulder.*

designed to more strongly discourage motor vehicle access (Figure 3-8), or bollards can be placed in a landscaped median where they are less likely to be struck by bicyclists. If bollards are used, illumination is recommended, as well as using a bright color of paint and reflective tape on the bollard to ensure they are visible day and night.

Bike Parking

Knowing there will be a secure and safe place to park one's bike is an important consideration for those who travel for transportation. A brief inventory of major destinations such as the downtown (Sandusky Street: Spring Street to Central Avenue) and some area retail centers showed that most locations lacked bike parking in visible and prominent locations—important for theft deterrence and to help bicyclists easily find the parking area.

The City has a program to install bike parking downtown; however, there are only 10 parking spaces on the three-block stretch of Sandusky Street between Spring Street and Central Avenue. These included three "U" racks and one "wave " rack—a type of rack more likely to allow bikes to be damaged when used as designed[1]. While it's unclear how frequently these are used, they are not conveniently located throughout the downtown area.

1: The Association of Pedestrian and Bike Professionals (APBP) has produced guidelines for bike racks to reduce the risk of damage to parked bikes. Racks should provide at least two points of contact with a bike's frame and have the ability to attach a cable or U-lock through part of the rack to secure the bike. "Wave" racks, as well as "ladder" and "wheel-slot" racks do not meet these guidelines and bikes parked at these racks are more prone to being damaged from tipping over and/or sliding down the rack.

If a family of four wanted to ride to Whit's Ice Cream on the west side of Sandusky Street, the closest racks are on the east side of the street. After parking their bikes, the family would need to walk a half block to the nearest crosswalk, cross, and then walk back a half block to reach their destination. Their bikes would occupy all of the spaces on the block, and 40 percent of what's available on Sandusky Street downtown. More likely, the family would park them in front of the business, locking them up to trees, sign posts, or benches—or choose to drive an automobile.

Standards, Policies, and Programs

The following categories address the "soft" factors which affect bicycling in Delaware such as standards, policies, and programming.

Engineering

1. ***Complete Streets Policy*** – The City plans to adopt a policy in 2016. Even so, accommodation is addressed in nearly every project.

2. ***Engineering Training or Resources***—The City does not have its own bike-specific design manual, or copies of the most recent AASHTO or NACTO design manuals. No staff members have participated in continuing education specific to on- or off-road bike facilities.

3. ***Bike Parking Requirements and Standards***—City code and development standards do not require bike parking. There are no standards with respect to where parking should be located, the type of racks provided, or the size and layout of such parking spacces.

4. ***High-capacity Bike Parking at Community Destinations and Facilities***—Downtown

and large retail destinations lack high-capacity bike racks needed to accommodate groups of bicyclists.

5. ***Path Maintenance Plan or Program***—The City has a preventative maintenance plan in place; however, only ~~$5~~20,000 is budgeted to maintain 15 miles of trail. An annual budget of $80,000 or more is needed over the next five years to address deferred maintenance and other needs. Requests for maintenance can be made with the "My Delaware" smartphone app, as well as reports made via email, website, telephone, or to staff, including police dispatch.

6. ***Path Standard Drawings and Details*** — City standard drawings "RDWD 25-28" specify how paths are to be constructed and signed. The drawings allow for paths as narrow as six feet; require installation of bollards which may prevent wheelchair access on six- and eight-foot paths, and include a message to stop at every crossing; and call out use of traffic control signing which is not compliant with the Manual of Uniform Traffic Control Devices (MUTCD). Per American Association of State Highway and Transportation Officials (AASHTO), the recommended width of a multi-use path is 10 feet or wider, else eight feet at absolute minimum where space is constrained. As noted earlier, bollards are a serious-injury hazard to bicyclists. They can also prevent access by those using wheelchairs when there is not sufficient width to navigate around them. The intersection right-of-way of side paths should generally match that of adjacent traffic. Yield or stop signs should be used only as warranted. All path signing should be in compliance with the MUTCD.

Education

1. ***Safe Biking Education Programming for Students***—The Delaware City School District has a Safe Routes to School plan, approved in January of 2015. This plan calls for bike rodeo events and some education events outside of the class, possibly aimed at family participation. It's unclear if these countermeasures will be provided to all students, and if they will help students learn how to ride their bikes safely with an opportunity to learn the rules of the road.

2. ***Safe Biking Education Programming for Young Children***—The City and YMCA sponsor an annual Safety Town program targeted to young children.

3. ***Safe Biking Education Programming for Adults***—There is no specific program aimed at teaching skills to adult bicyclists.

4. ***Share the Road Campaign***—A program aimed to help motorists and bicyclists learn how to safely share the road. While such a campaign occurred in Columbus, including media spots which would have been seen and heard in Delaware, no specific effort has been made to reach local residents.

Encouragement

1. ***Bike Network Map***—There is no specific map of the City's multi-use paths or bike network. Multi-use paths are shown on the City's roadway map; however, the map is not easy to use.

2. ***Bike Network Wayfinding Signage System***—Delaware's bike network does not have a wayfinding signage system. Such a system would be most beneficial in locations where out-of-town or visiting bicyclists are expected.

3. ***National Bike Month Events***—The City does not sponsor events or publicize National Bike Month.

4. ***Signature Bike Events***—The city does not host a signature bike event; however, some organizations sponsor rides or events with a cycling component such as the annual Mingo Man triathlon. Of note, the City hosts an annual, week-long "Bike Patrol School" for police officers across Ohio.

5. ***Bike Accommodation at Festivals and Large Events***—The City (or partners) do not provide valet or monitored bike parking at events.

6. ***Bike Tourism Promotion***—To date, bike riding in or near Delaware is not specifically promoted, other than by groups sponsoring events within the city.

7. ***Bike Co-Op and Maintenance Training***—Delaware does not have a bike co-op; however, retailer Breakaway Cycling hosts an annual Park Tool School training course on bike maintenance, offered at cost.

Enforcement

1. ***City Ordinances***—Various ordinances in Chapter 373 require bicyclists to have a license from the police department (373.13-14), as well as register their bicycles (373.15) and report changes in the appearance of their bicycles (373.19).

2. ***Sidewalk Riding***— People are permitted to ride bikes on sidewalks, except in the downtown area (373.12) even though bike racks are located on the sidewalk.

3. ***Law Enforcement Training***—The City has several officers attend regularly-offered legal training and this information is disseminated to officers as needed.

4. ***Helmet or Lights Give-Away Programs***—Helmets are given away through the Safety Town and Bike Rodeo education programs.

Evaluation and Policy

1. ***Bike Program Manager***—No one person has been identified as the program manager, responsible for the bike network.

2. ***Bike Advisory Committee***—Tentatively, the Park and Recreation Advisory Board has purview over bicycling in the city.

3. ***Dedicated Funding Source for Plan Implementation***—The City has not yet created a dedicated funding source for implementation of plan recommendations.

4. ***Crash Reporting and Tracking***—The Mid-Ohio Regional Planning Commission tracks all reported crashes and provides those to member agencies upon request. Delaware uses this data on an aggregate level; however, does not regularly analyze crashes on an individual basis.

4. Public Engagement and Vision

Public engagement is an important component of any planning process for the purposes of increasing knowledge and understanding of the issues in question. Plan authors combine this input with research, professional judgment, and best practices to derive plan findings and recommendations. In short, public input helps to inform the planning process and the resulting plan document.

A multi-pronged approach was used to engage the public. These included an internet-based survey, a public meeting, mobile input stations, and two periods for the public to provide comments.

Input Methods

Survey

A voluntary, 33 question internet-based survey focusing on bicycling in Delaware was prepared and made available for three and a half weeks. One-hundred-seventy-one respondents completed the survey, advertised via the City's website and Facebook page, and mentioned in a newspaper article. The survey and a summary of the responses is provided in Appendix B.

Public Meeting

A public meeting was held on Tuesday, May 12th, 2015 from 7 to 8pm in Council Chambers. Approximately 30 people attended the meeting, including City staff and leaders. Participants sat through a brief presentation followed by opportunities to provide input on Vision and Value Statements; Policy and Programming; Priority Corridors; and Locations for more bike racks, safer crossings, and destinations to connect to the network.

Figure 4-1: *Attendees of the public meeting review interactive exhibits before providing their input. Participants were provided stickers to append to exhibits and a tally sheet, indicating the projects they support.*

Mobile Input Stations

Priority Corridor Exhibits were placed at the YMCA and the Library. The exhibits consist of a map of highlighted, numbered corridors and a separate tally sheet where participants could place stickers to vote for their favorite corridors (Figure 4-2). These stations also included a flyer providing information on how to submit public comment.

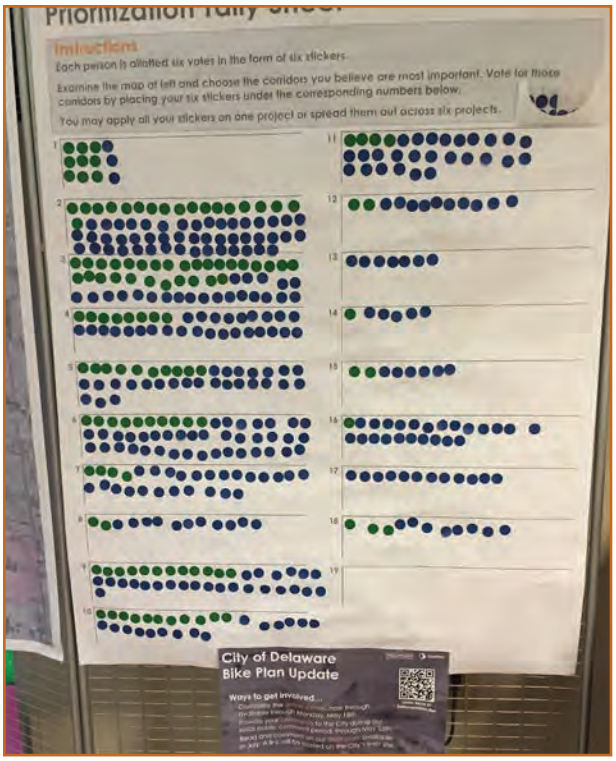


Figure 4-2: *The Library Mobile Input Station, consisting of an exhibit of possible corridors (to the left, out of frame) and a tally sheet, where participants would apply stickers under the number(s) corresponding to the projects they most support.*

Public Comment Periods

A general public comment period was advertised in May, resulting in eight comments emailed to City staff. A second public comment period was advertised in July, providing the public an opportunity to read the draft plan and provide input. Public Comments are provided verbatim in an appendix to this plan.

Public comments were received at City Council Meetings in April 2017. The main comments focused on the proposed Delaware Run trail segment which voiced support and opposition. In addition, there was support for a northern route connection from Bruce Rd. to Pennsylvania Ave.

Five Key Findings

The multi-pronged public engagement approach produced a significant amount of feedback. Here are five key findings derived from public input:

1. About 83% of survey respondents use the path network. Nearly all who indicated they use the path network "agree" or "strongly agree" that the multi-use path network is a desirable amenity.

2. When asked about their vision of biking in Delaware in 2025, the following themes were heard over and over again: safe cross-city bike routes; connectivity to all neighborhoods, community facilities, retail centers, and downtown; and connectivity to nearby cities and parks.

3. When asked about their top priorities, respondents indicated that expanding the path network across the city, and closing gaps in the network were the first and second most important priorities. Many stated they think the path network is disconnected, and that they lacked access to desired destinations.

4. There is support for on-road cycling if improvements are made. About 87 percent of respondents indicated they would feel comfortable if they had dedicated space for biking (e.g. bike lanes). Just 57 percent indicated they would feel comfortable sharing an automobile travel lane on streets where shared-lane signs and markings were installed.

5. The most popular path/project corridors, in order of popularity: Delaware Run/US-36/SR-37 Corridor, YMCA/Rail Trail Extension, Liberty Street Bike Boulevard,

Figure 4-3: *Meeting participants read vision and value statements, preparing to place stickers under the statements they most agree with.*

Winter Street Bike Boulevard, Bowtown Road/SR-37/Winter Street Connection, and Troy Road/Merrick Blvd/Smith Park. Connector.

Vision

A vision statement is a picture of what one wants to be true at some point in the future. Plan authors formulated a vision statement based on the following input, collected during the public engagement process.

Vision and Value Statements

With respect to vision, attendees at the public meeting were asked a simple question: ***"what do you want to say is true about bicycling in Delaware in 2025?"*** Some sample statements were provided and participants placed dots under the statements they agree with most (Figure 4-3). Statements receiving the most votes include:

1. *"One can safely ride their bike across the city."*
2. *"I can ride from Delaware to nearby cities and parks."*
3. *"All neighborhoods are connected to the network."*

In other words, participants valued *cross-city access/mobility* and, to a lesser extent, *equity of access*.

Priorities

While the internet-based survey did not specifically address the "vision," participants were asked about priorities. At least 150 respondents (of 171) indicated the following five priorities were "important" or "very important," in descending order of priority:

1. *Expanding the system across the city,*
2. *Closing short gaps in the system,*
3. *Connecting the system to downtown,*

4. *(Increasing) path maintenance, and*

5. *Connecting neighborhoods to the network.*

When respondents were asked to provide their top three priorities, two objectives stood out overwhelmingly: *"Expanding the system across the City,"* and *"Closing short gaps in the system."*

From these priorities, the predominant themes are *cross-city access/mobility*, and to a lesser extent *destinations*, *level of service*, and *equity of access*.

Vision Statement

The following vision statement is a summary of the sentiment and themes heard during the planning process:

> "Delaware is ***a bike-friendly city***, with ***a complete bike network*** which allows bicyclists of ***varying age, skill, and ability*** to ***safely travel across the city and beyond***."

1. ***A Bike-Friendly City***
   A place where bike riding is easy and people enjoy riding bikes.

2. ***A Complete Bike Network***
   A continuous and connected network of paths and streets.

3. ***Varying Age, Skill, and Ability***
   Infrastructure which is bikeable for a range of users, age 8 to 80; cyclists both new and experienced; and those with a range of physical abilities.

4. ***Safely Travel . . .***
   Facilities, programming, and policies with a clear emphasis of maximizing the safety of vulnerable users.

5. ***. . . Across the City and Beyond***
   Early efforts should focus on connecting the existing, fragmented system; and neighborhoods and key destinations. Later efforts should focus on long-term aspirations to connect Delaware to nearby places such as cities and parks.

5. Recommendations and Implementation

This chapter provides an implementation strategy to guide the City in implementing the plan. Following the strategy, recommendations are organized into *infrastructure* and *non-infrastructure* items.

Implementation Strategy

The City of Delaware has significant infrastructure needs and the first and foremost priority of this plan is to provide a connected network. This being said, other elements of this plan are critical for increasing system usage, and improving both community health and quality of life; helping to keep users safe; and even finding ways to leverage investments in terms of economic development. To this end, successful implementation will require the assistance of multiple City departments, as well as other partners in the public and private sectors.

Infrastructure

Recommendations to improve infrastructure are shown on the Bike Network Plan, Exhibit 6-1 (page 27), and provided in detail in Table 6-1 (pages 29-34). In the interest of providing context for these recommendations, a review of ***"who are we planning to accommodate"*** and ***"bike-infrastructure facilities"*** is recommended by this planning effort.

"Who Are We Planning to Accommodate?"

The recommendations of this plan are offered assuming the "design user" is represented by the images in Figure 5-1 and the following characteristics:

- ***Groups of 1 to 5 bicyclists***, which affects queuing space at curb ramps and median islands, as well as bike parking.

- ***Users with limited physical ability***, who may travel at 5-15 mph and much slower when riding up hill. Significant grade changes may require an asymmetric, uphill bike lane on busier roadways. Also, all facilities must comply with applicable accessibility standards.

- ***Users with limited skill riding with motorists***, who presumably can ride safely and comfortably with traffic where the posted speed limit is 25 mph (or less), and vehicular volumes are less than approximately 4,000 vehicles per day. Beyond route wayfinding signs, "Share the Road" signage and "sharrow" markings, placed at regular intervals, are helpful for streets with more than 2,000 vehicles per day.

- ***Users who know the rules of the road***—People who bicycle on streets are assumed to know the *rules of the road* as taught by parents or learned at school or in a driver's education course. *Note: Bicyclists who do not drive, have not participated in Safety Town, or have not otherwise been taught how to safely ride a bicycle may lack this knowledge.*

The design user is not an advanced and athletic cyclist, adept at riding with traffic in challenging conditions and, therefore, needs more accommodation.

Figure 5-1: *Photo example images of the "design user." Varying in number, purpose of trip, as well as age, skill, and ability.*

Bike Infrastructure Toolbox of Treatments

The following pages, 21-24, provide a "toolbox" of infrastructure solutions for the City of Delaware, including: multi-use paths, bicycle boulevards, signed-shared roadways (with and without pavement markings), and bike lanes (resulting from road diets, as well as shoulder widening). Further, three types of crossings are highlighted, as well as recommended practices for bike parking.

Sidewalk Riding

Previous plans have also included sidewalks as an acceptable accommodation; however, this plan does not. Studies have now shown that those who ride on the sidewalk have a greater risk for crashes than those who ride in the street. There are several reasons: crossing motorists, by in large, do not expect fast-moving bicyclists on the sidewalk; and bicyclists, often traveling at a fast pace, sometimes fail to avoid pedestrians and other unexpected hazards while riding on a sidewalk. Even so, sidewalk riding may still be appropriate for slow-moving children or adults and, therefore, it is not recommended to make sidewalk riding illegal.

Given this understanding, the City should accommodate bicyclists within the street where eight- to 10-foot wide sidepaths are

This section continues on page 25 . . .

Bike Infrastructure Toolbox of Treatments

Multi-use Paths

Multi-use Paths are typically 10-foot wide paths, with an asphalt or concrete surface, to accommodate bicyclists as well as those walking, running, or rolling. Paths may be as narrow as eight feet where few users are anticipated, and may be upwards of 16 to 20 feet wide in areas with lots of users. Paths should have a minimum design speed, and include traffic control signs and a marked centerline where user volumes or path geometry (e.g. width and curvature) warrant. Cost per mile for independent alignments: varies from $800,000 a mile to over $3M+ per mile where bridges and right-of-way may be required. Sidepaths built adjacent to and with new roadways may be substantially less expensive due to economies of scale.

Bicycle Boulevards/Neighborhood Greenways

On these routes, bicyclists share the roadway with motorists on streets and driveways. Streets with an average daily traffic of 4,000 vehicles or less and traffic speeds of 25 mph or less may be suitable candidates. Specialized signage and pavement markings are used to define the bike boulevard for bicyclists as well as motorists. These routes often connect multi-use paths or parallel busy arterial streets in order to provide a continuous network in areas where the construction of multi-use paths are impracticable. As needed, these routes can include traffic calming elements to slow automobile traffic, and traffic diversion treatments to restrict through automobile traffic while accommodating through bike traffic. Cost: varies, $35,000 per mile (basic) to $80,000 per mile.

Shared Lane Markings

These markings provide an indication to bicyclists where they should ride within a travel lane, and remind drivers that the travel lane is shared with bicyclists. "Sharrow" pavement markings as seen at right define the condition. If desired, signage (W11-1 with a W16-1P plaque) can accompany the treatment to instruct motorists to "share the road." These facilities are appropriate on streets with posted speeds of 35 mph or less, and traffic volumes of 5,000 vehicles per day, per travel lane. They are not a replacement for bike lanes but may provide benefit on streets where bike lanes are infeasible. They Cost: Approximately $25,000 to $50,000 per mile depending upon the complexity of the project and the density of markings and signs, and other features.

www.pedbikeimages.org / Lyubov Zuyeva

Bike Lanes

Bike lanes are preferential travel lanes, typically five feet wide, which provide dedicated space for bicyclists allowing them to move at their own speed independent of adjacent traffic. Bike lanes are often created by *road diet* projects, where travel lanes are narrowed to their minimum width, and under-utilized parking or travel lanes may be eliminated. The space created can be used for bike lanes, a center turn lane, and even on-street parking. Projects which remove travel lanes can reduce average vehicle speeds, and provide space for median refuge islands. Bike lanes can also be provided on uncurbed roads by paving a four-foot paved shoulder, which will also improve pavement life. Even where two bike lanes are not feasible, an asymmetric configuration providing an uphill bike lane can benefit users. Bike lanes are most appropriate on roads up to 35 mph. Cost: road diet and bike lane projects may cost up to $200,000 per mile, or much less if implemented with a resurfacing projects.

www.pedbikeimages.org / Dan Burden

Divisadero Street, www.fresno.gov

Bike Infrastructure Toolbox of Treatments

Basic Crossing

Basic marked crosswalks consist of pavement markings or striping, as well as signage. Markings can consist of two bars, or more intense treatments such as the ladder whose "rungs" make the crossing more visible to motorists. Signage should be placed at the crosswalk, consisting of (W11-15) and a downward pointing arrow (W16-7P) at minimum, showing drivers where the crossing is. Advanced crossing signage, and advanced yield signage (R1-5, and yield bar markings) may also be used, particularly if the crosswalk signage is obscured from approaching motorists. Costs range from $5,000 to $15,000.

Rectangular Rapid Flashing Beacons

Rectangular rapid-flashing beacons (RRFBs) are a very effective and low-cost countermeasure to reduce delay and improve safety at a crosswalk. The beacons are activated by push buttons or passive detection and are most effective over short crossing distances (e.g. two to three lane roads, or up to two-lane approaches if used with a median island). Signs and beacons should be placed on both sides of each approach; left side signs should be mounted in a median if present or constructible. Cost: to add a beacon to an existing or new crosswalk may cost $25,000 to $35,000.

Median Refuge Island

Traditional crossings require pedestrians and bicyclists to wait for motorists to yield, or a gap sufficient to cross both directions of traffic. Median refuge islands (shown at right with an optional RRFB beacon) allow users to cross just one direction of traffic at a time. This simplifies the complexity of the crossing, allowing users to focus on threats approaching from one direction instead of two. Further, they shorten the crossing distance—reducing the amount of time users are in the road, and reducing delay on motorists when compared to a signal or pedestrian hybrid beacon. Cost: May range from $25,000 to $60,000 (with RRFB beacon) on a road with a center turn lane, to upwards of $200,000 when roadway widening is required for implementation.

Pedestrian Hybrid and Signalized Crossings

Where there are higher volumes of motorists or pedestrians, or where motorists travel at a high rate of speed, Pedestrian Hybrid Beacons (or HAWK beacon) or Signalized Pedestrian Crossing intersection may be more appropriate. Both treatments legally control the movements of motorists and pedestrians, improving safety and minimizing delay for both users. Both treatments also have specific warrant criteria based on significant vehicular and pedestrian volumes, as well as crossing distances and vehicle speeds. Costs will range from $75,000 to $150,000.

Bike Parking

Encouraging people to bike to destinations requires the provision of secure and attractive parking options. In terms of security, bike parking should be theft deterrent, allowing bikes to be locked up. Secondly, proper racks will support the frame of a bike in two places—reducing the risk of the bike wheel being bent when falling over, or sliding down the rack and being stepped on. The Association of Pedestrian and Bike Professionals (APBP) has guidelines which may be helpful in this regard. Racks provided to the public should meet these standards, ~~reducing the likelihood of damage to Delaware residents.~~

Bike Corrals

Large capacity bike parking can be provided by constructing bike corrals—the placement of large bike racks on curb extensions or on the street in a parking spot or in areas where sight-distance restrictions prevent automobile parking. Bike corrals can accommodate upwards of 12 bikes in the space of just one automobile parking spot!

Infrastructure (continued)

not feasible, as well as where the number of intersecting driveways would make such sidepaths difficult to safely use.

Bike Network Plan

The Bike Network Plan (Exhibit 6-1, page 27) illustrates a network of on- and off-road facilities which, when completed, will comprise a connected, secondary network allowing bicyclists to travel safely around the city.

Each project is presented with a project number which can be cross-referenced with the projects listed in the Infrastructure Recommendation tables on pages 29 through 39. Each project includes a name which describes the project's limits and the intended facility, as well as the project's rank, potential sponsors or partners, its approximate cost, and potential sources of grant funding. Projects "committed" for construction in the short term are not included.

Two projects address short-term ***Safety*** needs on the existing network. Given their importance and relatively small cost, these projects are presented separately in Table 6-1s, and have yellow colored labels on Exhibit 6-1. These projects should be addressed over the next five years.

The remaining infrastructure projects are ***Corridor Projects*** which create cross-city connectivity, exceptional recreational opportunities, as well as contribute to economic development by providing new or improved connectivity along independent alignments and roadways. These projects may include off-road multi-use paths, on-road treatments[1] such as bike lanes and bicycle boulevards, or some combination of the two in the same project. Given their comparably higher cost, the corridor projects are ranked based on the sum of weighted scores applied under 12 factors. In Table 6-1a, the projects are presented in order of project rank. Table 6-1b presents the same projects ordered by their project number.

Over time, opportunities to fund and implement projects may change and, as such, the City may make revisions to the priority of projects in this plan. Similarly, new corridors will and projects may present themselves as viable. City staff ~~is encouraged~~ to consider these opportunities with respect to the intent of the plan, ~~as well as the Bike Network established herein. As needed, the plan should be revised~~. and pursue a vetting process for individual projects.

Non Infrastructure

Non-infrastructure recommendations, addressing the City's standards, policies, and programs, are provided in Table 6-2, on pages 40 through 46. These are organized by their respective Five E categories: Engineering, Education, Encouragement, Enforcement, and Evaluation. Recommendations include a project number, name and description, priority, implementation time frame, listed sponsor or partners, approximate cost, and potential funding sources.

1: On-road bicycle facilities can be implemented as stand-alone projects but are most cost-effectively completed in conjunction with resurfacing projects. Implementation several years in advance also allows agencies to "try it before you buy it." On-road bike facility recommendations are offered at a planning level. Often on-road facilities can be provided by narrowing lanes or better defining the traveled way; however, a capacity analysis should be completed when travel lanes are removed to ensure impacts to motor vehicle traffic is acceptable with respect to reasonable Level of Service (LOS) standards.

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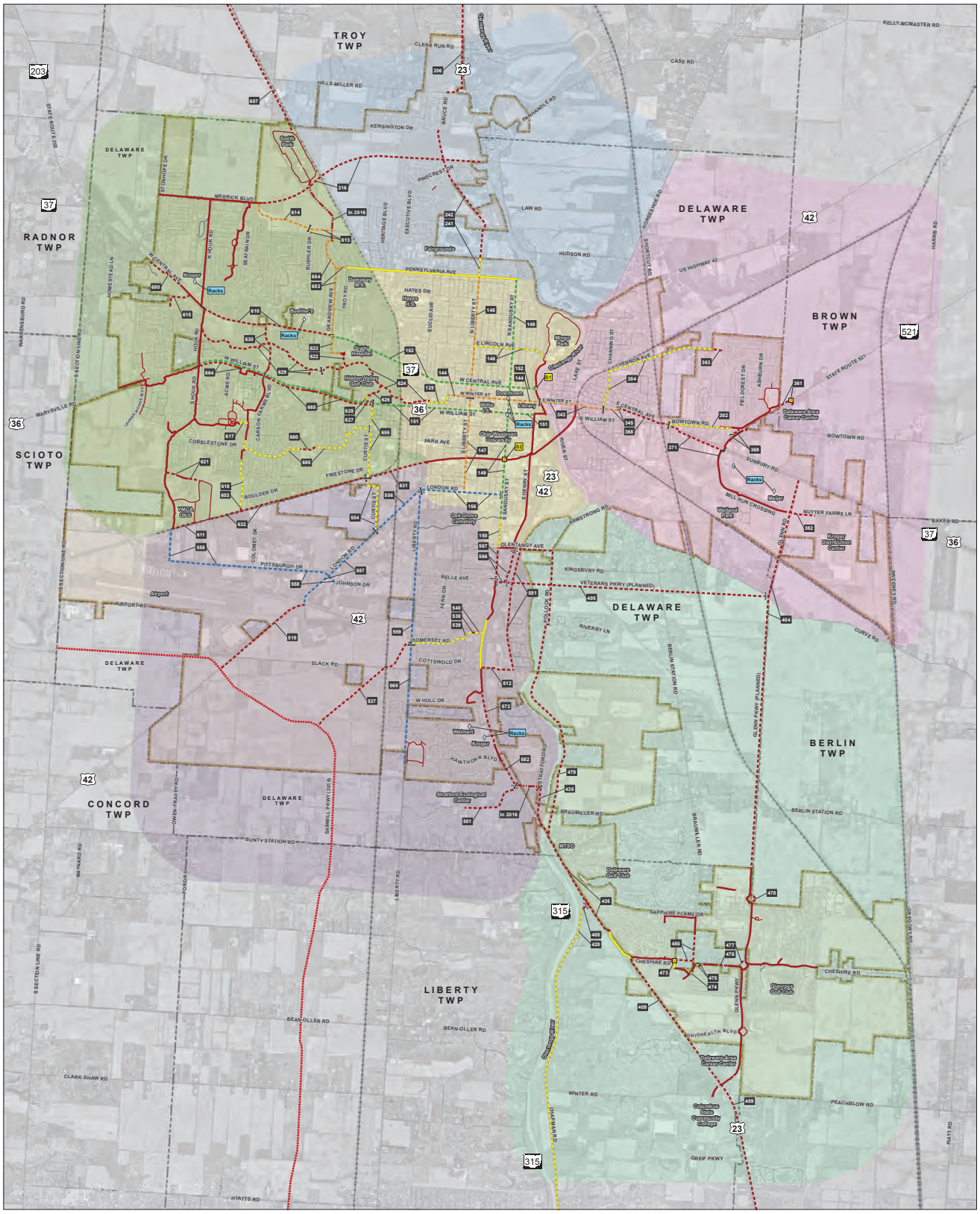
Exhibit 6-1

Bike Network Plan

City of Delaware Bike Plan Update



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Infrastructure Recommendations: Tables 6-1s, 6-1a, and 6-1b

The following tables detail recommended infrastructure projects. Table 6-1s details safety projects. Table 6-1a presents projects ordered by their ranking. Table 6-1b presents the same projects as 6-1a but orders them by the project number.

Please Refer to Appendix D for Recommendation Methodology

Grant Funding programs recommended for projects are abreviated as follows: STP - Surface Transportation Program (federal funds, MORPC), SRTS - Safe Routes to School (federal funds, ODOT), RTP - Recreational Trails Program (federal funds, ODNR), COTF - Clean Ohio Trail Fund (state funds, ODNR), Safety - Highway Safety or other discretionary safety funding (ODOT or MORPC), ODOT Urban Paving. Projects designated with "ATP" are located along a MORPC Active Transportation Corridor. Projects designated with "SBR" are on ODOT's draft State Bike Route system.

Detailed Descriptions are provided for safety projects, as well as those ranked 1 to 20 in the appendix C2.

Project Costs were developed to a planning level. Costs for projects ranked 21 and lower were not estimated. The scale of cost anticipated for projects ranked 21 and higher is as follows:
$ ≈ $25k-50k, $ $ ≈ $50k-100k, $ $ $ ≈ $100k-250k, $ $ $ $ ≈ $250k-750k, $ $ $ $ $ ≈ $750-1M+

Table 6-1s: Safety Projects

Proj. No.	Project Name	Rank	Sponsors, Partners	Cost (2016-$)	Grant Funding
S1	Mingo Path / SR-37 Crossing	1	CIP, ODOT	$80,000	STP, Safety
S2	Sandusky Street / Springfield Branch Crossing Upgrades	2	CIP	$70,000	Safety

Table 6-1a: Infrastructure Improvements, Ordered by Rank

Proj. No.	Project Name	Rank	Sponsors, Partners	Cost (2016-$)	Grant Funding
665	W William Street (Carson Farms Boulevard to Curtis Street): Bike Lanes with Multi-Use Path.	1	City, ODOT, Developer Fees	$1.43M	n/a
664	W William Street (Houk to Carson) Road Diet w/ Bike Lanes & Parallel Multi-Use Path	2	City, ODOT, Developer Fees	$550,000	n/a
680	W Central Avenue (Kroger to City Limits) Multi-Use Path	3	City, ODOT	$470,000	STP, COTF
371	Sunbury Road (The Point to Mill Run Crossing) Multi-Use Path	4	City, ODOT	$1.07M	STP, TA, COTF, Safety, ATP
125	Blue Limestone to Winter Street Shared Roadway	5	City	$23,000	n/a

Table 6-1a: Infrastructure Improvements, Ordered by Rank

Proj. No.	Project Name	Rank	Sponsors, Partners	Cost (2016-$)	Grant Funding
343	E Winter Street (Library to Channing) Bike Boulevard	6	City, ODOT	$54,000	STP, TA, SBR, ATP
151	W William Street (Curtis to Downtown) Road Diet with Bike Lanes	7	City, ODOT	$515,600	ODOT Urban Paving
368	E Central Avenue (E Winter Street to the Point) Multi-Use Path	8	City, ODOT	$736,500	STP, TA, COTF, Safety, SBR, ATP
144	Winter Street (Elizabeth St to Library) Bike Boulevard	9	City, ODOT	$47,000	STP, TA, SBR
345	E Winter Street (Channing to E Central) Bike Boulevard and Enhanced Crossing.	Bruce Road 11 ~~10~~	City, ODOT	$45,000	STP, TA, Safety, SBR, ATP
572	US-23 (Kroger to North of Hull Drive) Multi-Use Path	12 ~~11~~	City, ODOT	$1.35M	STP, TA, COTF, Safety, ATP
559	Liberty Road (London to Somerset) Bike Lanes / Paved Shoulder	12	City, ODOT	$407,000	STP, TA, SBR
149	Sandusky Street (Oak Grove Cemetery to Pennsylvania Avenue) Road Diet w/ Bike Lanes	13	City	$403,000	n/a
566	S Henry Street to S Sandusky Street Connector along US-23 Multi-Use Path	14	City, ODOT	$710,700	STP, TA, COTF, ATP
629	Delaware Run (Houk Road to West of Hidden Valley Golf Club) Multi-Use Path	15	City	$1.67M	COTF, RTP
435	US-23 (Crystal Petal Drive to Stratford Road) and Stratford Road (US-23 to Meeker Way) Multi-Use Path	16	City, County, ODOT	$3.03M	STP, TA, COTF, Safety
582	US-23 (Meeker Way to Hawthorne Boulevard) Multi-Use Path	17	City, ODOT, Developer	$654,000	STP, TA, COTF, ATP
624	Delaware Run (West of Hidden Valley Golf Club to Blue Limestone Park) Multi-Use Path	18	City	$1.88M	COTF, RTP
567	S Sandusky Street (Belle Avenue to Olentangy Avenue) Multi-Use Path	19	City, ODOT	$828,750	STP, TA, COTF, ATP
610	W Central Avenue (Houk Road to Grandview Avenue) Multi-Use Path	20	City	$2.08M	STP, TA, COTF, Safety, SBR, ATP
362	Nutter Farms Lane Extension (Glenn Road to Kroger D.C.) Multi-Use Path	21	City	$ $	n/a
631	Springfield Branch Extension (Curtis Street to David Street) Multi-Use Path	22	City	$ $ $ $ $	COTF, RTP

Appendix D- Recommendation Methodology

It is important to recognize that the recommendation table is just one tool, and that adjustments should be expected based on best judgement fine-tuning. Particular characteristics of the recommendation process to keep in mind:

-The process is based on need and demand.

-Rankings are not intended to supersede opportunistic implementation.

-Recommendations must be balance competing needs for network expansion and upgrading existing facilities to increase safety standards, allow for greater comfort, or allow for greater capacity.

All projects listed have merit and the results of the ranking charts are not intended to preclude projects from receiving funding or from being incorporated into a new development or roadway project that might advance the implementation. The rankings are meant to provide a clear direction for proactively seeking project funds while still allowing flexibility to advance any of the projects proposed. This flexible approach allows for opportunistic action which can accelerate the pace of the trail network implementation and also reduce implementation costs.

Projects were ranked based on a quantitative analysis with the following eleven factors all contributing.

Public Input- Data collected from public helped shape the recommendations to be representative of the community needs based on their direct input. See Chapter 4 for a summary of the public input process. The recurrence of a desired active transportation route formed the prioritization with routes receiving the most support awarded a higher value.

Alignment with Vision- Does the project promoted the vision of a complete network that allowed the community to be connected across the city and to local destinations? If the project linked the community to local destinations such as parks, schools, downtown, library, YMCA and economic centers it gained value in the analysis. In addition, the encouragement of cross town routes factored into the value of the project.

Gap Closure- The public emphasized filling in gaps of the existing trail network and this criteria help formulate the recommendation list. If the project linked two existing trails it gained value in the ranking system.

Economic Development Benefit- This criteria includes the connections to the business and industrial segments of the community to support the economic growth of Delaware. This includes active transportation routes to access employment options to previously disconnected neighborhoods.

Recreation Benefit- The access to parks and greenways is an important consideration of the recommendations. The physical and mental health benefits of connecting residents to recreation opportunities is vital to successful communities. Projects that supported this benefit were valued accordingly.

Safety Benefits- Projects that promoted the safety of the active transportation community were considered a high value in the overall recommendations. Minimizing road crossings and hazardous intersections to increase safety is a priority of the plan and has also been addressed in Table 6-1s: Safety Projects.

Available Funding- Each project was evaluated on the specific project and the eligible funding. Some projects will rank higher depending on populations, location, etc. The value was determined on how well each project might rank for grants. In addition, some projects might be eligible for multiple grants giving it a higher value in this category.

Right-of-Way Acquistion- Purchase of right-of-way can be an expensive component of any project. Particularly in a urban setting where there limited space for a trail project, right-of-way acquisition can be a roadblock for connectivity and must be considered when prioritizing potential project.

Alternate Funding- This criteria refers to the potential of developer driven or ODOT driven projects that might be associated with roadway projects or new developments. If a project was located in an area where there could be potential improvement it would be valued in the ranking system. This is often difficult to predict but should be included in the recommendations.

Continuity with Transportation Plan & Resurfacing – It is important to recognize the importance of the future projects planned in the overall transportation network and how they fit into the active transportation plan. New roadway networks are typically accompanied by trails and factoring in these new improvements is critical in the overall trail network.

Staff Consideration- The Delaware City Staff responds to many public requests and has a good understanding of active transportation route issues in the community. This knowledge is factored into considering the proposed trail projects and assigning a value based on daily information provided by the public. This may include noticing a high volume of bike/pedestrian users in a certain corridor or receiving a high number of requests for a particular roadway segment.

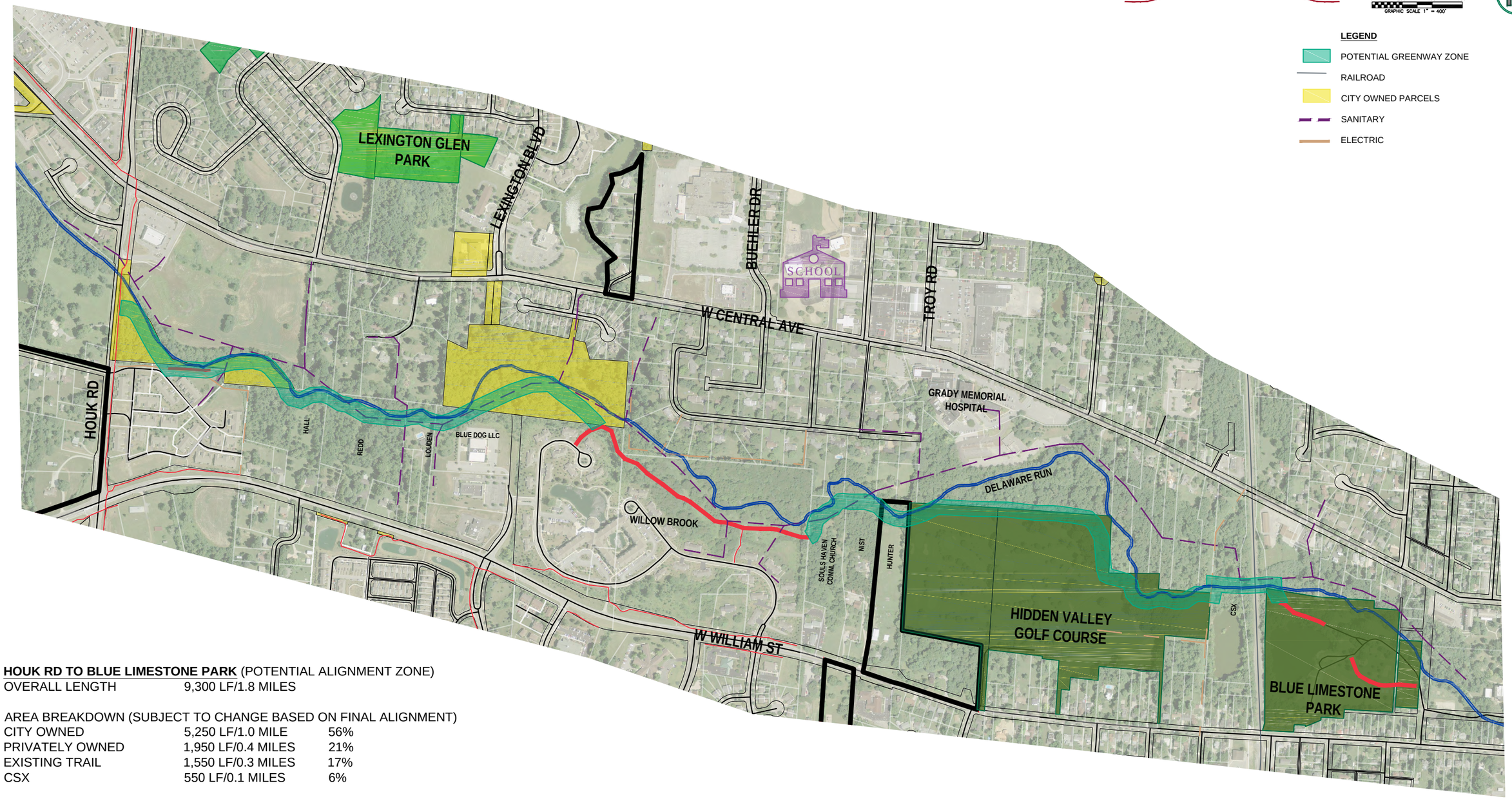
EST 1808
CITY OF
DELAWARE
OHIO

DELAWARE RUN GREENWAY

DATE: MAY 15, 2017
SHEET SIZE: 11 x 17
0' 200' 400' 600'
GRAPHIC SCALE 1" = 400'

LEGEND

- POTENTIAL GREENWAY ZONE
- RAILROAD
- CITY OWNED PARCELS
- SANITARY
- ELECTRIC



HOUK RD TO BLUE LIMESTONE PARK (POTENTIAL ALIGNMENT ZONE)

OVERALL LENGTH	9,300 LF/1.8 MILES

AREA BREAKDOWN (SUBJECT TO CHANGE BASED ON FINAL ALIGNMENT)

CITY OWNED	5,250 LF/1.0 MILE	56%
PRIVATELY OWNED	1,950 LF/0.4 MILES	21%
EXISTING TRAIL	1,550 LF/0.3 MILES	17%
CSX	550 LF/0.1 MILES	6%

IMPROVES SAFETY BY MINIMIZING THE VEHICULAR INTERSECTIONS CROSSED

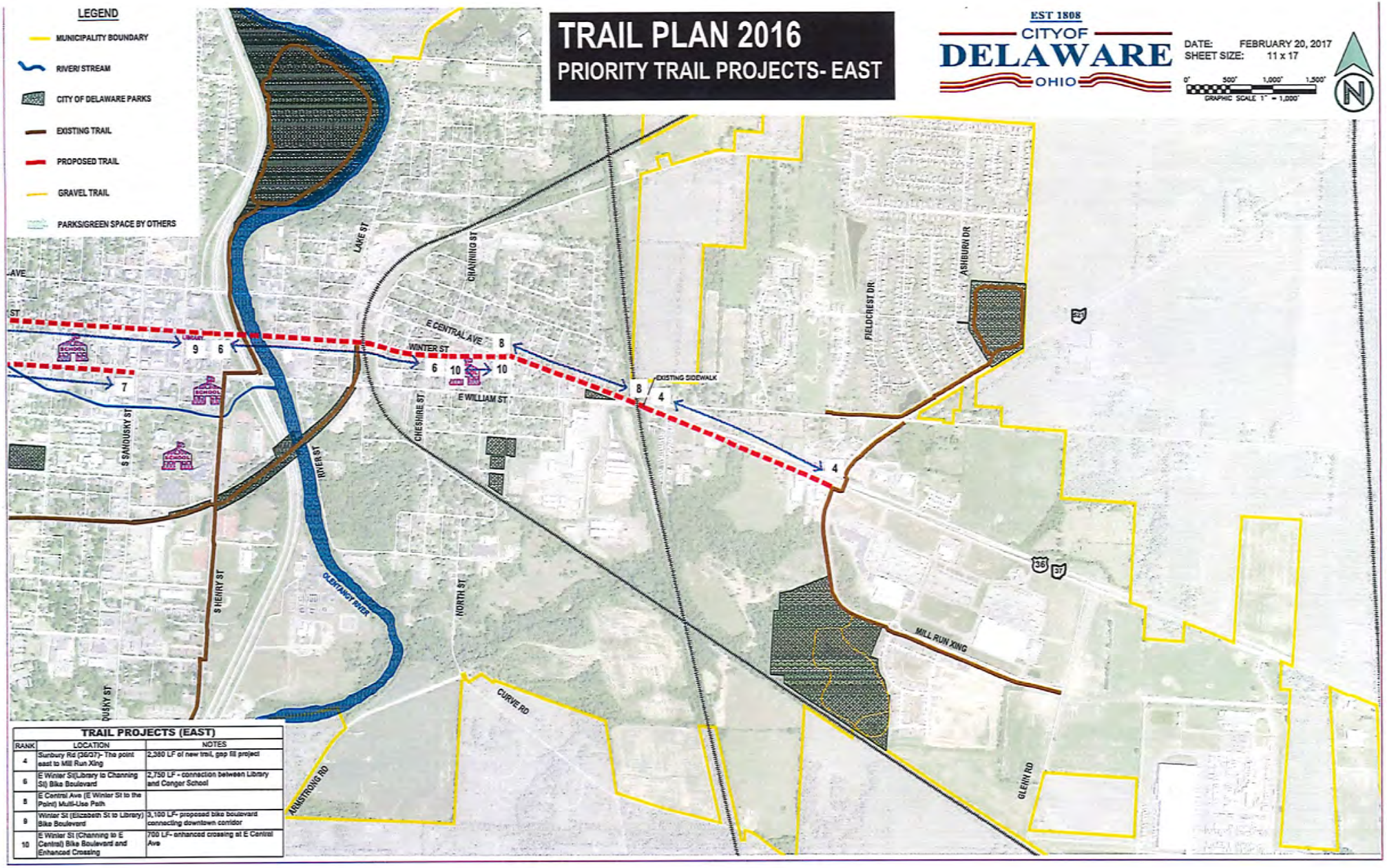
ROUTE	INTERSECTIONS
W WILLIAM ST	13 + RR CROSSING
W CENTRAL	11
DELAWARE RUN	0

TRAIL PLAN 2016
PRIORITY TRAIL PROJECTS- EAST

EST 1808
CITY OF DELAWARE OHIO

DATE: FEBRUARY 20, 2017
SHEET SIZE: 11 x 17

0' 500' 1,000' 1,500'
GRAPHIC SCALE 1" = 1,000'



TRAIL PROJECTS (EAST)

RANK	LOCATION	NOTES
4	Sunbury Rd (36/37)- The point east to Mill Run Xing	2,380 LF of new trail, gap fill project
6	E Winter St(Library to Channing St) Bike Boulevard	2,750 LF - connection between Library and Conger School
8	E Central Ave (E Winter St to the Point) Multi-Use Path	
9	Winter St (Elizabeth St to Library) Bike Boulevard	3,100 LF- proposed bike boulevard connecting downtown corridor
10	E Winter St (Channing to E Central) Bike Boulevard and Enhanced Crossing	700 LF- enhanced crossing at E Central Ave

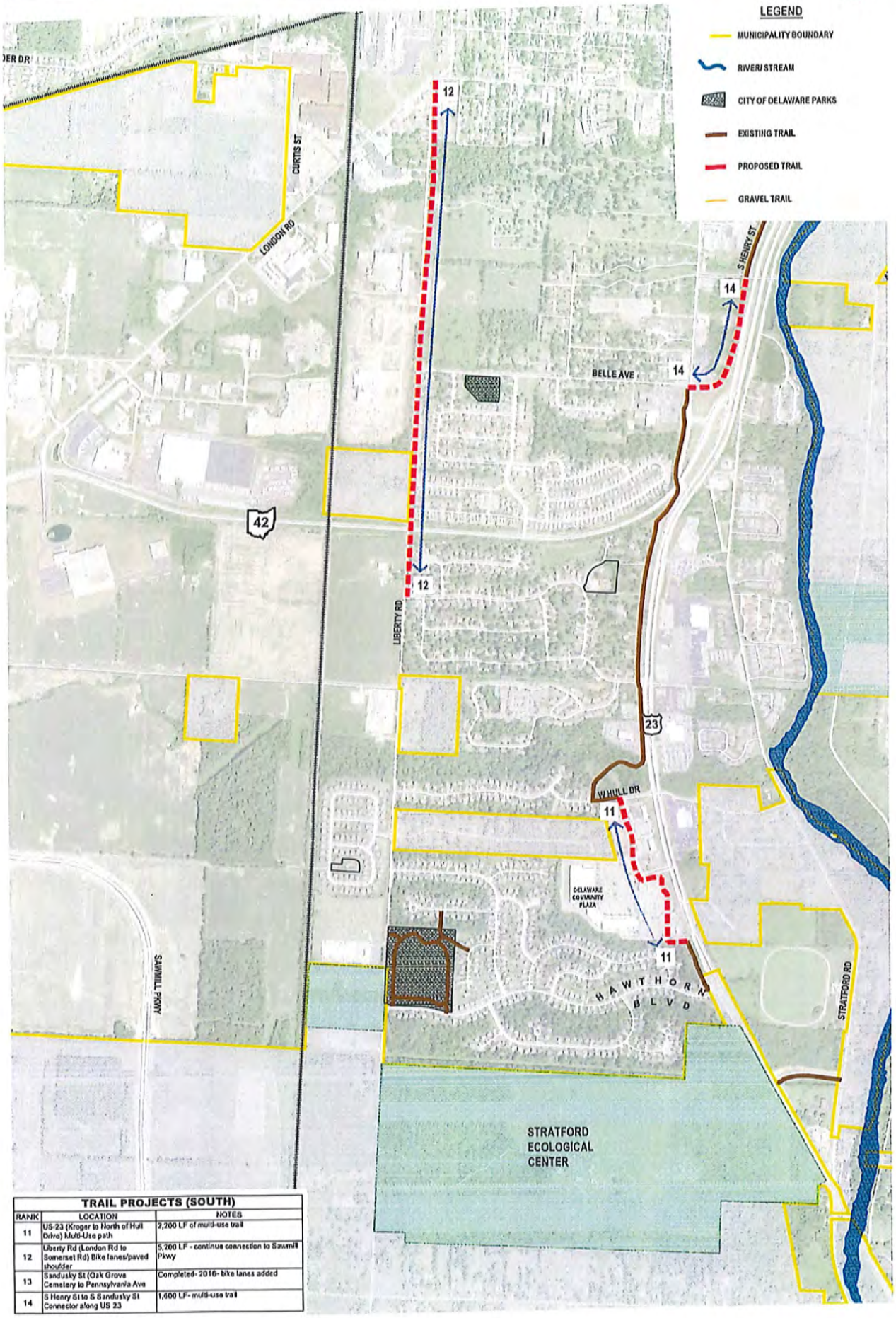
TRAIL PLAN 2016
PRIORITY TRAIL PROJECTS- SOUTH

EST 1808
CITY OF DELAWARE OHIO

DATE: FEBRUARY 20, 2017
SHEET SIZE: 11 x 17

0' 500' 1,000' 1,500'
GRAPHIC SCALE 1" = 1,000'

N



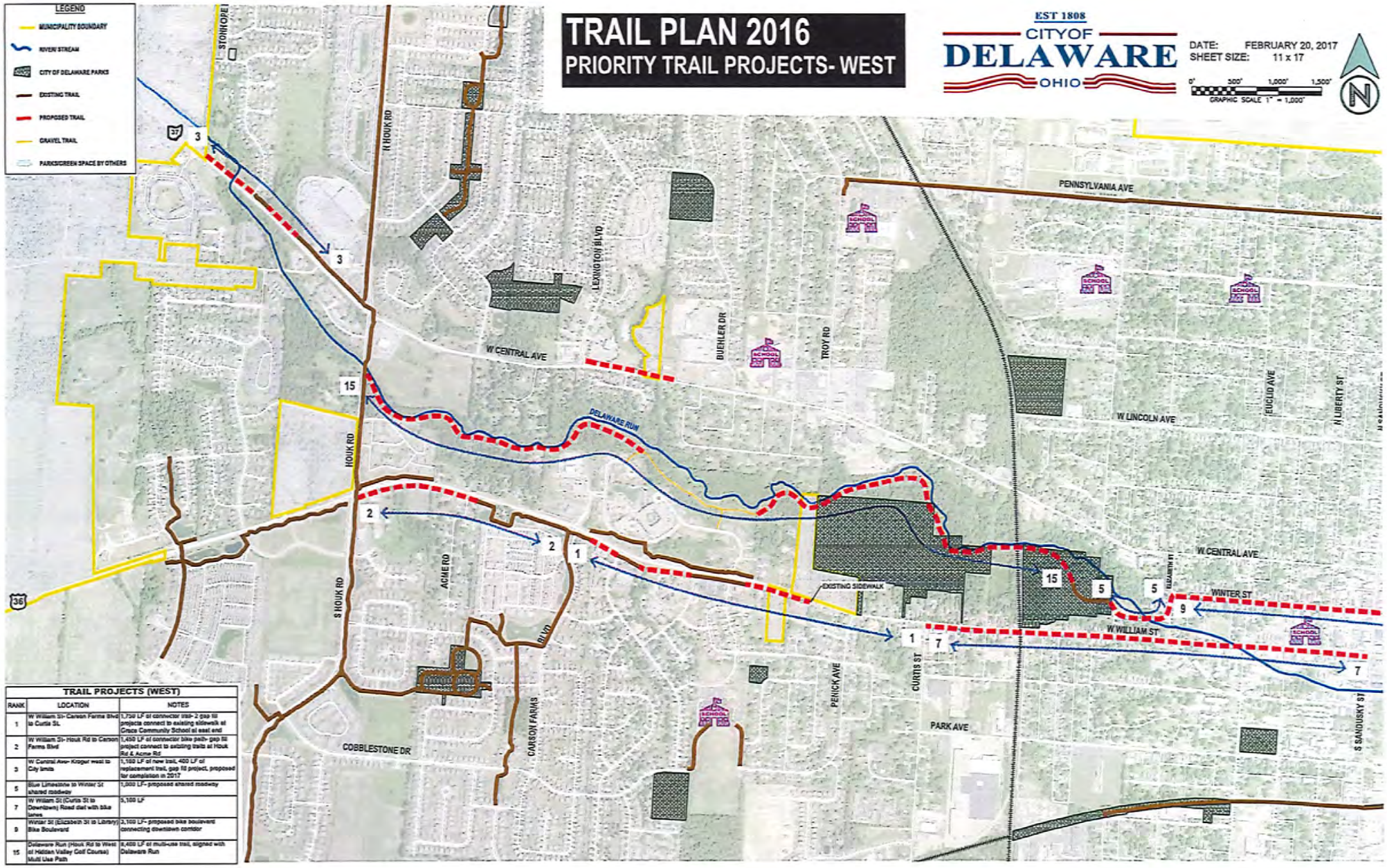
TRAIL PROJECTS (SOUTH)		
RANK	LOCATION	NOTES
11	US-23 (Kroger to North of Hull Drive) Multi-Use path	2,200 LF of multi-use trail
12	Liberty Rd (London Rd to Somerset Rd) Bike lanes/paved shoulder	5,200 LF - continue connection to Sawmill Pkwy
13	Sandusky St (Oak Grove Cemetery to Pennsylvania Ave	Completed- 2016- bike lanes added
14	S Henry St to S Sandusky St Connector along US 23	1,600 LF- multi-use trail

TRAIL PLAN 2016
PRIORITY TRAIL PROJECTS- WEST

EST 1808
CITY OF DELAWARE OHIO

DATE: FEBRUARY 20, 2017
SHEET SIZE: 11 x 17

0' 500' 1,000' 1,500'
GRAPHIC SCALE 1" = 1,000'



TRAIL PROJECTS (WEST)		
RANK	LOCATION	NOTES
1	W William St- Carson Farms Blvd to Curtis St.	1,730 LF of connector trail- 2 gap fill projects connect to existing sidewalk at Grace Community School at east end
2	W William St- Houk Rd to Carson Farms Blvd	1,450 LF of connector bike path- gap fill project connect to existing trails at Houk Rd & Acme Rd
3	W Central Ave- Kroger west to City limits	1,100 LF of new trail, 400 LF of replacement trail, gap fill project, proposed for completion in 2017
5	Blue Limestone to Winter St shared roadway	1,000 LF- proposed shared roadway
7	W William St (Curtis St to Downtown) Road diet with Bike lanes	3,100 LF
9	Winter St (Elizabeth St to Library) Bike Boulevard	3,100 LF- proposed bike boulevard connecting downtown corridor
15	Delaware Run (Houk Rd to West of Hidden Valley Golf Course) Multi Use Path	8,400 LF of multi-use trail, aligned with Delaware Run

William and Mary Ellen Schulz

28 Delaware Crossing East

Delaware, Ohio 43015

April 21st, 2017

Subject: DELAWARE RUN BIKE PATH

This letter is being sent to all we think can affect the long term outcome of the "proposed" bike trail changes.

City council will meet Monday for a 4th reading to consider their version of a Master Bike Plan for the community. The following commentary expresses our opposition to the inclusion of THE DELAWARE RUN in any aspect of a bike plan.

We are relatively new to this community, having moved into a double single unit at Willow Brook Christian Community on route #36, in July of last year. Our unit is located on the far east side of the property adjacent to a wooded area inhabited by a number of song birds and wildlife. Our deck faces the flood plain on the north east limits of the property and can see the gravel path installed when the campus was created. Some of our members use the path to walk their dogs, or a few cases ride their electric wheel chairs for a change of space and air.

The proposed bike trail will put a much wider trail along this alluvial till (sand and gravel from the Glacial period) and serve to block the natural flow of excessive water. This would tend to create a bog and collect leaves, mosquitoes similar to what is occurring in the water retention pond near Ace Hardware on Rt #37. Emphasis has been given to utilization of the system for both work and play. The concept of putting handicapped and walkers on such as those racing to work downtown, or to court or class is disconcerting. The affect of taking down trees and construction would devastate the current wildlife, as well as the nesting habitat for the birds and ducks as well.

My wife and I had used the B&O bike trail in Richland County and enjoyed it very much. We avoided the hours of high activity crossing Springmill Road and Rt 13 in Belleville. Bikers have to dismount and look for a break in traffic to cross and bikers experienced falls and broken wrists as a result. Some bikers like to go well over the common speed of 8-10 miles and hour, but the B&O practice was to have a bell that was rung as the bikers approached walkers, calling out passing on your left, which worked well since that trail has ample space for two lane traffic.

We question whether the land used for the electric inter-urban service is available for restoration. Also, when looking at county maps, it appears when homes were built on the north side of the river run, property lines go to the river or very close. During the last hearing a question came from the floor, suggesting that legal notice may have not been printed or was not quoted.

We suggest that you carefully investigate what maintenance is required annually, once the trail is built and will serve the community in all aspects, such as connecting the YMCA as well as school buildings providing additional opportunity to walk to school.

William and Mary Ellen Schulz

PETITION TO CITY COUNCIL

We respectfully request that the plan to construct a bike path along the Delaware Run from Houk Road to the City Golf Club be permanently removed from the proposed list of bike paths currently under consideration.

The reasons for our objections include the following:

1. The proposed bike path is in an isolated, unlit, and unmonitored area, presenting legitimate security concerns for residents on either side of the Run.
2. The proposed bike path is practically unfeasible:
   a. Heavy flooding two or three times a year would make maintenance of the path a necessary on-going city expense.
   b. A large population of thorny black locust trees in the area has made bike riding impossible, as thorny twigs blow around the area, puncturing tires.
3. **An alternative route is available that can easily and safely access the east side of Delaware.** (Houk > W. William > Curtis > Park Ave > Sandusky > existing path across Olentangy river)
4. The waterway along the Delaware Run is a proven wildlife sanctuary with exceptional bird and animal diversity. Tree removal to construct the proposed path would be a major loss in habitat that would have a significant impact.

Printed Name	Signature	Address
James Knipp	[illegible]	1505 State Route 37 West Delaware, Ohio 43015
Somer Knipp	Somer Knipp	1505 St. Rt. 37W Delaware OH
Ladyne Frazee	Ladyne Frazee	109 Seatrain Dr. Del. Ohio 43015
Brian Frazee	Brian E. Frazee	109 SEATRAIN DR DEL. OHIO
Nicole Brooks	Nicole Brooks	168 E. Winter Street Del, OHIO
PATRICIA HAMILTON	Patricia Hamilton	18 Yorkshire Rd Del.
AJ Harding	[illegible]	28 Deerfield Pl Del, OH
Melissa McNamara	Melissa McNamara	7011 Old Bridge Ln W Dublin
Larry Hmiller	LARRY HMILLER	320 E. WINTER ST. DEL
Fred Hall	[illegible]	222 Curtis St. Apt 507 DEL
Doris Meyer		103 W Central Ave Del. Ohio
CAROLYN TILLOU	Crillou	60 OAK Del, OH
STEVEN MICE	[illegible]	1086 Chatham Ln E.
CHARLES SCRIPP	Charles Scripp	50 OAK ST. DEL. OH.

Kay Adams 28 Marion St. Del. 43015

Linda St Clair 291 E. Central Del 43015

JOSHUA MOORE 17 N UNION ST DELAWARE OH

MARILYN BENTLEY 1865 Downs Chapel Dr. Del 43015

Ruth NUZZO — 1855 Down's Chapel Dr

Dave Swartz 1845 DOWN Chapel Dr

Martha J. Hurley 1835 Down Chapel Dr.

Louise Evans 1825 Downs Chapel Dr

JERRY STANLEY 1851 MARY DELL LN

Sandy Woods 1830 Downs Chapel

Marty Stroud 38 Cool Springs Ln.

Jeffrey S. Stanley 1851 Mary Dell Ln

Don Van Dyne 1415 St Rt 37 W.

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Betty Chaney Delaware Oh

Sharon Schrader Delaware, OH

Jeremy S Delaware OH

Jesse Schrader Delaware OH

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Donna Taylor	Delaware, Oh
[illegible]	Delaware, OH
Jessica Moore	Delaware, OH
[illegible]	Delaware, OH
William French	Delaware, OH
Windell Wheeler	Delaware, Oh
Charles Mallwan	Delaware OHio
Steven Gregory	Delaware OH
Rachel Stewart	Delaware, OH
Greg Anderson	Delaware, OH
Kate Anderson	Delaware, OH
[illegible]	Delaware OH

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Printed Name	Signature	Address
Theresa Gibbs	[illegible]	75 Hillside Dr
Philip Gibbs	[illegible]	75 Hillside Drive
Melva Colegrove	[illegible]	168 Aspen Ct.

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Donna Sinclair	642 White Oak St., Delaware
Elinor B. Heingartner	100 Willow Brook Way #3019, Delaware, OH
Alex Heingartner	100 Willow Brook Way South #3019, Delaware, OH
Marie Gebel	49 Forest Dr. Delaware OH 43015
Margo Bartlett	3549 SR 521 Delaware OH 43015
Deborah Bogard	8313 Strine Rd., ~~Delaware~~ Ashley OH 43003
German E Vargas	20 Woodland Av. Delaware OH 43015
Karen Rainey	48 Columbus Ave Delaware OH 43015
~~Sandy Cunningham~~	~~7272 Overland Trail~~
Bertha Dell	100 Willow Brook WS #3004 Delaware OH 43015
Greg Hankins	168 Grandview Ave 43015
Catherine Ruck	4880 Harlem Rd, Galena OH 43021
Tagum Van Sibb	461 Curve Rd Delaware, Ohio 43015

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Printed Name	Signature	Address
Bradley G. Herron	[illegible]	755 W. Central Ave.
Peggy Benziger	Peggy Benziger	129 Hillside Dr.
RALPH BENZIGER	Ralph Benziger	129 Hillside Drive
Richard F. Alesenkamp		143 Hillside Dr.
Debra Rake	Debra Rake	80 Hillside Dr.
Fred Rake	Fred Rake	80 Hillside Dr
Monika McCreary	MMcCreary	50 Hillside Dr.
AARON STRAW	Aaron M. Straw	70 Hillside Dr.
Abbi Straw	Abbi Straw	70 Hillside Dr.
Nancy WERNZ	[illegible]	35 Hillside Dr.
[illegible]	[illegible]	45 Hillside Dr

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Printed Name	Signature	Address
RON NIST	Ron Nist	762 W WILLIAM
Christy Nist	Christy Nist	762 W William St.
Von Redd	Von Redd	1632 West William ST
GARY MUST	Gary Must	59 Brookwood Pl. Delaware O
Augustine Jay	Augustine Jay	67 Brookwood Pl. Delaware
Daron Jay	Daron Jay	67 Brookwood Pl. Delaware
PATRICIA MILLA	Patricia Milla	197 HILLSIDE DR. DELAWARE
Judy Judson	Judy Judson	169 Hillside Dr, Delaware
Charles Judson	[illegible]	169 Hillside Dr Delaware
Bethany Lance	Bethany Lance	150 Hillside Dr. Delaware
John Lance	[illegible]	150 Hillside Dr. Delaware

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Printed Name	Signature	Address
Sherry Thomson	Sherry Thomson	55 Hillside Dr
PATTY BELCH	Patrice Belch	45 Hillside Dr
John Shaw	Jon Shaw	65 Hillside Dr.
Samantha Shaw	Sam Shaw	65 Hillside Dr
Jennifer Shaw	Jen Shaw	65 Hillside Dr
Sharlee Murphy	SHARLEE MURPHY	127 HILLSIDE DR.
Sam Murphy	Sam Murphy II	127 Hillside Dr
Francy Zombo	Francy Zombo	181 Hillside Dr.
Natalie McGrady	Natalie McGrady	209 Hillside
BRENT McGRADY	Brent McGrady	209 HILLSIDE DR
Karla Herron	Karla R. Herron	755 W. Central Ave.

↳ on Board of ELECTION

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Printed Name	Signature	Address
David Hunter	David Hunter	758 W. William St
Beverly Hall	Beverly Hall	1706 W. William St. Del. OH
Hanley Hall	Hanley Hall	6510 Penn Rd Alexander
JAN SEIGREST	[illegible]	349 LITTLE CREEK DR DEL. OH
Robert Vandel[illegible]	[illegible]	370 LITTLE CREEK DR. DELAWARE, OH 43015
Mark Herbst	[illegible]	440 Little Creek DR Delaware, OH 43015
Joel James	[illegible]	50 Hillside dr Delaware OH 43015

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4. The waterway along the Delaware Run is a proven wildlife corridor with exceptional bird and animal diversity. Tree removal required to construct the proposed path would be a major loss in habitat that would have a significant impact.

Gail Thayer 400 parkwilk ct. Delaware Ohio 43015

Kathy Duis 261 W. Heffner St. Del, OH 43015

Michele King 3579 Buttermilk Hill Rd. Radnor, OH 43066

[illegible] 3579 Buttermilk Hill Rd Radnor, OH 43066

Nancy Townley 145 Delaware Crossing W. Delaware, OH 43015

Natalie Rych 100 Delaware Crossing W Del. OH 43015

Barbara Ackanzo 164 Delaware Crossing W. Delaware, Ohio, 43015

[illegible] 151 Delaware Cr. Del. Ohio 43015

Earline Whipple 148 W Delaware Xing W Delaware 43015

James Schrock 143 Delaware Xing West, Delaware, OH 43015

LINDA E. SCHROCK 143 Delaware xing West Delaware, Ohio 43015

John Bunkhoff 137 Del. Xing West Delaware, OH 43015

Georgeanne Bunkhoff 137 Delaware Xing W. Delaware OH 43015

13

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Donald Kellner	49 Forest Ave., Delaware
Susan Hendrickson	68 Willow Brook, Delaware
Jann Schida	127 Willow Brook Ways, Delaware
Joseph Musser	165 N. Washington St., Delaware, OH
Nancy Clark	432 Senate Ave. Delaware
Karen Klumpp	70 Delaware Crossing East Del.
Peggy Brader	100 Dela. Xing W. #1006
Emmalou N. Roller	Willow Brook
Alice Andrews	Willow Brook
Elsa McLaughlin	Willow Brook
Jeannine Hall	100 Delaware Xing. W #3019
Rob Hugh	314 Tar Heel Drive
Gertrude Torry	Willow Brook

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Christina Voise	6029 Wheeler Rd. Delaware, OH 43015
Kyle Davis	12885 Centerburg Rd Sunbury OH 43074
MARIA LOSEY	9590 Moody Rd Centerburg OH 43011
Chris S. Landis	2269 Northwoods Blvd Powell, OH 43065
Terry Pugno	211 Harmony Dr, Delaware, OH 43015
Perry A. Pugno	211 Harmony Dr., Delaware, OH 43015
Richard Bradley	1196 Penry Rd, Delaware, OH 43015
Peg Crowe	100 Delaware Crossing W, Delaware, OH 43015
Eileen Foley	100 Delaware Crossing Delaware OH 43015
Dorothy Hagg	100 " " 3010 " "
Shelly Rowden	1520 W. William St Delaw, OH 43015
Louise Musser	165 N. Washington St., Delaware, OH 43015

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Janice Naland

Doyle Zimmer

Lyla P Weston (Willow Brook Del Run)

Genevieve E. Peterson

Carol G. Hallenbeck

Mary Lea Bailey

Norman E Weston

Diane Nelson

Grace Lange

Sue Fraley 581 Executive Blvd. Del Oh.

Katherine Gharity 105 Campbell St. Delaware 43015

Sue Rosenbeck

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Emily Leb 6322 Duffy RD. Delaware, OH 43015

George Felton 1143 Oxley Rd Columbus OH 43212

Margaret E. Mitchell, OVR. 6556 Worthington Road Westerville, OH 43082 (Delaware County)

Lynn A. Champney 1324 Cherokee Rose Dr. Westerville, OH 43081

Barbara M. Tuttle 199 Willow Brook Way S Delaware, OH 43015

Robert Tornehill 199 Willow Brook Way S., Delaware, OH 43015

Mary Damico 4629 Olentangy River Rd Delaware, Oh 43015

William Shively 127 CAPITAL CT. DELAWARE, OH. 43015

Dean Hard 219 Devon Rd. Delaware, Oh 43015

Tania Perry 4575 Maynard Rd. Delaware, OHIO 43015

Jeanne Conrad 7344 Stitz Rd Powell OH 43065

R. M. Tuttle 311 W. Central Ave, Delaware, OH 43015

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Lee H Lybarger 58 Willow Brook Way N, Delaware
Connie D. Lybarger 58 Willow Brook Way, N. Delaware, OH
Robert Tannehill 199 Willow Brook Way S, Delaware, OH
Barbara Tull 199 Willow Brook Way S, Delaware, OH
Alice Baker 135 Delaware Crossing W. " "
Lloyd Baker " " " " " "
Edward Hon 237 Hensington Drive, Delaware, OH
Kathryn Schwartz 100 Del. Xing W " "
Roger Koch 125 N. Liberty St. Delaware OH
John G. Fortz 34 Willow Brook Way " "
David M. Lapenta 932 Executive Blvd. Delaware, OH
Josephine Bickel 189 Willow Brook Way S, Delaware, Oh.
Richard B Nye 400 Parkville Ct Delaware, OH

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Nancy Lewandowski

Judy Lemm

Gene D. Hughes

Janet Schneider

Phyllis Chiesta

Norma A. Shaemeker

Beverly M. Rundio (Willow Brook)

Franklin Y. Rundio

H. William Humphrys - Willow Brook

Catherine Peacocke

Sue Dickman

John J. Tillman

James Worthington - Willow Brook

13

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Mary Rigg	100 Delaware Xing W
Dianne Almendinger	"
Nora Weller	"
James R Roesch	"
Wayne Westy	"
Warren Buchanan	"
Robert Rietz	"
J. LaVonne Moore	"
Tom Moore	"
Ralph D Dickson	"
Theodore H Fob	"
Virginia Griffith	
Pat Sweet	88 Delaware Crossing E
John K. Sweet	88 Delaware Crossing E

14

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3. The waterway along the Delaware Run is a proven wildlife corridor with exceptional bird and animal diversity. Tree removal required to construct the proposed path would be a major loss in habitat that would have a significant impact.
4. The proposed $1.67 million required to construct this path, and the money needed to maintain it, could be used to much better effect elsewhere in the city.

Rayna Patton 86 Delaware Crossing East Delaware OH 43015

Stephanie Gregory 110 Tabitone Loop Delaware OH 43015

Steven Gregory 110 Tabitone Loop Delaware OH 43015

David Caporuto 932 Executive Blvd Delaware OH 43015

Tom Wolber 272 Hearthstone Dr., Del., OH 43015

Mary Rose 77 E. William St., Del. OH 43015

Marian Jacques 10 Birch Row Dr Delaware, OH 43015

Colleen Hinkelbe 100 Willow Brook Way So - Apt 2007, Del. OH 43015

Corinne Lyman 27 Woodland Ave Delaware, OH 43015

Johnnie Hoopes Willow Brook Delaware, OH 43015

Wendell Patton 86 Delaware Crossing E. Delaware OH 43015

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Maria Roslan Willowbrook

PAUL ROSLAN WILLOWBROOK

Stephanie Smith Willowbrook

Patricia Brouhy Willowbrook

JAMES L. CROWDEY WILLOWBROOK

Thomas F. MacLaughlin

Joann W. MacLaughlin

Nancy R. Hutchison Willow Brook

Ronald E. Davis Willow Brook

Judd Ann C. Kaulle Willow Brook

Wayne H. Kaulle Willow Brook

Mary Ellen Schulz Willow Brook

William O. Schulz Willow Brook

Rena C. Blasskowiak

(16)

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Shari Stone-Mediatore avid bicyclist Delaware, OH

Shari Stone-Mediatore

Mary Alice Reiman, 184 W. Lincoln Ave.

Allison DeLooze, 92 Spring St., Delaware, Ohio 43015

Marianne Gobl 49 Forest Ave. Delaware OH 43015

Julianne Houston, 168 Grandview Ave., Delaware, 43015

Jeanne Casanova, 2 Fieldcrest Dr., Delaware OH 43015

Constance Grossmann 2 Fieldcrest Dr Delaware OH

Linda Gaffey 625 Heritage Blvd., Delaware, OH

PETITION TO CITY COUNCIL

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Esther Zinn - Willowbrook

Russell Zinn - willowbrook

Doris Kreager - Willowbrook

Richard Kreager - Willowbrook

Beverly Flenders - Willowbrook

Laurie Eliot Shea

[illegible]

[illegible]

[illegible] - Delaware Ohio

William McCartney - Willow Brook & Delaware Run

Virginia Dongaurre - Willow Brook DR

Marian Brink - Willow Brook DR

Marilyn Schroeder WB DR

(13)

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Michael Taggart 10 Birch Row Drive

Melissa Crawford 150 Pineapple Trail

Shelli D. Clark 6056 Cheyenne Creek Dr., Lewis Center

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Josie Montgomery	416 Mainsail Dr. Westerville, Ohio
Dyana L Welch	100 Delaware Crossing W, Del, OH
David Solida	472 Durham Lane, Del OH
Cathy Fosh	60 Tanglewood Delaware, OH
Charles Haynes	255 Hunt Club Blvd Delaware OH
Charles N. Townley	1115 Delaware Crossing W.

PETITION IN SUPPORT OF THE BIKE PATH PROJECT CONNECTING BRUCE ROAD TO PENNSYLVANIA AVENUE

We the undersigned citizens support the City of Delaware Bike Plan 2025 and ask City Council to make the the projects connecting Bruce Road to Pennsylvania Avenue via the Delaware County Fairgrounds a top priority.

	Print Name	Signature	Street Address	Phone Number	Comments
1	Chiquita Oliver	Chiquita Oliver	2179 Bruce Rd	614-962-2760	
2	Dee Anne Vida	Dee Anne Vida	2187 Bruce Rd	574-253-3459	
3	Tom Davidson	Tom Davidson	2199 Bruce Rd	740-815-8664	
4	Jan Engel	Jan Engel	2229 BRUCE Rd	740-360-1890	
5	Leah Adkins	Leah Adkins	2231 BRUCE Rd	614-578-9536	
6	DESMOND KARTHK	[illegible]	2237 BRUCE RD	740-972-1871	
7	Jessica Seeple	Jessica Seeple	2239 Bruce Rd	740-973-9781	
8	Judy Macon	Judy Macon	2245 Bruce Rd	740-816-7186	
9	Lisa Cain	[illegible]	2252 Bruce Rd.	614-439-2421	
10	Jodi Blake	Jodi Blake	2271 BRUCE RD	272-2006	
11	Kim Scara	[illegible]	2271 Bruce Rd	740-816-0496	
12	ERIC BUTTI	[illegible]	2279 BRUCE RD	740.415.4828	
13	Andrew Baker	[illegible]	2287 Bruce Rd.	513-284-3387	
14	Alycia Baker	alycia Baker	2287 Bruce Rd	513-319-3506	
15	Brian Sharp	[illegible]	2260 Bruce Rd	614288-3649	
16	FRANK PIERCE Jr	[illegible]	2256 Bruce Rd #8	615-517-1253	
17	ANDREW HESTON	Andrew Heston	2256 BRUCE RD #9	614-318-5701	
18	Lori Hughes	Lori Hughes	2260 Bruce Rd Apt 4	740-272-0597	
19	TROY COOLDEN	[illegible]	2256 BRUCE Rd Apt 6	740-307-2460	
20	Dean Nusbaum	Dean Nusbaum	2256 Bruce Rd Apt 10	610-563-0376	
21	PAM HARKLESS	Pam Harkless	2256 Bruce Rd # 11	740-417-5171	

PETITION IN SUPPORT OF THE BIKE PATH PROJECT CONNECTING BRUCE ROAD TO PENNSYLVANIA AVENUE

We the undersigned citizens support the City of Delaware Bike Plan 2025 and ask City Council to make the the projects connecting Bruce Road to Pennsylvania Avenue via the Delaware County Fairgrounds a top priority.

	Print Name	Signature	Street Address	Phone Number	Comments
22	Dare K Flesh	Dare K Flesh	12		
23	Cameron Linley	Cameron Linley	2256 Bruce rd 13		
24	Zachary Weston	Zach Weston	2252 Bruce rd 20		
25	Rody Gentry	Rody Gentry	2252 Bruce rd 10		
26	Patricia Meese	Patricia Meese	2252 Bruce Rd Apt 33.		
27	Sara Wourms	Sara Wourms	2244 Bruce Rd Ap 26		
28	DAVID ADKINS	David Adkins	2244 BRUCE RD # 27		
29	Joseph Powell	[illegible]	2244 Bruce Rd. #29		
30	Charles Holifield	CHolefield	2244 Bruce Rd #32		
31	Jacob Klarecki	[illegible]	2248 Bruce Rd #34	740 971 1930	I love this idea, Please build!
32	Nicole Klarecki	Nicole Klarecki	2248 Bruce rd #34		
33	Seth Wallace	Seth Wallace	2248 Bruce RD #42		
34	NATASHA HINGES	Natasha Hinges	2248 BRUCE RD #42		
35	Catherine [illegible]	[illegible]	2248 Bruce 68		
36	Carole Schulte	Carole Schulte	2204 Bruce Rd. 50		
37	SAM THORNLEY	Sam Thornley	2240 BRUCE RD 47		
38	Jeremy Wilhelm	[illegible]	2236 Bruce rd 52		
39	Sherry Westbrook	[illegible]	Apt 54		
40	Christopher Mann	Christ M[illegible]	2236 Bruce Rd Apt 56		
41	[illegible]	Brent Wilson	2228 Bruce rd Apt 64		
42	Bailey Wilson	Bailey Wilson	2228 Bruce Rd Apt 64 Delaware, Ohio		

PETITION IN SUPPORT OF THE BIKE PATH PROJECT CONNECTING BRUCE ROAD TO PENNSYLVANIA AVENUE

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	Print Name	Signature	Street Address	Phone Number	Comments
43	Nathan Jerome		2236 Bruce Rd. Apt 58	740-360-0947	
44	Allison Jerome		same ↑	740-361-9165	
45	Michael Summers		2220 Bruce Rd Apt 59	330 234 2388	
46	Barbara O'Brian	BARBARA O'BRIAN	2228 Bruce Rd #28	—	We need it.
47	Elgin Ruiz		228 Bruce Rd. #65		
48	Tom [illegible]		2220 Bruce Rd.	614 [illegible]	
49	DENNIS QUIMBA		2220 Bruce Rd Apt 71	614-620-8618	
50	Zachary Estrada		2220 Bruce rd Apt 75	740-513-7162	
51	Ocean Casey		2220 Bruce Rd #77	740-972-3853	
52	Josh Mills		7226 marysville rd	740 972-6411	
53	Jeremy Tomassetti		2220 Bruce Rd. (#76)	(330)412-7348	Yes!!!
54	JERRY SADDLER		2220 Bruce Rd 78		
55	Carolyn Baldwin	Carolyn Baldwin	2216 Bruce Rd. #95	740-815-1874	Fantastic
56	Steven Ervin		2216 Bruce Rd. #96	706-224-7841	
57	Sarah Ervin	Sarah Ervin	2216 Bruce Rd. #96	—	—
58	Mike Biegh		2221 Bruce Rd.	614-900-9307	
59	Alice Staver		259 Andrew Dr	740-362-6565	It's for safety, many have for children!
60	Rebecca Miller	Rebecca Miller	2170 Bruce Rd	573-693-2047	
61	Mike Miller	Mike Miller			
62	Bette Davis	Bette Davis	2215 Bruce Rd.	740 815 4940	

PETITION IN SUPPORT OF THE BIKE PATH PROJECT CONNECTING BRUCE ROAD TO PENNSYLVANIA AVENUE

We the undersigned citizens support the City of Delaware Bike Plan 2025 and ask City Council to make the the projects connecting Bruce Road to Pennsylvania Avenue via the Delaware County Fairgrounds a top priority.

	Print Name	Signature	Street Address	Phone Number	Comments
63	Emma Miles	EM	178 S. Sandusky	(740) 720-4012	Please!
64	William Stiver	[illegible]	7239 Bruce Rd	(740) 973-9851	YES
65	Frank Bucy	Frank Bucy	2247 Bruce Rd	(614) 558-7156	Please ride Bike
66	Desirae Bucy	Desirae Bucy	2247 Bruce Rd	740-417-2786	
67	Troy Agnesti	Troy Agnesti	2189 Bruce Rd	740-803-1679	That would Regreat!
68	Maria Light	Maria	2189 Bruce Rd	740-256-7163	please yes
69	Payton Dydek	Payton Dydek	2200 Bruce Rd Apt. 127	740-971-3106	
70	George Brinkmeier	[illegible]	2200 Bruce rd Apt. 127	740-971-3106	
71	Tyler Austin	Tyler Austin	112 Downing St West	740-417-9736	
72	Matt Ellinghausen	[illegible]	184 Sylvan Drive	309-310-1952	
73	Peter Fondren	[illegible]	194 Sylvan Dr.	740-972-5744	YES.
74	Julie Weller	[illegible]	328 Sylvan Dr.	740-363-6897	vote yes!
75	Elisabeth Boyes	Elisabeth Boyes	214 Sylvan Dr.	814-404-5807	yes please!
76	Patrick Hardin	via Facebook			
77	Rick Dessecker	via Email	rdessecker@columbus.rr.com		

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 16 | DATE: 05/22/2017

ORDINANCE NO: | RESOLUTION NO: 17-32

READING: FIRST | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Police Department

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR AND ACCEPT OVERTIME REIMBURSEMENT THROUGH THE FFY 2018 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) / IMPAIRED DRIVING ENFORCEMENT PROGRAM (IDEP) GRANT.

BACKGROUND:
The Ohio Traffic Safety Office and Ohio Department of Public Safety administer a grant program that issues awards to law enforcement agencies whose jurisdiction experienced an average of 2.0 or more fatal crashes over a three year period ('14, '15, 2016.) The grant provides funds to reimburse municipalities for overtime and fringe benefits related to officers working additional high visibility enforcement (HVE) to target specific traffic safety issues. The City of Delaware (police department) is eligible for up to 280 hours of STEP enforcement and up to 420 hours of IDEP enforcement FFY 2018.

STEP: HVE activities related to fatal crashes; occupant restraints, speed, distracted driving, aggressive driving, motorcycle violations, failure to yield, etc.

IDEP: HVE activities conducted between 6:00 pm and 6:00 am related to impaired driving/serious crashes.

REASON WHY LEGISLATION IS NEEDED:
Legislative approval required to authorize City Manager and/or the Chief of Police to submit an application for grant funding and to participate in the Ohio Traffic Safety Office STEP/IDEP grant program.

COMMITTEE RECOMMENDATION:

FISCAL IMPACT(S):
If awarded the City of Delaware would receive reimbursement for salary and fringe benefits related to local officers working high visibility traffic enforcement. (Up to 280 hours for STEP and up to 420 hours for IDEP)

POLICY CHANGES:
None

PRESENTER(S):
Chief Bruce Pijanowski
Capt. Adam Moore

RECOMMENDATION:
Approval

ATTACHMENT(S)
FFY 2018 Ohio Traffic Safety Office Grant Funding Eligibility Notification
IDEP/STEP-2018-Delaware Police Department General Information

RESOLUTION NO. 17-32

A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR AND ACCEPT OVERTIME REIMBURSEMENT THROUGH THE FFY 2018 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)/ IMPAIRED DRIVING ENFORCEMENT PROGRAM (IDEP) GRANT.

WHEREAS, The Ohio Department of Public Safety (ODPS) Traffic Safety Office administers the Selective Traffic Enforcement Program (STEP) / Impaired Driving Enforcement Program (IDEP) Grant and there are monies available to local municipalities to reimburse costs of high visibility enforcement; and

WHEREAS, The ODPS Traffic Safety Office has notified the City of Delaware of eligibility for reimbursement monies through this grant program.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL FOR THE CITY OF DELAWARE, STATE OF OHIO:

SECTION 1. That the City of Delaware hereby authorizes the City Manager to apply for and participate in the Ohio Traffic Safety Office (STEP/IDEP) grant program.

SECTION 2. This resolution shall be effective immediately upon its passage

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

OHIO DEPARTMENT OF PUBLIC SAFETY
SAFETY • SERVICE • PROTECTION

- Bureau of Motor Vehicles
- Emergency Management Agency
- Emergency Medical Services
- Office of Criminal Justice Services
- Ohio Homeland Security
- Ohio Investigative Unit
- Ohio State Highway Patrol

John R. Kasich, Governor
John Born, Director
Colonel Paul A. Pride
Superintendent

Ohio State Highway Patrol
1970 West Broad Street
P.O. Box 182074
Columbus, Ohio 43218-2081
www.statepatrol.ohio.gov

FFY 2018 Ohio Traffic Safety Office Grant Funding Eligibility Notification

Chief Bruce Pijanowski
Delaware Police Department
70 North Union Street
Delaware, OH 43015

Your agency is eligible to apply for a FFY 2018 Selective Traffic Enforcement Program (STEP)/ Impaired Driving Enforcement Program (IDEP) grant.

Program Description

Grants are awarded to law enforcement agencies whose jurisdiction experienced an average of 2.0 or more fatal crashes over the three-year period of 2014, 2015 and 2016. High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issues. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote compliance with the law.

STEP hours must be used to conduct HVE activities in areas to impact fatal crashes (e.g. occupant restraint, speed, distracted driving, aggressive driving, motorcycle, failure to yield, etc.)

IDEP hours must be used between 6:00 pm and 6:00 am to conduct HVE activities to impact impaired driving fatal/serious injury fatal crashes.

STEP Mandatory Blitzes/National Campaign	IDEP Mandatory Blitzes/National Campaign	
Thanksgiving	Halloween	Prom
Prom	Thanksgiving	4th of July
Click It or Ticket	Christmas/New Year's	Drive Sober or Get Pulled Over
Homecoming	Super Bowl	Homecoming
	St. Patrick's Day	

Grant Maximum

Maximum Number of Reimbursable Hours			
Jurisdiction Size	**Population Size**	**STEP Grant Hours**	**IDEP Grant Hours**
Small	34,756	280	420

For full requirements of each grant see the Traffic Safety Proposal Package online at http://otso.intelligrants.com (proposal package available soon). **Please request your new user account as soon as possible so that when the system opens, you will be ready to go.**

Our agency certifies that we have been notified of our potential for funding eligibility and the deadline to apply online at http://otso.intelligrants.com by May 15, 2017.*

Agency Representative _____ Title _____ Date _____

*The earliest date that proposals will be available to be initiated is 4/17/17. This is tentative at this point, if testing causes a delay in proposal availability, the OTSO will advise once the system is open and if that date will affect the due date of May 15, 2017.

IDEP/STEP-2018-Delaware Police Dept.-00037

Delaware Police Department

General Information

GRANT INFORMATION

Grant Number

Grant Title

Grant Term

ORGANIZATION CONTACTS

Authorized Official

Name: Phone:

Title: Email:

Project Director

Name: Phone:

Title: Email:

Fiscal Officer

Name: Phone:

Title: Email:

GRANT SERVICE AREA INFORMATION

Area Type

County or Counties served

Senate Legislative District(s) served

House Legislative District(s) served

US Congressional District(s) served

STATE INFORMATION

State PO #

Line Number

Schedule Number

Description

IDEP/STEP-2018-Delaware Police Dept.-00037

Delaware Police Department

General Information

Payment Message

Risk Assessment Status

Onsite Compliance
Monitoring Completed

Correction Letter Needed

Correction Letter Mailed

Delaware Police Department

Applicant Assurances

FSRS FUNDING INFORMATION	
	In your business or organization's preceding completed fiscal year, did your business or organization (the legal entity to which the specific CCR records, represented by a DUNS number, belongs) receive (1) 80 percent or more of your annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; AND (2) $25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?

TERMS AND CONDITIONS	
	By checking this box, our agency acknowledges that it has reviewed and agrees to abide by the Terms and Conditions.

COUNTY PROFILE	
	By checking this box, our agency acknowledges that it has accessed and reviewed the County Fact Sheets to help withproblem identification. This information must be used in preparing this grant proposal and in the workplan activities toachieve the goals of the proposal.

PROPOSAL GUIDELINE PRESENTATION	
	By checking this box, our agency acknowledges that it has accessed and reviewed the Proposal Guideline Presentation prior to applying for this grant.

COUNTERMEASURES THAT WORK	
	By checking this box, our agency acknowledges that it has accessed and reviewed the Countermeasures That Work. Allactivities proposed must address problem ID as shown in the county profile and be data driven and evidence-based. This guide must be used in preparing this grant proposal and in the work plan activities to achieve the goals of the proposal.

Delaware Police Department

Project Overview

GOAL TITLE
Fatal Crash Goal

GOAL DESCRIPTION
Reduce the number of traffic-related fatal crashes to no more than .

BASELINE
Last year, there were traffic-related fatal crashes.

SCOPE
Through problem identification of traffic crash data, conduct high visibility enforcement in locations and at times that will have the greatest impact in reducing fatal/serious injury crashes. Raise public awareness through local media and personal contacts. Attend at minimum, quarterly regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

EVALUATION
Conduct monthly reviews comparing stats from the previous year.

GOAL TITLE
Alcohol Goal

GOAL DESCRIPTION
Reduce the number of alochol-related fatal and injury crashes to no more than

BASELINE
Last year, there were alcohol-related fatal and injury crashes.

SCOPE
Through problem identification of traffic crash data, conduct high visibility enforcement in locations and at times that will have the greatest impact in reducing alcohol-related fatal/serious injury crashes. Raise public awareness through local media and personal contacts. Attend at minimum, quarterly regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

EVALUATION
Conduct monthly reviews comparing stats from the previous year.

GOAL TITLE
Seat Belt Goal

GOAL DESCRIPTION
Increase seat belt restraint usage to % by September 30, .

IDEP/STEP-2018-Delaware Police Dept.-00037

Delaware Police Department

Project Overview

BASELINE
The current county seat belt restraint usage baseline (provided by Miami University) is %.

SCOPE
High visibility enforcement will address non-compliance of seat belt use. Raise public awareness through local media and personal contacts. Attend at minimum, quarterly regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

EVALUATION
Comparison of highest observational survey to the baseline usage provided.

IDEP/STEP-2018-Delaware Police Dept.-00037

Delaware Police Department

Budget Worksheet - Work Plan

JURISDICTION POPULATION SIZE

	Impaired Driving Enforcement (IDEP)	Selective Traffic Enforcement (STEP)
OCTOBER		
Required Blitz - Homecoming (October 1 -31,)		
Homecoming hours are for high school/college homecoming activities only.		
Required Blitz - Halloween (October 27 - 31,)		
Non-Blitz Hours (October 1 - 31,)		
October Total		
NOVEMBER		
Required Blitz - Thanksgiving Hours (November 17 - 26,)		
Non-Blitz (November 1 - 30,)		
November Total		
DECEMBER		
Required Blitz - Christmas/New Year's Eve (December 8 - 31,)		
Non-Blitz (December 1 - 31,)		
December Total		
JANUARY		
Required Blitz - New Year's Day (January 1 - 2,)		
Non-Blitz Hours (January 1 - 31,)		
January Total		
FEBRUARY		
Required Blitz - Super Bowl (February 4 - 5,)		
Non-Blitz Hours (February 1 - 28,)		
February Total		
MARCH		
Required Blitz - St. Patrick's Day (March 17 - 19,)		
Non-Blitz Hours (March 1 - 31,)		
March Total		
APRIL		
Required Blitz - Prom (April 1-30,)		
Prom blitz hours are to be used for high school prom events only.		
Non-Blitz Hours (April 1 - 30,)		
April Total		

IDEP/STEP-2018-Delaware Police Dept.-00037

Delaware Police Department

Budget Worksheet - Work Plan

MAY		
Required Blitz - Prom (May 1 - 31,)		
Prom blitz hours are to be used for high school prom events only.		
Required Blitz - May CIOT (May 21 - 31,)		
Non-Blitz Hours (May 1 - 31,)		
May Total		

JUNE		
Required Blitz - June CIOT (June 1 - 3,)		
Non-Blitz Hours (June 1 - 30,)		
June Total		

JULY		
Required Blitz - 4th of July (July 1-5,)		
Non-Blitz Hours (July 1 - 31,)		
July Total		

AUGUST		
Required Blitz - August DSOGPO (August 17 - 31,)		
Non-Blitz Hours (August 1 - 31,)		
August Total		

SEPTEMBER		
Required Blitz - Homecoming (September 1 - 30,)		
Homecoming hours are for high school/college homecoming activities only.		
Required Blitz - September DSOGPO (September 1-3,)		
Non-Blitz Hours (September 1 - 30,)		
September Total		

Total FFY Hours		
	DSOGPO Total	**CIOT Total**

REGIONAL MEETINGS

[] By checking this box, our agency agrees to attend all scheduled regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

Terms and Conditions for All Grants

The following terms and conditions must be met in order to obtain and conduct a federally-funded traffic safety program. Upon approval of this grant award, these terms and conditions will become a part of the executed agreement. The term "sub-recipient" refers to the Administering Agency of the project.

1.) **Agreement**

Any inconsistencies between agreements and any attached documents shall be resolved in favor of the most current revised agreement on the online system, which shall be the controlling document. All activities conducted under this grant program must address problem ID as shown in the county profile and be data driven and evidence-based. "Countermeasures That Work" must be used to determine the work plan activities to achieve the goals of the grant.

2.) **Legislative Authority**

The Authorizing Official shall obtain the legal legislative authority necessary to implement the activity, to make expenditures and to receive funds, as set forth by this agreement.

3.) **Nondiscrimination**

The sub-recipient will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with

disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

• **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The sub-recipient —

• Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

• Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

• Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

• Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

• Insert in all contracts and funding agreements with other State or private entities the following clause:

During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 2l and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway

safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

4.) **The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)**

The sub-recipient will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:
   - The dangers of drug abuse in the workplace.
   - The grantee's policy of maintaining a drug-free workplace.
   - Any available drug counseling, rehabilitation, and employee assistance programs.
   - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
   - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
   - Abide by the terms of the statement.
   - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
   - Taking appropriate personnel action against such an employee, up to and including termination.
   - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

5.) **Buy America Act**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

6.) **Political Activity (Hatch Act)**

The sub-recipient will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

7.) **Certification Regarding Federal Lobbying**

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts,

subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

8.) **Restriction on State Lobbying**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

9.) **Certification Regarding Debarment and Suspension**

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

<u>Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions</u>

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State

antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant

may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

10.) **Prohibition On Using Grant Funds To Check For Helmet Usage**
The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

11.) **Policy on Seat Belt Use**
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

The Administering Agency certifies that an "employee seat belt usage policy" is in place that requires employees to wear seat belts while working on agency business. This policy will be made available for review by the OTSO representatives upon request.

12.) **Policy to Ban Text Messaging While Driving**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

13.) **Limitations**

This agreement is a commitment to perform the work identified herein and this authorization is limited to:

A.) The scope of work performed after the "Authorized to Proceed" and before the "Agreement Termination" dates, as specified in the transmittal letter.

B.) The scope of work, rates of participations, federal funds, special conditions, and cost category amounts as defined by the online GRANTS Plus System;

C.) Actual costs that are incurred in accordance with OMB Circulars 2 CFR Part 200, Part 215, Part 220, Part 225, Part 230 and 45 CFR Part 74 Appendix E limited to the approved activity.

14.) **Supplanting**

Grant funds must not be used to supplant state or local funds, meaning that grant funds must not be used to replace routine or local expenditures for costs of activities that constitute general expenses required to carry out the overall responsibilities of the sub-recipient and/or its sub-recipients.

15.) **Food**

Costs relating to food for meetings, award banquets, etc. are not allowable.

16.) **Pre-Activity**

A grant pre-activity is required before any costs can be eligible for reimbursement. The OTSO will notify the sub-recipient of the availability of the pre-activity prior to the "Authorized to Proceed Date" in the transmittal letter for the executed agreement. The pre-activity must be reviewed by, but not limited to, the designated project director and fiscal officer. The Pre-Activity Form must be signed, dated and submitted to the OTSO. Changes in the project director and/or fiscal officer will require a new pre-activity.

17.) **Regional Meetings**

Sub-recipients must attend all scheduled regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

18.) **Press Release**

Each sub-recipient is required to submit a press release to their local media announcing the grant award, including amount and purpose of award. Additional press releases are required depending on grant type; see Special Conditions beginning on page 25 for additional requirements.

19.) **Grant Revisions**

Any changes, additions, or deletions to this agreement must be submitted online and approved by the OTSO prior to implementing proposed changes. All final revisions to this agreement (either programmatic or fiscal), must be submitted online prior to September 1, 2018. Any requests for revisions after this date will not be approved.

The OTSO reserves the right to limit grant amounts at any time based on performance and/or available funding. Any changes made to the executed agreement limiting grant amounts by the OTSO shall be made in writing.

20.) **Required Personnel**

Each proposal/grant is required to have, at a minimum, an authorizing official, a project director and a fiscal officer. See page 8 for a description of each. This information must be kept current.

21.) **GRANTS Plus User Accounts/Password Security**

For security purposes, each person using the GRANTS Plus system must have a separate user name and password. Each account must have its own email account. **Sub-recipient agency personnel must not share passwords with agency staff or ODPS staff.**

22.) **Labor Costs**

All work (personnel labor costs) reimbursed under this grant must be for actual paid hours worked. Labor costs based on a percentage of hours worked or hours accrued as comp time will not be accepted for reimbursement. Leave hours (i.e., sick, vacation, personal, holiday, etc.) are not reimbursable as direct labor. The employer's share of fringe benefits (i.e., retirement, Workers' Compensation, Medicare, etc.) are eligible for reimbursement. Documentation verifying fringe percentages must be available to the OTSO upon request.

23.) **Personnel Activity Reports**

Personnel activity reports may be required for any individual working on this federal grant program. These reports, at a minimum, must document date worked, actual detailed explanation of activity performed and the number of hours per day to be charged to this agreement. This document must be signed and dated by the individual and their immediate supervisor, maintained by the administering agency and submitted as a part of the reimbursement documentation required.

24.) **Sub-Contracts**

All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of $5,000 must be submitted to the OTSO for review prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Contracts and procurements must include "Special Provisions" as provided by the OTSO. Do not include a specific contractor's name/vendor's name in the proposal/grant.

All supplies, materials, incentives, promotional items, education materials, and/or equipment that are purchased as a part of this sub-contract must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring the cost.

Any training courses must be submitted to and approved by the OTSO on a Request to Purchase form prior to scheduling.

25.) **Equipment**

All non-expendable equipment (i.e., having a useful life of one year or more and cost $1,000 or more) shall be entered into the OTSO equipment inventory system. All purchased equipment must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring the cost.

26.) **Central Services**

Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds.

27.) **Rate/Cost Allocation Charges**

Costs that cannot be charged as an actual cost and are charged to a program on a percentage basis (e.g., phone, copies, postage, etc.) can be reimbursed based on a rate/cost allocation plan. Any agency wanting to claim these costs must submit to the OTSO a copy of their agency's rate/cost allocation plan showing the following: the list of programs/grants the costs are being distributed between, the percentage being charged to each program/grant, the list of costs being charged (with explanation if not clear), the dollar amount being charged for those costs, and the grand total being charged to the programs/grants. If the rate/cost allocation plan shows more costs than you want to claim on your grant, mark which costs you are claiming on the grant.

28.) **Supplies, Materials, Educational Materials**

All supplies, materials, and educational materials must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring the cost. Outreach efforts should be made and materials should be provided to reach the county's ethnic and/or limited English speaking populations.

Alcohol is not allowed to be purchased with funds from this grant.

The sub-recipient must submit a final draft copy of all materials to the OTSO for approval prior to production. In addition:

A.) All materials shall include federal sponsorship credit and/or disclaimer clauses as directed by the OTSO. The credit line shall state: Funded by U.S. DOT/NHTSA and ODPS.

B.) All public service announcements funded with federal funds, in whole or in part, must be closed captioned for the hearing impaired.

C.) All data results, reports, equipment, supplies and other materials (including but not limited to electronic versions) developed by the sub-recipient must be available to the ODPS/OTSO upon request.

29.) **Request for Bids**

OTSO will not reimburse for costs incurred by a sub-recipient for "requests for bids" for any services or purchases.

30.) **Travel**

Any request for travel and associated costs must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring any travel related costs.

Attendance at any conference/seminar/workshop that charges a registration fee must be submitted to and approved by the OTSO on a Request to Purchase form prior to registration. All conferences/seminars/workshops must be traffic safety related; an agenda must be provided to the OTSO.

All out of state travel conducted under this grant agreement will be reimbursed using U.S. General Services Administration (GSA) rates based on travel location or your agency's travel policy whichever is less.

A current travel policy must be submitted with the grant proposal. The OTSO will not reimburse for meals provided by the conference. Alcohol is not allowed to be purchased with funds from this grant.

All claims for travel reimbursement must be accompanied by a Conference Workshop Reporting form.

31.) **Training**

The cost of training personnel for traffic safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and the goals of the OTSO. All training requests and purchases must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring the cost.

32.) **Request to Purchase (RTP)**

All RTPs must be submitted to the OTSO by August 1, 2018.

33.) **Program Income**

The NHTSA and the OTSO encourage sub-recipients to generate program income. Program income means gross income received by the grantee or sub-recipient directly generated by a grant-supported activity or earned only as a result of the grant agreement during the grant period. Program income may be added to the funds committed to the grant agreement. Program income shall be used to further the objectives of the program area under which it was generated. Program income generated through the federal grant agreement must be properly and accurately documented (e.g., activity generating income,

amount generated, how funds were/will be used in support of traffic safety, invoices, etc.). Income will be reviewed during an the OTSO grant monitoring visit, and this information must be reported as part of the activity report.

34.) **Reimbursement Claims/Progress Reports**

This agreement will operate on a reimbursement basis only. The administering agency must first incur the costs for approved expenditures and then apply for the reimbursement. Appropriate and accurate documentation will be required for each expense. Reimbursement claims with accurate documentation and corresponding report information must be submitted monthly. Whether or not a sub-recipient conducts grant-related activity, each sub-recipient must submit a monthly reimbursement claim and corresponding report information monthly. If there wasn't any activity, a zero reimbursement claim/report must be submitted. The monthly reimbursement claim/report must be submitted online to the OTSO by the 15th calendar day of the following month. Failure to submit these reports in a timely manner will cause a delay in payment of claims, may jeopardize funding for present and future projects and may result in being placed in "Sub-Recipient on Notice" status.

35.) **Denial of Costs**

The OTSO may deny costs for non-compliance with the OTSO policies and procedures, terms and conditions and/or federal and state regulations by requesting the cost(s) be removed from the online claim. A written response to all denials must be provided to the OTSO within 30 days after the date transmitted to the sub-recipient or the sub-recipient relinquishes all rights to the denied cost(s).

36.) **Monitoring**

Programmatic and fiscal monitoring of grants shall be conducted in accordance with U.S. DOT/NHTSA and the OTSO guidelines. Programmatic and fiscal monitoring may include representatives from the federal and/or state government.

37.) **Sub-Recipient on Notice**

Sub-Recipients that fail to meet performance standards and/or grant requirements may be placed in "Sub-Recipient on Notice" status. This designation will last until an agency satisfies agreed upon requirements.

Criteria for being placed in "Sub-Recipient on Notice" status:

a) A pattern of untimely submissions of required reimbursement claims/activity reports (including required supporting documentation)
b) Sub-recipient fails to perform activities according to the approved plan
c) A pattern of utilizing funds for unapproved activities, or has attempted to as identified in the review of reimbursement claims and submission of supporting documentation.

For more information about Sub-Recipient on Notice, contact the OTSO.

38.) **Final Report and Final Claim**

A final comprehensive annual report **and** a properly documented final claim for reimbursement are due to the OTSO October 15th.

The final reimbursement claim will not be reviewed until the annual report has been submitted.

- If either the final reimbursement claim or the annual report are not submitted by November 1st, a 10 percent penalty will be deducted from the final reimbursement claim.
- If either the final reimbursement claim or the annual report are not submitted by November 15th, the final claim will not be reimbursed.

39.) **Records Retention**

All records relating to project activity and/or expenditures must be maintained for review by representatives of the federal or state government for at least three years following the final reimbursement payment.

40.) **Management Letter/Audit Report Submission**

As a pass-through agency for federal funding, the OTSO is required by the Office of Management and Budget (OMB) SubPart F of the Uniform Guidance to ensure you have met the audit requirements of the circular.

To access the Circular, visit: http://www.whitehouse.gov/omb/circulars/index.html

You are required to retain a copy of your most recent Audit Report, Management Letter and/or Single Audit Report and provide to the ODPS/OTSO upon request.

41.) **Termination of Agreement**

Either the OTSO or the sub-recipient may terminate this Agreement for any reason by giving the other party 30 days written notice. If the Agreement is cancelled under this provision, the OTSO shall reimburse the sub-recipient for approved work completed and documented to that date. Upon termination all data results, reports and other materials developed by the sub-recipient will become the property of the OTSO. All of the equipment, materials and/or supplies provided to the sub-recipient for use under this agreement must be returned to the OTSO upon request within 30 days of said written notice. Should any change in federal funding adversely affect the OTSO's ability to complete the fiscal year's activities, the OTSO has the right to revise or terminate the agreement in writing.

42.) **End of Grant**

If a subsequent grant is not awarded after the end of the grant period, all data results, reports, equipment, supplies and other materials developed by the sub-recipient must be returned to the OTSO upon request within 30 days.

Special Conditions

In addition to Terms and Conditions # 1 – 42, the following Special Conditions apply to OVI Task Forces (OVITF), Impaired Driving Enforcement Program (IDEP)/Selective Traffic Enforcement Program (STEP), Safe Communities (SC) and General (GG) grant awards:

Impaired Driving Enforcement Program/Selective Traffic Enforcement Program/OVI Task Forces

43.) **Enforcing Seat Belt Laws**

The agency will enforce all seat belt and child restraint laws on all traffic stops made under this grant.

44.) **Site Selection**

Justification for sites selected for enforcement activities must be documented and maintained as a part of the sub-recipient's file for this agreement.

45.) **Training Certification**

The sub-recipient must assure that all enforcement personnel involved in approved overtime enforcement-related activities are certified in the following type(s) of training, as appropriate:

Alcohol-related traffic enforcement – (Arresting officer only): Standardized Field Sobriety Testing (SFST)

Speed management-related traffic enforcement – Electronic Speed Measuring Device Training (ESMD)

46.) **Mandatory Blitzes**

Funding for all the OTSO identified blitzes must be used for overtime traffic enforcement, saturation patrols and OVI checkpoints only. Directing traffic, conducting parking detail at events, crash investigations, criminal investigations (i.e., drug investigation/enforcement, assaults, thefts, etc.), any non-traffic safety related activities, or any activities not identified in scope of work or work plan are not reimbursable activities.

47.) **National Enforcement Campaigns**

All agencies utilizing overtime enforcement funds from the OTSO are required to participate in the "Click It or Ticket" (CIOT) mobilization and the "Drive Sober or Get Pulled Over" (DSOGPO) alcohol crackdown.

Scheduled dates for the national enforcement campaigns are:

CIOT: May 21 – June 3, 2018

DSOGPO: August 17 – September 3, 2018

48.) **Press Releases**

In addition to the grant award press release, OVI Task Forces are required to conduct three press conference events (one in coordination with the Drive Sober or Get Pulled Over alcohol crackdown), promote the task force through press releases and publicize checkpoints as required by law. STEP and IDEP must attempt to publicize its local efforts during each blitz and national enforcement campaign prior to the enforcement activity and again with the results of the enforcement effort. The OTSO will provide media toolkits for the blitzes and enforcement campaigns to assist with these efforts.

49.) **Enforcement Hours Eligibility**

Direct labor hours expended in traffic safety enforcement programs must be over and above the normal active pay status work week as defined in the sub-recipient's current labor agreement or departmental policy. Part-time permanent staff members are eligible for funding, with prior approval by the OTSO. Only one officer per patrol car will be funded as part of traffic enforcement grants. All full time officers working on the OTSO grant must be paid their actual overtime hourly rate.

50.) **Transportation Costs**
The OTSO will reimburse a maximum of five percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) for the agency to put towards fuel/transportation costs. Do not include coordination or education costs in the labor costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

51.) **Education Efforts**
The OTSO will reimburse for hour/costs spent towards education efforts for IDEP/STEP and OVITF grants. These efforts can be used towards educating students, the general public at events, or officers and must be consistent with traffic safety problem identification (no interview techniques or other courses not related to traffic safety). Education efforts must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring any costs. A total of five percent (dollars) of direct labor costs (do not include coordination costs) will be allowed towards education efforts.

OVI Task Forces Only

52.) **Participating Law Enforcement Agencies**
Participating law enforcement agencies performing activity under this grant must be paid for activity performed before reimbursement will be paid to the lead agency.

53.) **Documentation for Overtime Activity with Participating Agencies**
Documentation (check numbers, EFT, or DD) that the lead agency paid participating agencies working under the grant must be provided. Additional information may be requested.

Safe Communities

54.) **Coalition Meetings**
Safe Communities programs must conduct a minimum of four coalition meetings during the grant period. Copies of signature rosters and the coalition meeting agenda must be kept on file and made available during an OTSO grant monitoring visit.

55.) **Kick-Off Events**
Each Safe Communities program is required to conduct a "Click It or Ticket" and a "Drive Sober or Get Pulled Over" kick-off event. Each Safe Communities must conduct their own event in their own county. The CIOT event must be no earlier than May 14, 2018 and no later than May 25, 2018. The DSOGPO event must be no earlier than August 10, 2018 and no later than August 24, 2018. These events must include participation, at a minimum, by your coalition members, local law enforcement, community leaders, and the media. Each Safe Communities must complete and submit a Kick-off Event Form by the required deadline. Each form will be reviewed for content. Additional participation in an adjacent county's event will be considered on a case by case basis.

56.) **Fatal Crash Data Review Committee**
A Fatal Data Review Committee will meet in any quarter that a fatality has been reported in the county to review fatal crash reports to identify patterns or trends that could increase impact of traffic safety countermeasures.

57.) **Reporting of Fatality Information**

In order for communities to be kept informed on fatal crashes occurring in their areas, each Safe Communities program is required to report to their local media, at least quarterly, on the fatal crashes occurring in the communities. This notification will be structured similar to a template developed by the OTSO. Notification shall be sent to the media no later than the 15th of the month following the ending quarter. For example: Fatalities occurring in October, November and December must be reported by January 15th. Media can include: television, radio, newspapers, etc. Copies of these releases must be kept in file and will be subject to review by the OTSO.

58.) **Personnel Activity Reports**

Personnel Activity Reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual detailed explanation of activity performed and the number of hours per day to be charged to this agreement. This document must be signed and dated by the individual and their immediate supervisor. It must be included as a part of the reimbursement documentation.

59.) **Self-sufficiency**

All Safe Communities programs must work towards self-sufficiency. Efforts to work towards this goal should be reported in activity reports, but as a minimum in the final comprehensive annual activity report.

General Grants

60.) **Personnel Activity Reports**

Personnel Activity Reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual detailed explanation of activity performed and the number of hours per day to be charged to this agreement. This document is to be signed and dated by the individual and their immediate supervisor. It must be included as a part of the reimbursement documentation.

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 17 | DATE: 05/22/2017

ORDINANCE NO: | RESOLUTION NO: 17-33

READING: FIRST | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Dean Stelzer, Finance Director

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
A RESOLUTION AMENDING THE 2017-2021 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM.

BACKGROUND:
Resolution updates the City's current Five-year CIP incorporating changes subsequent to adopting the 2017 Budget.

REASON WHY LEGISLATION IS NEEDED:
To update the CIP Plan.

COMMITTEE RECOMMENDATION:
Finance Committee recommended taking proposed changes to City Council.

FISCAL IMPACT(S):
Increases 2017 Budget if adopted.

POLICY CHANGES:
N/A

PRESENTER(S):
R. Thomas Homan and City Manager
Dean Stelzer, Finance Director

RECOMMENDATION:
Approval

ATTACHMENT(S)
Memo from Dean Stelzer
Memo from R. Thomas Homan
Exhibit “A” (Updated CIP Plan)

RESOLUTION NO. 17-33

A RESOLUTION AMENDING THE 2017-2021 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM.

WHEREAS, a revised Five-Year Capital Improvements Program (CIP) was prepared and submitted to City Council in accordance with Article XVII, Section 79 of the City Charter; and

WHEREAS, the revised Five-Year Capital Improvements Program was adopted by City Council on October 10, 2016; and

WHEREAS, additional grant and other resources have become available resulting in changes to the adopted plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DELAWARE, OHIO THAT:

SECTION 1. That the adopted 2017-2021 Five-Year Capital Improvements Program as amended in Exhibit A, is hereby adopted as the official plan for future public improvements.

SECTION 2. That this resolution shall take effect and be in force from and after the earliest period allowed by law.

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

EST 1808

CITY OF

DELAWARE

OHIO

MEMORANDUM

TO: **City Council**
FROM: **Dean Stelzer**
DATE: **May 18, 2017**
RE: **CIP Adjustments**

By Charter the City's 5 year Capital Improvement Plan (CIP) is submitted to City council on or before August 15th and adopted by City Council by October 15th. The City's annual Budget is submitted to Council by November 15th and adopted prior to the end of the year. Consequently, between the time the CIP is adopted and the budget is approved there are changes to the CIP. Most of the changes relate to the estimated CIP revenues available, additional grant funds obtained, and updated cost figures for the projects approved. We generally update the CIP plan after the first of the year to account for the changes in estimates and timing on projects approved in the plan. The changes/updates typically do not get submitted to City Council as a plan amendment as the changes are not substantial. For 2017 the changes were more substantive as significant transportation improvement grant funding was secured and City Council authorized additional funding to the CIP based on 2016 Budget results.

Attached is a memo Tom provided to the Finance Committee and City Council in April identifying proposed changes to the 2017-2021 Capital Improvement Plan. The changes as outlined in Tom's memo have been incorporated into a resolution amending the adopted 2017-2021 CIP with the exception of the first item *$300,000 – Increase funding for street resurfacing work in 2017*. Due to increased caution regarding projected 2017 income tax collections, we have decided to not increase street resurfacing for 2017 at this time.

Exhibit A attached to the resolution amending the adopted CIP Plan for 2017-2021 reflects changes to the CIP in Orange type. The General Fund Summary, page 1 of the document, also reflects the original plan amounts for 2017 in Blue type. As indicated above, the substantive changes to the CIP are as identified in Tom's memo to the Finance Committee. The other changes are; project estimates, project timing, and or carryover projects from prior years. I have also added a new summary page for the Point Railroad Bridge project. The summary reflects the current status of the project cost estimates, the identified grant and other funds obtained, and the timing of cash flows related to the project. These estimates and the impact of the project on

future CIP planning will be discussed with City Council. The CIP amendment resolution is being submitted for a first reading on May 22, 2017. Depending on City Council's direction, a potential supplemental appropriation will be submitted for consideration at the June 12, 2017 Council meeting based on the approved amendments to the CIP for 2017.

Cc: R. Thomas Homan, City Manager
Department Directors

EST 1808
CITY OF
DELAWARE
OHIO

MEMORANDUM

TO: Finance Committee
FROM: R. Thomas Homan
DATE: April 11, 2017
RE: CIP Adjustments

As part of the 2017 Budget adoption process and as referenced in my budget message, discussions occurred relative to projected 2016 year-end budget results and the status of the City's reserve balances. It was determined that due to a very positive 2016 budget outcome, we had the financial capacity to increase our capital improvement allocation for 2016 and 2017. At that time some budget changes were made and we indicated that we would be coming back to City Council early in 2017 with a recommendation for adding approximately $1,000,000 in additional capital improvements to our 2017-2021 Capital Improvement Plan as outlined below.

Based on an analysis of our current capital needs, particularly in the area of road and transportation improvements, I am recommending that we amend our Capital Improvement Plan and the 2017 Budget adding the following improvements:

- **$300,000 – Increase funding for street resurfacing work in 2017.** At present the city is preparing the resurfacing bid for 2017; additional streets to be resurfaced have been added to the bid so that the additional work, should it be approved, can be done at the same time.

- **$290,000** – Provide grant match money to begin design of the Point project in 2017.As Council is aware, the city has been awarded MORPC Attributable Funding in the amount of $13.2 million for the Point project. This funding, which was formally approved by the MORPC Board at its March 9th meeting, requires a local contribution of 20 percent. In addition to the MORPC funding, TRAC has awarded the city $1.5 million for the project, which requires a 25 percent contribution. Finally, ODOT, through its Safety Program, has awarded the city $3,000,000, which requires a 10 percent match. These different sources of funding are detailed on the attached spreadsheet.

- **$250,000** – Provide grant match money to begin design of the Signal Improvement project in 2017/18

- **$150,000** – Provide funding for the demolition of the Engineering House on E. William

St. and construct a public parking lot on the cleared site. See attached concept plan.

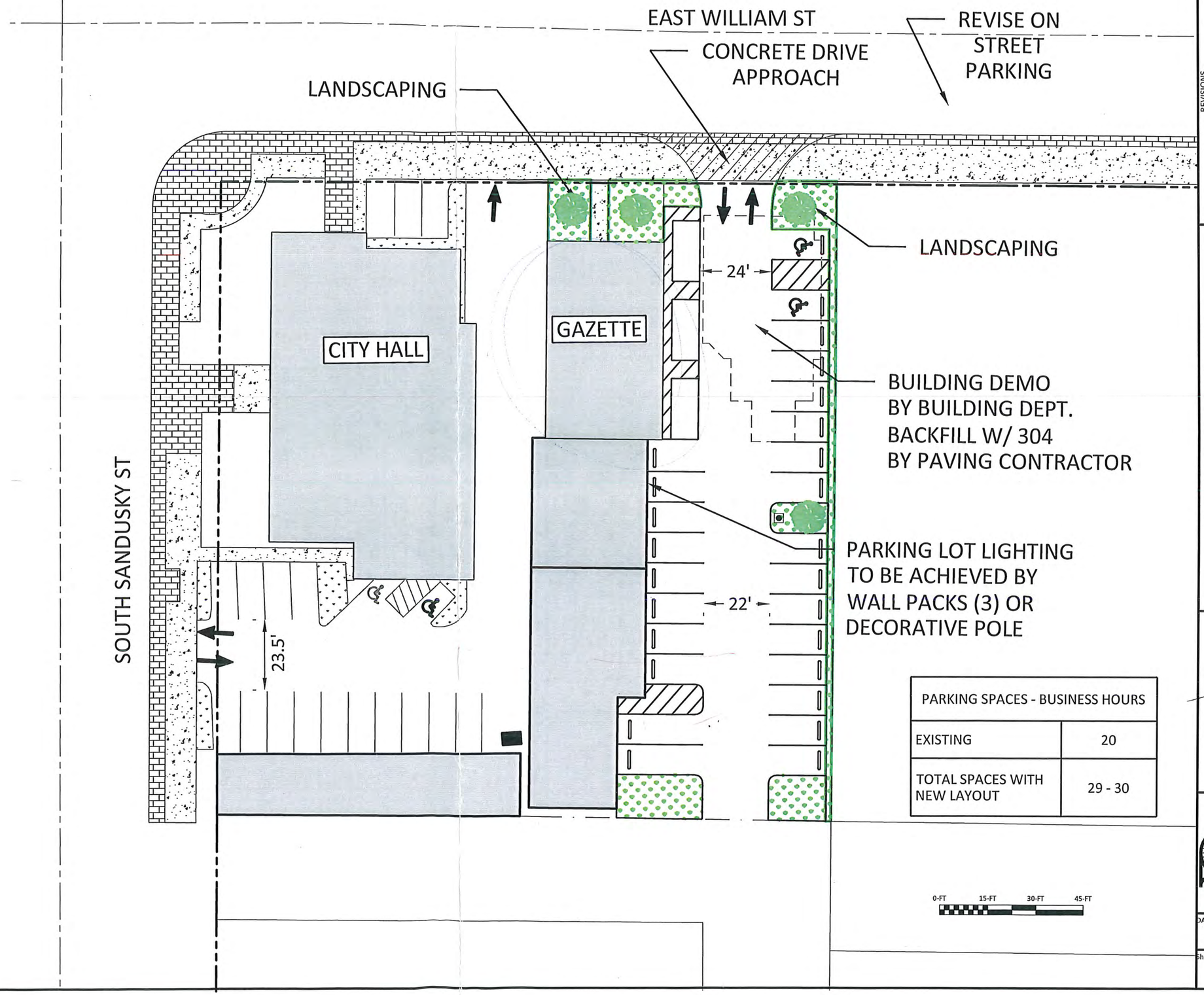
These proposed expenditures total $990,000 and, depending on the project, would begin in 2017/18. Clarity on when the MORPC projects will begin should be forthcoming in the next few months.

There have been other small changes to the timing and amounts associated with 2017 CIP budgeted expenditures. These changes, along with the increases associated with the above listed improvements, would be combined in a supplemental appropriation ordinance to be presented to City Council at a future meeting, probably in May.

With respect to the Comprehensive plan update, which we're budgeting at $200,000 this will be handled through a supplemental appropriation to the budget, at the same time these other changes are considered.

Cc: City Council
Directors

BUDGET	
DEMO	$50,000
BACKFILL (COMPACTED 304 - 700 CY)	$21,000
PAVING (1 ½ INCH OVERLAY - 11,542 SQ FT)	$17,000
PAVING (BASE AND INTERMEDIATE COURSES - 50 CY)	$10,000
PARKING BLOCKS	$2,600
LANDSCAPING	$ 3,500 - $7,500
LIGHTING	$5,000 - $ 10,000
STRIPING (PARKING LOT AND ON STREET)	$2,000
CONCRETE APPROACH	$7,500
SIDEWALK REPAIR	$3,500
CONTINGENCY	$5,000
TOTAL	$127,100 - $136,100



PARKING SPACES - BUSINESS HOURS	
EXISTING	20
TOTAL SPACES WITH NEW LAYOUT	29 - 30

DRAFT

REVISIONS

No.	DATE	DESCRIPTION	APPROVED

20 EAST WILLIAM STREET PARKING LOT

CONCEPT PLAN

ENGINEERING
Department of Engineering Services

DATE ISSUED: 02/15/2017

Sheet 01/01

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EXHIBIT A

City of Delaware
Capital Improvement Plan Amended May 2017
2017 - 2021

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AS AMENDED May 2017

CITY OF DELAWARE
CAPITAL IMPROVEMENT PLAN
GENERAL FUND SUMMARY
2017 - 2020

	Adopted 2017	Amended 2017	2018	2019	2020	2021
BALANCE FORWARD	1,500,000	1,417,820	765,097	401,039	297,023	(96,000)
REVENUES:						
INCOME TAX	1,750,000	2,039,700	1,750,000	1,750,000	1,750,000	1,750,000
BALANCE PLUS REVENUE	3,250,000	3,457,520	2,515,097	2,151,039	2,047,023	1,654,000
EXPENDITURES:						
DEBT SERVICE						
2012 Streetscape ($2,542,516 through 2022)	282,860	282,860	284,058	282,635	269,904	269,904
2016 PW Building Maint. ($450,000 through 2027)	53,410	0	0	0	0	0
Advance from Reserve Fund Payback	150,000	0	0			
TOTAL DEBT SERVICE	486,270	282,860	284,058	282,635	269,904	269,904
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	2,763,730	3,174,660	2,231,039	1,868,404	1,777,119	1,384,096
OTHER EXPENDITURES						
AIRPORT IMPROVEMENTS (pg. 4)	310,587	160,587	40,898	65,000	85,442	115,836
STREET IMPROVEMENTS (pg. 8)	191,155	616,155	341,527	474,333	923,228	501,440
PARK IMPROVEMENTS (pg. 15)	195,000	26,064	190,000	70,000	20,000	55,000
EQUIPMENT REPLACEMENT (pg.18)	650,000	510,000	500,000	500,000	525,000	625,000
TECHNOLOGY IMPROVEMENTS (pg. 22)	141,500	523,000	390,625	155,220	75,220	75,220
BUILDING MAINTENANCE (pg. 26)	312,657	448,757	241,950	181,828	119,229	77,482
SIDEWALK MAINTENANCE (pg. 28)	125,000	125,000	125,000	125,000	125,000	125,000
TOTAL OTHER EXPENDITURES	1,925,899	2,409,563	1,830,000	1,571,381	1,873,119	1,574,978
ENDING BALANCE	837,831	765,097	401,039	297,023	(96,000)	(190,882)

CAPITAL IMPROVEMENT PLAN
AIRPORT IMPROVEMENT FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCE FORWARD	**0**	**0**	**0**	**0**	**0**
REVENUES:					
FAA Entitlement	150,000	150,000	150,000	150,000	150,000
FAA Entitlement - Carryover amount (needs verified)	93,065		150,000		150,000
FAA Discretionary	15,000		870,000		
ODOT - Taxiway A	22,034				
ODOT - Corp Ramp			65,000		
ODOT - Hangar A,B,C,D,E,F		64,182		47,652	
TIF Collections	25,745	25,745	25,745	25,745	25,745
CIP Advance	*0*	*0*			
CIP Allocation *(pg. 1)*	***160,587***	***40,898***	***65,000***	***85,442***	***115,836***
TOTAL REVENUES	**466,431**	**280,825**	**1,325,745**	**308,839**	**441,581**
EXPENDITURES:					
City Non-Grant					
Payback to General Reserve Fund ($447,452)	0	0			
Grant Improvements					
Corporate Ramp Expansion			1,300,000		
T-Hangar A, B & C Resurfacing		105,080			
T-Hangar D, E & F Resurfacing				133,094	
Main Parking Area & North Access Driveway					115,836
Taxiway A Design/Construction ($72,000 entitlement)	440,686				
TIF Improvements					
TOTAL EXPENDITURES	**440,686**	**105,080**	**1,300,000**	**133,094**	**115,836**
AIRPORT IMPR. FUND BALANCE	0	**0**	**0**	**0**	**0**

Entitlement Balance	**0**	*150,000*	-	*150,000*	*300,000*
TIF Balance	*63,760*	*89,505*	*115,250*	*140,995*	*166,740*

CAPITAL IMPROVEMENT PLAN
STREET IMPROVEMENTS
2017 - 2020

	2017	2018	2019	2020	2021
REVENUES:					
PERMISSIVE TAX (License Fee Fund)	408,040	412,120	416,242	420,404	424,608
STATE LICENSE FEES	17,852	18,030	18,211	18,393	18,577
STATE GASOLINE TAXES	84,000	84,500	85,000	85,000	85,000
CIP Allocation (pg. 1)	***616,155***	***341,527***	***474,333***	***923,228***	***501,440***
TOTAL REVENUE	**1,126,047**	**856,178**	**993,785**	**1,447,025**	**1,029,625**
EXPENDITURES:					
DEBT SERVICE					
Bonds - S. Houk Road	31,047	31,178	31,023	29,625	29,625
TOTAL DEBT SERVICE	**31,047**	**31,178**	**31,023**	**29,625**	**29,625**
STREET RESURFACING					
City Grant Match Street Resurfacing	150,000	480,000	500,000	370,000	250,000
ODOT URP Street Resurfacing City Match	100,000				
City Street Resurfacing -					
Network Streets	260,000			550,000	600,000
Administrative/Inspection	50,000	50,000	50,000	50,000	50,000
TOTAL STREET RESURFACING	**560,000**	**530,000**	**550,000**	**970,000**	**900,000**
TRANSPORTATION IMPROVEMENTS					
City Grant Match Transportation Improvements	250,000	75,000	362,762	50,000	50,000
Point Project City Funds	200,000			347,400	
ADA Improvements	35,000				
North Houk Road Lighting Phase II		150,000			
CSX Improvements (Curtis Street)		20,000			
Bridge Improvements	50,000	50,000	50,000	50,000	50,000
TOTAL TRANSPORTATION IMPROVEMENTS	**535,000**	**295,000**	**412,762**	**447,400**	**100,000**
TOTAL EXPENDITURES	**1,126,047**	**856,178**	**993,785**	**1,447,025**	**1,029,625**

CAPITAL IMPROVEMENT PLAN
GRANT PROJECTS
2017 - 2020

	2017	2018	2019	2020	2021	2022
REVENUES:						
Grant Funds:						
ODOT Earmark E. William St.	350,000		3,000,000			
ODOT Safety Funds	215,000					
MORPC - STP Funds -US36/E. William (80/20)			737,238			
MORPC - Overheight Detection	119,407					
MORPC - Signal Improvements Phase I						2,500,000
OPWC - Street Rehabilitation	450,000	450,000	450,000	450,000	450,000	
County OPWC Project	50,000	50,000	50,000	50,000	50,000	
RLF Fund	40,000	50,000	45,000	25,000	30,000	
CDBG Rehabilitation	60,000	60,000	60,000	60,000	60,000	
Note Proceeds			2,500,000	2,500,000	2,500,000	
City Match Transportation Improvements Total	***250,000***	***75,000***	***362,762***	***50,000***	***50,000***	***50,000***
City Match Street Resurfacing	***150,000***	***480,000***	***500,000***	***370,000***	***250,000***	
TOTAL REVENUE	**1,684,407**	**1,165,000**	**7,705,000**	**3,505,000**	**3,390,000**	**2,550,000**
EXPENDITURES:						
Debt Service						
Note Interest and Principal (Signal Impr Phase I)				2,550,000	2,550,000	2,550,000
Transportation Improvements						
US 36/E. William St. Improvements	350,000		4,100,000			
CSX Overheight Detection System	334,407					
Signal Improvements Phase I	250,000	75,000	2,500,000			
Street Resurfacing						
OPWC Projects						
- London Road	650,000					
- Pittsburgh Drive, Heffner St.		980,000				
- Houk Road (Pittsburgh to Merrick)			1,000,000			
- Liberty Rd., Belle Ave.				870,000		
- Hawthorn & Pennsylvania					750,000	
CDBG Grant						
- Harrison St. (East and West)	100,000					
- Wade St., Moore St.		110,000				
- English Terrace, Pumphrey Terrace			105,000			
- Wootring				85,000		
- Flax St.					90,000	
TOTAL EXPENDITURES	**1,684,407**	**1,165,000**	**7,705,000**	**3,505,000**	**3,390,000**	**2,550,000**

CAPITAL IMPROVEMENT PLAN
POINT RAILROAD BRIDGE REPLACEMENT
2017 - 2026

5/16/2017	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
BALANCE FORWARD	**0**	**290,750**	**45,750**	**137,750**	**82,150**	**135,500**	**80,220**	**292,820**	**359,321**	**394,775**
REVENUES:										
Safety Grant (90/10) (1)		3,000,000								
TRAC Grant (75/25) (2)				1,500,000						
MORPC Grant (80/20) (3)					1,680,000		3,866,489	7,732,978		
Delaware County Grant										
Berkshire JEDD Income Tax Receipts	*115,750*	*80,000*	*85,000*	*90,000*	*91,350*	*92,720*	*94,111*	*95,523*	*96,956*	*98,410*
Outlet Center NCA (1.5 mills)			*32,000*	*32,000*	*32,000*	*32,000*	*32,000*	*32,000*	*32,000*	*32,000*
Outlet Center Sales Tax Surcharge (1/4 of 0.5%)										
City Funds	*200,000*			*347,400*					*400,000*	*400,000*
Bond Issue Proceeds					18,000,000	18,000,000	14,400,000	6,750,000		
TOTAL REVENUES	**315,750**	**3,080,000**	**117,000**	**1,969,400**	**19,803,350**	**18,124,720**	**18,392,600**	**14,610,501**	**528,956**	**530,410**
EXPENDITURES:										
DEBT SERVICE										
Note Principal & Interest						18,180,000	18,180,000	14,544,000		
Bond Principal & Interest									493,502	493,502
IMPROVEMENT COSTS										
PE/EE (Preliminary Eng., Environmental)		2,000,000								
Final Engineering (PE DD)		1,300,000								
Railroad Force Account (4)	25,000	25,000	25,000	25,000	1,500,000					
ROW				2,000,000						
Construction					17,500,000					
Construction Engineering					750,000					
TOTAL EXPENDITURES	**25,000**	**3,325,000**	**25,000**	**2,025,000**	**19,750,000**	**18,180,000**	**18,180,000**	**14,544,000**	**493,502**	**493,502**
ENDING BALANCE	**290,750**	**45,750**	**137,750**	**82,150**	**135,500**	**80,220**	**292,820**	**359,321**	**394,775**	**431,682**

(1) Safety Funds are granted through ODOT for projects addressing high and sever crash locations. The $3.0 million in funds received must be used for design work, and require a 10% local match in funding. Additional Safety Funding may be available for project construction pending a successful future application.

(2) TRAC Funds are granted through ODOT's Transportation Review Advisory Council for major highway capacity improvement projects exceeding $12 million in cost. TRAC funds allocated toward the project are being designated to offset Right of Way costs, and require a 25% local match. Additional TRAC funds may be available for construction pending a future successful applications.

(3) MORPC Grant funds are federal tax dollars available through the Surface Transportation Program (STP) administered by MORPC through a competitive application process. STP funds require a 20% local matching fund.

(4) Railroad Force Account represents anticipated payments for work performed by Norfolk Southern Corp. for plan review and project inspection/rail traffic flagging during construction.

CAPITAL IMPROVEMENT PLAN
PARKS IMPROVEMENT FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCE FORWARD	*205,177*	*0*	*0*	*0*	*0*
REVENUES:					
Neighborhood Park Exaction Fees	5,000	5,000	5,000	5,000	0
Improvement Grants		25,000	0	25,000	
Cheshire Park HOA Reimbursement	6,000				
CIP Allocation *(pg. 1)*	***26,064***	***190,000***	***70,000***	***20,000***	***55,000***
TOTAL REVENUES	**37,064**	**220,000**	**75,000**	**50,000**	**55,000**
EXPENDITURES:					
COMMUNITY PARKS					
- Mingo	0	180,000	15,000	20,000	
- Smith Park	15,000			15,000	
- Blue Limestone				15,000	
NEIGHBORHOOD PARK IMPROVEMENTS					
- Carson Farms		10,000			
- Cheshire	26,000	10,000			25,000
- Eastside		0	30,000		
- Lexington Glen			10,000		
- Nottingham		0	20,000		
- Oakhurst					30,000
- Stratford Woods		20,000			
- Willowbrook Park	*138,000*				
- Glen Ross Park	*63,241*				
TOTAL EXPENDITURES	**242,241**	**220,000**	**75,000**	**50,000**	**55,000**
ENDING FUND BALANCE	***0***	***0***	***0***	***0***	***0***

CAPITAL IMPROVEMENT PLAN
EQUIPMENT REPLACEMENT FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**6,186**	**10,109**	**110,470**	**79,915**	**4,442**
REVENUES:					
CIP Allocation *(pg. 1)*	***510,000***	***500,000***	***500,000***	***525,000***	***625,000***
TOTAL REVENUE	**510,000**	**500,000**	**500,000**	**525,000**	**625,000**
EXPENDITURES:					
PUBLIC WORKS					
Pickup Trucks			33,800	31,000	73,000
Bucket Truck					130,000
2 Ton Dump Truck			159,959	164,700	
1 Ton Utility Truck	57,000				170,000
Backhoe	84,215			90,000	
Skid Steer			53,100		
Asphalt Recycler		85,000			
Fork Lift	26,500				
Scissor Lift	14,000				
12 Ton Ashpalt Paver Trailer	18,367				
Highway Safety Crash Trailer	22,000				
Utility Van				21,500	
TOTAL PUBLIC WORKS	***222,082***	***85,000***	***246,859***	***307,200***	***373,000***
PARKS AND RECREATION					
Pickup Trucks	32,425	102,139	35,668	37,451	38,574
Skid Steer			45,373		
Park Mowers	34,050	28,500	29,355	30,822	31,747
Flail/Rotary/Woods Mower	7,500	15,000			
Utility Vehicle	11,000				
Bucket Truck				80,000	
45 HP Tractor	31,020				
TOTAL PARKS AND RECREATION	***115,995***	***145,639***	***110,396***	***148,273***	***70,321***
AIRPORT					
Mower			16,000		
GPU		28,000			
Jet A Truck (Used)	0				
TOTAL AIRPORT	***0***	***28,000***	***16,000***	***0***	***0***
POLICE DEPARTMENT					
Police Cruiser Replacements (3/yr.)	139,000	141,000	143,000	145,000	147,000
Zero Motorcycle	0				
Detective Vehicle	29,000				
TOTAL POLICE	***168,000***	***141,000***	***143,000***	***145,000***	***147,000***
CEMETERY					
Mower Replacement	0		14,300		15,730
TOTAL CEMETERY	***0***	***0***	***14,300***	***0***	***15,730***
TOTAL EXPENDITURES	**506,077**	**399,639**	**530,555**	**600,473**	**606,051**
CARRY OVER BALANCE	**10,109**	**110,470**	**79,915**	**4,442**	**23,391**

CAPITAL IMPROVEMENT PLAN
TECHNOLOGY IMPROVEMENTS
2017 - 2021

	2017	2018	2019	2020	2021
REVENUES:					
CIP Allocation *(pg. 1)*	***523,000***	***390,625***	***155,220***	***75,220***	***75,220***
TOTAL REVENUE	**523,000**	**390,625**	**155,220**	**75,220**	**75,220**
EXPENDITURES:					
Equipment Acquisition					
PC Replacement	16,000	16,000	35,000	16,000	16,000
Copier Replacement	22,000	22,000	22,000	22,000	22,000
Internal Network Acquisition					
High Capacity Storage Replacements					
Network Switch and Firewall Replacements	75,000				
Virtual Server Acquisition		40,000			
Migration to Cloud Based Infrastructure			40,000		
External Nework Infrastructure					
Fiber System Expansion	10,000	10,000	10,000	10,000	10,000
Software Application Acquisition/Retention					
Payroll, Human Resource Mgmt.	200,000	0	0	0	0
Police Records Management System		302,625	18,220	18,220	18,220
Budgetary Accounting System	200,000	0	0	0	0
Income Tax Collection System			30,000	9,000	9,000
TOTAL EXPENDITURES	**523,000**	**390,625**	**155,220**	**75,220**	**75,220**

CAPITAL IMPROVEMENT PLAN
BUILDING MAINTENANCE IMPROVEMENTS
2017 - 2021

	2017	2018	2019	2020	2021
REVENUES:					
CIP Allocation *(pg. 1)*	***448,757***	***241,950***	***181,828***	***119,229***	***77,482***
TOTAL REVENUE	**448,757**	**241,950**	**181,828**	**119,229**	**77,482**
EXPENDITURES:					
Carpet Replacement	10,000	11,000	24,000	0	12,000
City Hall HVAC					
Justice Center HVAC/Other Building Improvements	25,000	150,000	25,000	25,000	25,000
Roof Repairs City Hall, Justice Center	30,000	32,000	35,000	35,000	
Public Works Building					
- Fire Suppression System	40,482		43,983		40,482
- Sign Building	17,175				
- Backup Generator		48,950			
Parks Maintenance Building @ 440 E. William St.	190,000				
Justice Center Generator Replacement			53,845	59,229	
Engineering Building Demo	50,000				
Engineering Building Parking Improvements	86,100				
TOTAL EXPENDITURES	**448,757**	**241,950**	**181,828**	**119,229**	**77,482**

CAPITAL IMPROVEMENT PLAN
SAFEWALK SIDEWALK PROGRAM
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**47,488**	**54,165**	**20,380**	**9,180**	**19,700**
REVENUES:					
Resident Direct Payment	95,000	65,000			
Property Tax Assessments					
Prior Years	18,910				
2012	10,858	9,681			
2013	7,609	7,609			
2014	4,280	4,280	4,280		
2015	27,520	27,520	27,520	27,520	387
2016		15,000	15,000	15,000	15,000
2017			30,000	30,000	30,000
Note Issue	1,050,000	800,000	625,000	475,000	325,000
CIP Allocation Safewalk	125,000	125,000	125,000	125,000	125,000
Total CIP Allocation (pg. 1)	***125,000***	***125,000***	***125,000***	***125,000***	***125,000***
TOTAL REVENUE	**1,339,177**	**1,054,090**	**826,800**	**672,520**	**495,387**
EXPENDITURES:					
RESIDENT REPAIR RESPONSIBILITY					
Invoice	150,000	10,000	10,000	10,000	10,000
Assessment	150,000	10,000	10,000	10,000	10,000
CITY REPAIR RESPONSIBILITY					
City Invoice	225,000	10,000	10,000	10,000	10,000
SIDEWALK INSPECTION SERVICES	50,000				
DEBT SERVICE	757,500	1,057,875	808,000	632,000	480,000
Total Safewalk Expenditures	**1,332,500**	**1,087,875**	**838,000**	**662,000**	**510,000**

CAPITAL IMPROVEMENT PLAN
PARK IMPACT FEE IMPROVEMENT FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCE FORWARD	**920,240**	**322,440**	**244,940**	**169,940**	**569,940**
REVENUES:					
Impact Fees	250,000	225,000	225,000	225,000	225,000
Trail Improvement Grants		682,500	500,000	500,000	400,000
TOTAL REVENUES	**250,000**	**907,500**	**725,000**	**725,000**	**625,000**
EXPENDITURES:					
PROFESSIONAL SERVICES					
Impact Fee Update	40,800				
COMMUNITY PARK IMPROVEMENTS					
Ross St. Parkland Expansion (bldg. demo)	100,000				
Ross St. Park Improvement		75,000			
COMMUNITY TRAIL IMPROVEMENTS					
SR 37 (Westfield-Trotters)	407,500				
SR 37 (Buehlers-Lexington)	166,500				
SR 37 (Lexington-Houk)				250,000	
Springfield Trail Branch Extension	58,000				
Liberty Road (London-Belle)				75,000	730,000
William St. (east of Applegate to Houk)	75,000	910,000			
Stratford Road (Olentangy-River Oaks)			800,000		
London Road					350,000
TOTAL IMPACT FEE EXPENDITURES	**847,800**	**985,000**	**800,000**	**325,000**	**1,080,000**
IMPACT FEE BALANCE	**322,440**	**244,940**	**169,940**	**569,940**	**114,940**

CAPITAL IMPROVEMENT PLAN
POLICE IMPACT FEE FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**334,055**	**363,403**	**362,380**	**363,170**	**363,960**
REVENUES					
Police Impact Fees	100,000	60,000	60,000	60,000	60,000
TOTAL REVENUE	**100,000**	**60,000**	**60,000**	**60,000**	**60,000**
IMPACT FEE EXPENDITURES					
Professional Services - Impact Fee Update	10,425				
DEBT SERVICE					
Justice Center ($890,000, 19yrs 2.94%, 2032)	60,227	61,023	59,210	59,210	59,210
TOTAL IMPACT FEE EXPENDITURES	**70,652**	**61,023**	**59,210**	**59,210**	**59,210**
IMPACT FEE BALANCE	**363,403**	**362,380**	**363,170**	**363,960**	**364,750**
Debt Balance Outstanding	**673,715**	**628,966**	**583,975**	**539,469**	**493,952**

CAPITAL IMPROVEMENT PLAN
FIRE IMPACT FEE FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**330,732**	**336,982**	**323,982**	**313,982**	**303,982**
REVENUES:					
Fire Impact Fees	125,000	87,000	90,000	90,000	90,000
TOTAL REVENUE	**125,000**	**87,000**	**90,000**	**90,000**	**90,000**
IMPACT FEE EXPENDITURES:					
Professional Services - Impact Fee Update	18,750				
DEBT SERVICE					
Station 303/304	100,000	100,000	100,000	100,000	100,000
TOTAL IMPACT FEE EXPENDITURES:	**118,750**	**100,000**	**100,000**	**100,000**	**100,000**
IMPACT FEE BALANCE	**336,982**	**323,982**	**313,982**	**303,982**	**293,982**

CAPITAL IMPROVEMENT PLAN
MUNICIPAL SERVICES IMPACT FEE FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCE FORWARD	**535,121**	**623,098**	**667,296**	**707,661**	**748,026**
REVENUES:					
Impact Fees	175,000	110,000	110,000	110,000	110,000
Sewer Fund Reimbursement Cherry St. Facility	65,000	65,000	65,000	65,000	65,000
TOTAL REVENUES	**240,000**	**175,000**	**175,000**	**175,000**	**175,000**
EXPENDITURES:					
Professional Services - Impact Fee Update	20,025				
DEBT SERVICE					
Public Works Facility ($1,060,000 19yrs, 2.94%, 2031)	71,094	69,094	72,094	72,094	72,094
Justice Center ($900,000, 19yrs 2.94%, 2032)	60,904	61,708	62,541	62,541	62,541
TOTAL EXPENDITURES	**152,023**	**130,802**	**134,635**	**134,635**	**134,635**
IMPACT FEE BALANCE	**623,098**	**667,296**	**707,661**	**748,026**	**788,391**

Debt Outstanding Balance	**1,481,286**	**1,386,034**	**1,285,783**	**1,185,531**	**1,086,048**

CAPITAL IMPROVEMENT PLAN
FIRE/EMS FUND
2017 - 2020

	2017	2018	2019	2020	2021
BALANCES FORWARD	**3,359,598**	**3,609,106**	**3,510,492**	**3,773,163**	**2,862,358**
REVENUES:					
Fire/EMS Income Tax	770,000	805,000	840,000	840,000	840,000
Fire Impact Fee Funds	100,000	100,000	100,000	100,000	100,000
Capital Lease Proceeds					
Bond Issue - Station 304	4,000,000				
TOTAL REVENUE	**4,870,000**	**905,000**	**940,000**	**940,000**	**940,000**
EXPENDITURES:					
DEBT SERVICE					
Station 302 ($573,416, 10 yrs, 1.502%, 2022)	63,794	64,064	63,743	60,872	60,872
Station 303 ($2,755,000, 2.94%, 2032)	181,518	176,519	176,518	174,569	174,569
Station 304 ($4,000,000, 20 yrs, 4.0%, 2035)	65,000	292,446	292,446	292,446	292,446
Ladder Truck Lease (1,090,176, 1.83%, 7yrs, 2019)	166,294	166,294	41,573		
EMS Vehicles (3) - (800,000, 10 yrs. 2024)	93,950	92,350	90,750	94,150	94,150
STATION CONSTRUCTION					
Station #304 - Cheshire Rd.	4,000,000				
APPARATUS/VEHICLES					
Engine/Pumper Truck				823,401	
Paramedic Units				392,699	
Staff/Utilility Vehicles	49,936	11,941	12,299	12,668	32,048
EQUIPMENT					
Defibrillators/Cardiac Monitors		200,000			
TOTAL EXPENDITURES:	**4,620,492**	**1,003,614**	**677,329**	**1,850,805**	**654,085**
ENING BALANCE	**3,609,106**	**3,510,492**	**3,773,163**	**2,862,358**	**3,148,273**

CAPITAL IMPROVEMENT PROGRAM
WATER FUND CAPACITY PROJECTS
2017 - 2020

	2017	2018	2019	2020	2021
BALANCES FORWARD	**5,448,029**	**4,967,684**	**4,267,339**	**3,897,094**	**3,707,051**
REVENUES:					
Water Capacity Fees	1,350,000	1,200,000	1,200,000	1,200,000	1,200,000
Water Debt Meter Fee Allocation	250,000	255,000	260,100	265,302	270,608
TOTAL REVENUES	**1,600,000**	**1,455,000**	**1,460,100**	**1,465,302**	**1,470,608**
EXPENDITURES:					
DEBT SERVICE					
Westside Trans Line ($2,225,051, 25 yrs, 3.67%, 2036)	136,750	136,750	136,750	136,750	136,750
Penry Rd. Waterline ($1,000,000, 25 yrs, 3.55%, 2037)	62,976	62,976	62,976	62,976	62,976
Kingman Hill Tower ($3,545,000, 25 yrs, 4.51%, 2031)	243,005	243,005	243,005	243,005	243,005
Plant Expansion ($9,600,000, 25yrs., 3.23%, 2039)	562,614	562,614	562,614	562,614	562,614
TOTAL DEBT SERVICE	**1,005,345**	**1,005,345**	**1,005,345**	**1,005,345**	**1,005,345**
WATER SYSTEM IMPROVMENTS					
Water Master Plan					250,000
Water System Financial Plan	75,000				
WATER SUPPLY PROJECTS					
Upground Reservoir Design				400,000	
DISTRIBUTION CAPACITY PROJECTS					
Olentangy Ave. River Crossing		650,000			
Buttermilk Rd./Troy Rd. Waterline			575,000		
New Line Oversizing/Extension	*1,000,000*	*500,000*	*250,000*	*250,000*	*250,000*
TOTAL WATER CAPACITY PROJECTS	**1,075,000**	**1,150,000**	**825,000**	**650,000**	**500,000**
ENDING FUND BALANCE	**4,967,684**	**4,267,339**	**3,897,094**	**3,707,051**	**3,672,314**

CAPITAL IMPROVEMENT PROGRAM
WATER FUND MAINTENANCE PROJECTS
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**1,726,214**	**1,588,069**	**1,324,924**	**853,071**	**526,218**
REVENUES:					
Transfer from Water Fund	750,000	775,000	800,000	800,000	800,000
Water Debt Meter Fee Allocation	1,064,620	1,064,620	1,085,912	1,085,912	1,107,630
TOTAL REVENUES	**1,814,620**	**1,839,620**	**1,885,912**	**1,885,912**	**1,907,630**
EXPENDITURES:					
DEBT SERVICE					
Treatment Plant ($22,400,000 - 25 yrs, 3.23%, 2039)	1,312,765	1,312,765	1,312,765	1,312,765	1,312,765
WATER PLANT MAINTENANCE					
WTP Settling Basins Chain & Valve Replacement					
Plant Maintenance	95,000	75,000	75,000	75,000	75,000
Lagoon Cleaning			300,000		
Pressure Filter Media Replacement	75,000				
Well Screen Cleaning				95,000	
Nano and Ultra Filtration Membrane Replacement					600,000
WATER DISTRIBUTION PROJECTS					
West Water Tank Painting		500,000			
Water Tank Maintenance	15,000		15,000		15,000
Large Meter Replacement	25,000		25,000		25,000
Water Line Improvements:					
Small Main/Service Replacement	50,000	50,000	50,000	50,000	50,000
Fire Flow Improvement	75,000	75,000	75,000	75,000	75,000
Campbell St. Waterline					150,000
S. Washington St. Waterline				150,000	
Blymer St. Waterline	150,000				
Pennsylvania Ave. Waterline			475,000		
East St./Fair Ave. Waterline		60,000			
Lincoln Ave. Waterline				425,000	
Automated Meter Reader System	25,000				
Utilities Maintenance Bldg. Rehab	25,000				
Equipment Replacement	105,000	30,000	30,000	30,000	50,000
TOTAL WATER REPAIR AND MAINT.	**1,952,765**	**2,102,765**	**2,357,765**	**2,212,765**	**2,352,765**
ENDING FUND BALANCE	**1,588,069**	**1,324,924**	**853,071**	**526,218**	**81,083**

CAPITAL IMPROVEMENT PROGRAM
SEWER FUND CAPACITY PROJECTS
2017 - 2020

	2017	2018	2019	2020	2021
BALANCES FORWARD	**3,003,447**	**2,267,786**	**2,277,983**	**2,155,830**	**1,568,042**
REVENUES:					
Sewer Capacity Fees	1,300,000	1,250,000	1,150,000	1,150,000	1,150,000
SE Highland Sewer ERU Fees	250,000	225,000	200,000	200,000	200,000
Sewer Fees Transfer - 2007,2008,2009	2,099,039	2,099,039	2,099,039	2,141,020	2,141,020
TOTAL REVENUES	**3,649,039**	**3,574,039**	**3,449,039**	**3,491,020**	**3,491,020**
EXPENDITURES:					
DEBT SERVICE					
Land Armstrong Rd. ($2,915,000 10 yrs. 1.49%, 2022)	327,350	324,400	324,400	324,400	324,400
23 North Sewer ($1,000,000, 25 yrs, 4.51%), 2031	67,260	67,260	67,260	67,260	67,260
SE Highland Sewer ($15,000,000, 25 yrs, 4.49%, 2037)	995,771	995,771	995,771	995,771	995,771
SE Highland Sewer ($2,750,000, 20 yrs, 3.59%, 2026)	186,737	187,563	188,418	189,305	189,305
Plant Expansion ($20,882,000, 20 yrs, 3.59%, 2026)	1,417,582	1,423,849	1,430,343	1,437,073	1,437,073
TOTAL DEBT SERVICE	**2,994,700**	**2,998,843**	3,006,192	**3,013,809**	**3,013,809**
SEWER SYSTEM IMPROVEMENTS					
Sewer System Financial Plan	*75,000*				
COLLECTION CAPACITY PROJECTS					
SW New Pump Station				500,000	
Transfer to Sewer Reserve Fund - Oversizing	500,000				
Sewer Oversizing/Extension	*750,000*	*500,000*	*500,000*	*500,000*	*500,000*
Reimbursement for Cherry St. Maint. Facility	65,000	65,000	65,000	65,000	65,000
TOTAL SEWER CAPACITY PROJECTS	**1,390,000**	**565,000**	**565,000**	**1,065,000**	**565,000**
ENDING FUND BALANCE	**2,267,786**	**2,277,983**	**2,155,830**	**1,568,042**	**1,480,253**

CAPITAL IMPROVEMENT PROGRAM
SEWER FUND MAINTENANCE PROJECTS
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**2,372,612**	**1,087,811**	**1,640,172**	**2,130,228**	**2,503,519**
REVENUES:					
Transfer from Sewer Fund	1,391,532	1,419,363	1,447,750	1,476,705	1,506,239
TOTAL REVENUES	**1,391,532**	**1,419,363**	**1,447,750**	**1,476,705**	**1,506,239**
EXPENDITURES:					
DEBT SERVICE					
Plant Rehabilitation ($2,230,000 20 yrs. 3.59%, 2026)	151,333	152,002	152,695	153,414	153,414
TOTAL DEBT SERVICE	**151,333**	**152,002**	**152,695**	**153,414**	**153,414**
WASTEWATER TREATMENT PROJECTS					
Tertiary Filtration System	1,800,000				
Belt Filter Press				500,000	
Plant Maintenance	50,000	75,000	75,000	75,000	75,000
Influent Pump Replacement		25,000			25,000
Settling Tank Upgrades					250,000
Concrete EQ Basin Repairs	115,000		250,000		
Electrical Transformers Upgrades	50,000				
WASTEWATER COLLECTION PROJECTS					
Large Meter Replacement	25,000	175,000	175,000	175,000	175,000
Inflow/Infiltration Remediation	175,000	0	100,000	0	100,000
Sanitary Sewer Replacement	75,000		0	150,000	0
Weselyan Woods Sewer Rehav		200,000		0	
Hayes Colony Sewer Rehab		0	25,000		25,000
Pump Station Repair/Upgrade	100,000	120,000	90,000	50,000	50,000
Automated Meter Reading System	25,000				
Utilities Maint. Bldg Rehab	25,000				5,000
Equipment Replacement	85,000	120,000	90,000	0	25,000
TOTAL SEWER REPAIR/MAINTENANCE	**2,676,333**	**867,002**	**957,695**	**1,103,414**	**883,414**
ENDING FUND BALANCE	**1,087,811**	**1,640,172**	**2,130,228**	**2,503,519**	**3,126,344**

CAPITAL IMPROVEMENT PLAN
STORM WATER FUND
2017 - 2021

	2017	2018	2019	2020	2021
BALANCES FORWARD	**1,600,000**	**868,534**	**309,039**	**311,653**	**306,521**
REVENUES:					
Storm Water Fees	348,534	355,505	362,615	369,867	377,264
TOTAL REVENUE	**348,534**	**355,505**	**362,615**	**369,867**	**377,264**
EXPENDITURES:					
Storm Water System Financial Plan	35,000				
Storm Water Repair	100,000	100,000	100,000	100,000	100,000
Storm Water I&I Remediation		125,000		125,000	
Bernard Avenue (Sandusky to Liberty St.)		600,000			
Vernon Ave.				100,000	
Birch Terrace	70,000		200,000		
US 23/R 42 ODOT Culvert Repair	400,000				
Chamberlain/Channing St.					350,000
Dogwood Drive	175,000				
Stratford Rd Culvert Repair	200,000				
Utilities Maintenance Bldg Rehab	25,000				
Equipment Replacement	75,000	90,000	60,000	50,000	50,000
TOTAL EXPENDITURES	**1,080,000**	**915,000**	**360,000**	**375,000**	**500,000**
ENDING FUND BALANCE	**868,534**	**309,039**	**311,653**	**306,521**	**183,785**

CAPITAL IMPROVEMENT PLAN
UTILITY EQUIPMENT REPLACEMENT FUND
2017 - 2020

	2017	2018	2019	2020	2021
REVENUES:					
Water Fund Allocation	105,000	30,000	30,000	30,000	50,000
Sewer Fund Allocation	85,000	120,000	90,000		25,000
Storm Water Fund Allocation	75,000	90,000	60,000	5,000	50,000
TOTAL REVENUE	**265,000**	**240,000**	**180,000**	**35,000**	**125,000**
EXPENDITURES:					
Tandem Axle Dump Truck	135,000				
Sewer Camera Truck		180,000			
Backhoe			120,000		
One-ton Truck - Sewer	40,000				
Utility Truck - Water	60,000				
Pickup Truck - Water		30,000	30,000		
Pickup Truck - Sewer		30,000	30,000		
Pickup Truck - Storm Sewer	30,000				
TOTAL PUBLIC UTILITIES EQUIPMENT	***265,000***	***240,000***	***180,000***	***0***	***0***

CAPITAL IMPROVEMENT PLAN
REFUSE FUND
2017 - 2020

	2017	2018	2019	2020	2021
BALANCES FORWARD	**1,500,000**	**(499,311)**	**(313,874)**	**(186,634)**	**6,606**
REVENUES:					
Refuse Fees	600,000	612,000	624,240	624,240	636,725
Bond Revenue	0				
TOTAL REVENUE	**600,000**	**612,000**	**624,240**	**624,240**	**636,725**
EXPENDITURES:					
Debt Service					
Refuse Buildings ($1.5m, 3%, 5 yrs. 2021)	0	0	0	0	0
Building Improvements					
Refuse Equipment Storage Bldg 18000 sq. ft.	1,400,000				
Recycling Processing Bldg. 8100 sq. ft.	660,000				
Equipment					
Rear Load 20-Yard Packer - Commercial	163,000	169,500		179,000	
Side Load Lease Payments (2 units. 5 yrs., 2.5%)	80,311	20,063			
Side Load Truck	230,000	237,000	245,000	252,000	260,000
Recycling Vehicle - Recycling			252,000		267,000
1 Ton Dump w/liftgate	66,000				
TOTAL EXPENDITURES	**2,599,311**	**426,563**	**497,000**	**431,000**	**527,000**
ENDING FUND BALANCE	**(499,311)**	**(313,874)**	**(186,634)**	**6,606**	**116,331**

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: 18 | DATE: 05/22/2017

ORDINANCE NO: 17-37 | RESOLUTION NO:

READING: FIRST | PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: David M. Efland, AICP, Director of Planning

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR PROFESSIONAL SERVICES TO COMPLETE AN UPDATE TO THE CITY'S CURRENT COMPREHENSIVE PLAN.

BACKGROUND:
Council and Staff have long discussed the need to appropriately update the City's Comprehensive Plan as contained in the City Charter Section 103 and as an objective as identified in the City's Strategic Plan. The current Comprehensive Plan has served the community well but is over 10 years old - having been adopted in 2004. As recently as the 2017 budget discussions, this was brought forward as a priority item from City Council. Staff recommended a working budget of $200,000 for the effort which will include hiring of a professional consultant, significant citizen engagement, and an 18-24 month anticipated time frame. Appropriating funds will allow Staff to prepare and issue a Request For Proposal (RFP) for professional consultant services. Staff will seek to obtain the necessary services at the lowest cost and best proposal as per our processes and regulations. While $200,000 was Staff's original working budget, this supplemental appropriation would authorize $175,000 so that would be the maximum available for now. Depending on the responses to the RFP, the budget amount may need to be adjusted.

REASON WHY LEGISLATION IS NEEDED:

Please see background above. The goal is to issue an RFP prior to the end of the year, evaluate responses, and contract for services necessary for the update effort.

COMMITTEE RECOMMENDATION:
N/A

FISCAL IMPACT(S):
$175,000 appropriated from the General Fund toward Professional Services to update the Comprehensive Plan.

POLICY CHANGES:
N/A

PRESENTER(S):
David Efland, Planning and Community Development Director

RECOMMENDATION:
Approval

ATTACHMENT(S)
Appropriation Ordinance

ORDINANCE NO. 17-37

AN ORDINANCE AMENDING THE 2017 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING FOR PROFESSIONAL SERVICES TO COMPLETE AN UPDATE TO THE CITY'S CURRENT COMPREHENSIVE PLAN.

WHEREAS, Section 103 of the City of Delaware Charter requires the adoption and from time to time amendment of the official city plan now known as the Comprehensive Plan; and

WHEREAS, the Comprehensive Plan is the set of official City policies to manage development and growth together with the implementing strategies that establish the vision of the City for the future; and

WHEREAS, the Comprehensive Plan, adopted in 2004, serves as a flexible blueprint to guide decision making by the City, community organizations, and private individuals and entities relative to development; and

WHEREAS, performing a full update of the Comprehensive Plan will require significant effort, resources, and community involvement; and

WHEREAS, the current Comprehensive Plan has not undergone a full update during the planning period; and

WHEREAS, updating the Comprehensive Plan is an objective of the City's Strategic Plan and a priority of City Council; and

WHEREAS, the adopted 2017 Budget projects a year-end fund balance of 17.93 percent of annual expenditures an amount which exceeds the City's adopted Financial Management Policy targeted fund balance reserve of 17 percent; and

WHEREAS, City Administration has determined that the 2017 Budget could be increased by an amount to allow the comprehensive plan update and remain in compliance with the City's Financial Management Policy; and

WHEREAS, a supplemental appropriation to the 2017 Budget will be needed to authorize the increase to the 2017 Budget.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That there is hereby appropriated from the unencumbered balance of the General Fund $175,000 increasing the following account:

General Administration
Professional Services (101-0032-5230) $ 175,000

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Ohio Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____
ABSTAIN ____

PASSED: _____, 2017 YEAS____ NAYS____
ABSTAIN ____

ATTEST: _____ _____
CITY CLERK MAYOR

APRIL FINANCE REPORT

TO: **Members of City Council**
FROM: **Dean Stelzer, Finance Director**
DATE: **May 18, 2017**

Reports Included

Page	Reports	Purpose
2	Revenues by Source	This summary compares year-to-date revenues for 2015 to 2014 by source.
3	General Fund	Summary of General Fund budgeted revenues, expenditures and fund balance.
4	Other Operating Funds	Summary of budgeted revenues, expenditures, & fund balances for non-general fund operating funds.
5	Other Funds	Other non-operating funds revenues, expenditures and fund balance.
6	Insurance	Summary of the City's self-funded health insurance costs with comparisons to last year.
7	Income Tax	Monthly income tax collections for last three years. Also includes tax collection projections for remainder of the year.
8	Recreation Levy Summary	Reflects 2017 and total Recreation Levy expenditures by Phase.

Highlights:

* Income tax collections improved in April and are now up 4.71% from 2016 although withholding taxes remain below 2016 figures. Business income tax collections are up 775 or $688,125 over 2016 levels.
* Development related revenues are down about 24% on average over last year levels.

YTD 2016 Budget Supplementals

17-17 $9,333 - General Fund - Refund fire insurance bond

FINANCE DIRECTOR'S REPORT REVENUES BY SOURCE April 30, 2017					
		Revenues @ 4/30/17		Revenues @ 4/30/16	% Change
TAXES					
Income Tax	$	11,160,160	$	10,657,989	4.71%
Property Tax		912,355		979,176	-6.82%
Local Government Fund		189,022		194,437	-2.78%
Hotel/Motel Tax		18,408		19,258	-4.41%
Gasoline Taxes		364,593		362,555	0.56%
License Plate Tax		220,808		223,283	-1.11%
FEES					
Franchise Fee (cable tv)	$	91,769	$	88,037	4.24%
Parking Meter & Lot Fees		28,294		29,111	-2.81%
Fines/Forfeitures/Court Diversion Fees		47,880		51,376	-6.80%
Impact Fees		147,453		261,296	-43.57%
Airport - Fuel		113,627		192,894	-41.09%
Cemetery		48,453		53,473	-9.39%
Golf Course		35,786		30,358	17.88%
REIMBURSEMENTS					
Engineering Fees	$	469,125	$	533,030	-11.99%
Fire/EMS Reimbursement		516,322		67,389	666.18%
Prosecutor Reimbursements		80,200		59,040	35.84%
Building Permits and Fees		220,016		271,753	-19.04%
UTILITY CHARGES					
Water - Meter Charges	$	1,682,981	$	1,668,301	0.88%
- Capacity Fees		398,438		478,329	-16.70%
Sewer - Meter Charges		2,086,476		2,033,060	2.63%
- Capacity Fees		379,750		450,509	-15.71%
Refuse		1,164,985		1,131,181	2.99%
Storm Sewer		289,471		289,605	-0.05%
MUNICIPAL COURT REVENUES	$	1,264,525	$	1,201,723	5.23%

FINANCE DIRECTOR'S REPORT
GENERAL FUND REVENUES
April 30, 2017

April 33.3% of year	Revenues 4/30/2017	2017 Budget	Revenues As % of Budget	Comparative Revenues 4/30/2016	% Change YTD
GENERAL FUND					
Property Tax	706,401	1,522,000	46.41%	753,780	(6.29%)
City Income Tax	6,036,879	14,391,065	41.95%	5,767,563	4.67%
Other Taxes	0	0	0.00%	100	0.00%
Local Government Fund	189,022	617,500	30.61%	194,438	(2.79%)
Fines and Forfeitures	47,880	145,000	33.02%	51,376	(6.80%)
Engineering Fees	469,125	810,000	57.92%	533,030	(11.99%)
Prosecutor Contracts	80,200	260,000	30.85%	59,040	35.84%
Parking Meters	11,715	37,000	31.66%	12,645	(7.35%)
Other Fees and Contracts	7,744	0	0.00%	8,255	(6.19%)
Liquor Permits	140	45,000	0.31%	37,229	(99.62%)
Franchise Fees	91,769	355,000	25.85%	88,037	4.24%
Licenses & Permits	220,016	725,000	30.35%	271,753	(19.04%)
Investment Income	61,113	175,000	34.92%	28,496	114.46%
Miscellaneous	20,151	150,000	13.43%	48,770	(58.68%)
Reimbursements	61,714	168,000	36.73%	17,272	257.31%
Transfers	646,363	1,920,000	33.66%	638,729	1.20%
TOTAL	**8,650,232**	**21,320,565**	**40.57%**	**8,510,513**	**1.64%**

GENERAL FUND EXPENDITURES

	Expenses 4/30/2017	2017 Budget	Expenses As % of Budget	Comparative Expenses 4/30/2016	% Change YTD
GENERAL FUND					
City Council	40,816	151,797	26.89%	28,405	43.69%
City Manager	238,014	684,160	34.79%	255,269	(6.76%)
Human Resources	98,128	349,298	28.09%	79,405	23.58%
Economic Development	194,484	388,834	50.02%	163,048	19.28%
Legal Affairs/Prosecution	248,232	797,760	31.12%	256,341	(3.16%)
Finance	474,031	1,551,135	30.56%	457,093	3.71%
Income Tax Refunds	197,398	360,000	54.83%	190,457	3.64%
General Administration	2,008,803	5,684,387	35.34%	1,606,067	25.08%
Risk Management	978	332,900	0.29%	8,428	(88.40%)
Police	2,558,724	8,173,369	31.31%	2,418,151	5.81%
Planning	328,963	1,136,486	28.95%	310,552	5.93%
Engineering	422,120	1,485,329	28.42%	373,735	12.95%
City Buildings	123,647	478,763	25.83%	123,010	0.52%
TOTAL	**6,934,338**	**21,574,218**	**32.14%**	**6,269,961**	**10.60%**

General Fund Beginning Balance January 1, 2017	4,382,218
2017 General Fund Revenues	8,650,232
2017 General Fund Expenditures	(6,934,338)
Advances to Other Funds	-
Outstanding Encumbrances 4/30/17	(537,734)
General Fund Ending Fund Balance April 30,2017	***5,560,378***

FINANCE DIRECTOR'S REPORT
OTHER OPERATING FUNDs
April 30, 2017

REVENUES

	Revenues 4/30/2017	2017 Budget	Revenues As % of Budget	Comparative Revenues 4/30/2016	% Change YTD
STREET MAINTENANCE & REPAIR	953,845	2,806,691	33.98%	886,554	7.59%
STORM SEWER	289,471	852,000	33.98%	290,141	(0.23%)
PARKS AND RECREATION	575,839	1,427,500	40.34%	381,432	50.97%
CEMETERY	73,453	212,500	34.57%	53,473	37.36%
AIRPORT OPERATIONS	181,893	711,218	25.57%	164,632	10.48%
FIRE/EMS INCOME TAX	4,840,213	14,940,746	32.40%	4,207,214	15.05%
MUNICIPAL COURT	911,717	2,736,750	33.31%	883,621	3.18%
GOLF COURSE	35,786	173,700	20.60%	30,358	17.88%
WATER	1,737,038	5,650,132	30.74%	1,806,294	(3.83%)
SEWER	2,185,956	7,180,000	30.45%	2,152,344	1.56%
REFUSE	1,175,682	3,588,500	32.76%	1,141,107	3.03%
GARAGE ROTARY	161,360	645,440	25.00%	150,777	7.02%
INFORMATION TECH. ROTARY	263,213	1,052,850	25.00%	234,133	12.42%
TOTAL	**13,385,466**	**41,978,027**	**31.89%**	**12,382,080**	**8.10%**

EXPENDITURES

	Expenditures 4/30/2017	2017 Budget	Expenses As % of Budget	Comparative Expenses 4/30/2016	% Change YTD
STREET MAINTENANCE & REPAIR	850,181	2,924,173	29.07%	684,278	24.24%
STORM SEWER	430,976	1,542,458	27.94%	185,455	132.39%
PARKS AND RECREATION	373,778	1,393,719	26.82%	292,970	27.58%
CEMETERY	91,204	411,281	22.18%	63,251	44.19%
AIRPORT OPERATIONS	169,532	801,551	21.15%	183,377	(7.55%)
FIRE/EMS INCOME TAX	2,913,753	14,111,551	20.65%	3,474,223	(16.13%)
MUNICIPAL COURT	801,709	2,641,901	30.35%	775,138	3.43%
GOLF COURSE	48,766	200,014	24.38%	47,483	2.70%
WATER OPERATIONS	1,356,141	5,939,211	22.83%	1,310,139	3.51%
SEWER OPERATIONS	1,170,637	7,391,675	15.84%	1,198,127	(2.29%)
REFUSE	892,913	5,370,832	16.63%	1,012,254	(11.79%)
GARAGE ROTARY	194,145	643,633	30.16%	204,377	(5.01%)
INFORMATION TECH. ROTARY	325,303	1,053,120	30.89%	293,602	10.80%
TOTAL	**9,619,038**	**44,425,119**	**21.65%**	**9,724,674**	**(1.09%)**

FUND BALANCES

	Fund Balance 1/1/2017	Revenues 4/30/2017	Expenditures 4/30/2017	Outstanding Encumb.	Fund Balance 4/30/2017
STREET MAINTENANCE & REPAIR	442,970	953,845	850,181	147,845	398,789
STORM SEWER	1,921,698	289,471	430,976	281,274	1,498,919
PARKS AND RECREATION	232,381	575,839	373,778	200,114	234,328
CEMETERY	299,378	73,453	91,204	22,082	259,545
AIRPORT OPERATIONS	232,295	181,893	169,532	58,912	185,744
FIRE/EMS INCOME TAX	5,637,179	4,840,213	2,913,753	355,034	7,208,605
MUNICIPAL COURT	1,881,840	911,717	801,709	5,877	1,985,971
GOLF COURSE	69,962	35,786	48,766	10,224	46,758
WATER OPERATIONS	1,421,338	1,737,038	1,356,141	290,041	1,512,194
SEWER OPERATIONS	2,661,859	2,185,956	1,170,637	101,846	3,575,332
REFUSE	2,185,719	1,175,682	892,913	612,752	1,855,736
GARAGE ROTARY	273,429	161,360	194,145	126,358	114,286
INFORMATION TECH. ROTARY	561,103	263,212	325,303	51,593	447,419
TOTAL	**17,821,151**	**13,385,465**	**9,619,038**	**2,263,952**	**19,323,626**

FINANCE DIRECTOR'S REPORT
OTHER FUND REVENUES/EXPENSES/FUND BALANCE
April 30, 2017

	Beginning Fund Balance	Revenues 4/30/2017	Expenses 4/30/2017	Outstanding Encumbrances	Ending Fund Balance
STATE HIGHWAY IMPROVEMENT	106,060	33,995	0	0	140,055
LICENSE FEE	223,448	135,861	0	0	359,309
TREE FUND	211,030	74,051	0	0	285,081
AIRPORT 2000 T-HANGAR	143,529	32,324	10,576	9,226	156,051
RECREATION FACILITIES TAX	3,530,990	911,577	469,432	73,724	3,899,411
AIRPORT TIF	57,415	12,501	0	0	69,916
GLENN RD BRIDGE TIF	1,463,310	457,808	22,193	197,077	1,701,848
SKY CLIMBER/V&P TIF	0	9,796	0	0	9,796
MILL RUN TIF	0	72,581	0	0	72,581
COURT IDIAM	18,784	6,700	17,039	1,152	7,293
DRUG ENFORCEMENT	54,013	1,957	0	0	55,970
COURT ALCOHOL TREATMENT	516,519	38,947	5,052	0	550,414
OMVI ENFORCEMENT/EDUCATION	4,036	847	0	0	4,883
POLICE JUDGEMENT	114,881	6,140	14,466	13,950	92,605
PARK DEVELOPMENT	205,177	26,808	0	0	231,985
COMPUTER LEGAL RESEARCH	486,966	96,205	20,291	17,807	545,073
COURT SPECIAL PROJECTS	865,397	96,237	11,448	27,833	922,353
PROBATION SERVICES	451,587	111,915	10,760	1,353	551,389
POLICE/FIRE DISABILITY	0	205,953	205,953	0	0
COMMUNITY PROMOTION FUND	45,497	28,533	45,009	49,404	(20,383)
CDBG GRANT	2,530	0	0	230	2,300
ED REVOLVING LOAN	478,274	41,877	32,670	80,002	407,479
HOUSING GRANT PROGRAM INCOME	27,018	0	14,400	12,618	0
CHIP GRANT	(62,267)	62,270	72,848	74,708	(147,553)
GENERAL BOND RETIREMENT	72,367	457,583	455,004	0	74,946
PARK IMPROV BONDS FUND	107,796	431,942	0	0	539,738
SE HIGHLAND SEWER BOND FUND	83,023	332,459	0	0	415,482
CAPITAL IMPROVEMENT	1,408,850	761,605	700,614	348,230	1,121,611
FAA AIRPORT GRANT	(374,800)	310,744	19,485	37,600	(121,141)
FAA AIRPORT AIP GRANT	(406,370)	412,091	19,250	5,750	(19,279)
EQUIPMENT REPLACEMENT	199,822	455,000	169,112	398,286	87,424
PARK IMPACT FEE	1,082,919	83,681	71,793	301,610	793,197
POLICE IMPACT FEE	334,055	13,019	3,325	4,600	339,149
FIRE IMPACT FEE	330,732	23,550	3,335	4,615	346,332
MUNICIPAL SERVICES IMPACT FEE	535,122	27,203	3,335	4,615	554,375
GLENN ROAD CONSTRUCTION FUNDS	3,486,736	10,930,535	11,338,130	18,872	3,060,269
PARKING LOTS	28,666	16,579	10,133	7,738	27,374
WATER CIP	9,903,611	407,925	1,248,927	133,888	8,928,721
SEWER CIP	6,835,942	766,579	2,190,272	529,199	4,883,050
SELF INSURANCE	2,216,317	1,327,137	1,716,501	13,727	1,813,226
WORKERS COMP RESERVE	1,973,888	146,171	9,430	4,722	2,105,907
FIRE DONATION	5,765	580	0	0	6,345
PARK DONATION	25,000	0	0	0	25,000
POLICE DONATION	7,809	40	0	0	7,849
MAYOR'S DONATION	1,958	550	1,238	35	1,235
PROJECT TRUST	560,120	4,195	9,209	2,291	552,815
UNCLAIMED FUNDS	68,119	1,620	0	0	69,739
DEVELOPMENT RESERVE FUND	807,886	0	0	0	807,886
RESERVE ACCOUNT FUND	1,012,323	0	0	0	1,012,323
BERKSHIRE JEDD FUND	32,427	81,810	32,741	167,259	(85,763)
CEMETERY PERPETUAL CARE FUND	36,063	69	280	0	35,852
STATE PATROL TRANSFER	252	20,290	20,290	0	252
STATE BUILDING PERMIT FEES	474	2,021	2,009	0	486
PERFORMANCE BOND FUND	164,146	0	0	0	164,146
TOTAL	**39,485,212**	**19,479,861**	**18,976,550**	**2,542,121**	**37,446,402**

City of Delaware
Employee Health Insurance Plan
April 30, 2017

Account	April 2017	YTD 2017	2017 Budget	% of Budget	YTD 2016	% Change 2016-17
Life Insurance	$ 2,301	$ 9,246	$ 29,000	31.9%	$ 9,102	1.6%
Insurance Opt-Out	2,495	9,980	30,500	32.7%	8,880	12.4%
Preventative Care	1,669	14,125	45,000	31.4%	12,532	12.7%
Vision Coverage	2,048	2,582	13,600	19.0%	-	0.0%
Administrative Fees						
Excise Tax	-	-	40,000	0.0%	-	0.0%
TPA Fees	7,396	29,492	86,000	34.3%	26,744	10.3%
PPO Fees	3,612	14,532	46,000	31.6%	14,182	2.5%
Broker Fees	-	-	7,000	0.0%	2,026	-100.0%
Total Admin	11,008	44,024	179,000	24.6%	42,952	2.5%
Stop Loss Insurance	52,981	212,698	620,000	34.3%	172,065	23.6%
Claims						
Medical	250,047	1,081,590	3,400,000	31.8%	922,251	17.3%
Dental	18,921	88,965	300,000	29.7%	81,697	8.9%
Prescription	71,933	253,290	715,000	35.4%	189,001	34.0%
Total Claims	340,901	1,423,845	4,415,000	32.3%	1,192,949	19.4%
Total Costs	**413,403**	**1,716,500**	**5,332,100**	**32.2%**	**1,438,480**	**19.3%**
Employee Payment	66,277	289,853	820,000	35.3%	262,951	
Reimbursements	-	65,853	300,000	22.0%	121,727	
NET PLAN COSTS	**$ 347,126**	**$ 1,360,794**	**$ 4,212,100**	**32.3%**	**$ 1,053,802**	**29.1%**

Enrollment:	Family Coverage	Single Coverage	Total Coverage
April 2017	210	49	259
April 2016	201	50	251

MONTHLY INCOME TAX REVENUES
2015-2017

	2015					2016					2017				
	W/H	PERSONAL	BUSINESS	TOTAL	% OF ACTUAL	W/H	PERSONAL	BUSINESS	TOTAL	% OF ACTUAL	W/H	PERSONAL	BUSINESS	TOTAL	% OF BUDGET
JANUARY	1,386,435	325,735	145,382	1,857,552		1,433,007	317,649	37,649	1,788,305		1,794,272	205,680	204,662	2,204,614	
FEBRUARY	1,374,902	315,054	84,287	1,774,243		2,161,101	396,158	52,085	2,609,344		1,304,987	327,145	95,437	1,727,569	
MARCH	1,122,427	601,839	98,726	1,822,992		1,237,708	545,907	234,748	2,018,363		1,175,241	625,299	195,522	1,996,062	
APRIL	1,299,084	2,094,760	670,933	4,064,777		1,481,257	2,185,373	575,354	4,241,984		1,786,686	2,352,889	1,092,340	5,231,915	
SUBTOTAL	5,182,848	3,337,388	999,328	9,519,564	41.66%	6,313,073	3,445,087	899,836	10,657,996	42.67%	6,061,186	3,511,013	1,587,961	11,160,160	41.93%
MAY	1,283,212	133,840	38,214	1,455,266		1,390,669	153,006	33,392	1,577,067						
JUNE	1,255,611	146,124	199,120	1,600,855		1,267,769	426,520	238,738	1,933,027						
JULY	1,426,574	318,033	55,623	1,800,230		1,426,206	146,332	33,356	1,605,894						
AUGUST	1,379,035	213,566	22,758	1,615,359		1,470,975	140,043	25,584	1,636,602						
SEPTEMBER	1,219,497	194,176	224,009	1,637,682		1,167,550	523,048	257,476	1,948,074						
OCTOBER	1,258,135	403,492	95,560	1,757,187		1,760,852	262,154	134,880	2,157,886						
NOVEMBER	1,437,276	240,304	53,785	1,731,365		1,283,667	213,128	13,244	1,510,039						
DECEMBER	1,294,296	274,186	166,753	1,735,235		1,296,162	420,091	232,478	1,948,731						
TOTALS	15,736,484	5,261,109	1,855,150	22,852,743	102.12%	17,376,923	5,729,409	1,868,984	24,975,316	104.09%	6,061,186	3,511,013	1,587,961	11,160,160	41.93%
BUDGETED				22,378,779					23,993,421					26,614,811	
												Budgeted Increase %		6.56%	

	Total Receipts	Jan-April Receipts	% of Annual Collections
2007	12,865,504	5,259,523	40.88%
2008	14,159,170	6,197,326	43.77%
2009	14,719,896	6,287,657	42.72%
2010	15,185,348	6,429,050	42.34%
2011	17,765,717	7,380,147	41.54%
2012	19,658,101	8,359,844	42.53%
2013	20,557,766	8,598,846	41.83%
2014	21,537,420	9,064,820	42.09%
2015	22,852,743	9,519,564	41.66%
2016	24,975,316	10,657,996	42.67%
		10 Year Avg.	42.20%

Projection based on ten year trend

JAN-APRIL 2017 RECEIPTS =		$11,160,160
HIGH =	40.88%	$27,299,259
LOW =	43.77%	$25,497,868
LAST 3 YR AVG =	42.14%	$26,483,755
*2017 BUDGETED RECEIPTS		$26,614,811

FINANCE DIRECTOR'S REPORT
RECREATION LEVY
April 30, 2017

Account #	Description	2014 Expended	2015 Expended	2016 Expended	2017 Expended	2017 Encumbered	2017 Remaining Budget	Total 2014 - 2017
	Phase 1 - $20,000,000							
233-0233- 5230	Design	7,090	0	0	0	0	0	7,090
5513	Other Park Improvements	14,981	0	0	0	0	0	14,981
5521	National Guard City Alternatives	117,500	0	0	0	0	0	117,500
5533	Veterans Park Restroom/Shelter	0	100,000	150,000	0	0	0	250,000
	Total	**139,571**	**100,000**	**150,000**	**0**	**0**	**0**	**389,571**
	Phase 2 - $3,800,000							
233-0233- 5522	Park Asphalt Projects	306,291	59,111	27,841	0	0	***0***	393,243
5523	Park Seal Coating Projects	36,025	100,894	0	0	0	***30,000***	166,919
5524	Smith Park Trail	27,461	3,699	205,818	0	0	***0***	236,978
5525	Park Irrigation	0	0	0	0	0	***0***	0
5526	Park Aeration	20,109	0	0	0	0	***286,000***	306,109
5527	Parks General Construction Projects	113,737	6,250	12,645	0	0	***157,581***	290,213
5528	Dog Park	32,354	34,003	0	0	0	***0***	66,357
5529	Drainage & Excavation Projects	2,608	0	0	0	0	***18,000***	20,608
5530	Miscellaneous Park Improvements	42,715	0	0	0	0	***25,000***	67,715
5531	Income tax collections are down	337,203	0	0	0	0	***0***	337,203
5532	Wayfinding and Signage	0	0	0	8,500	15,250	***0***	23,750
5534	Veterans Park Playtoy	0	152,551	94,449	0	58,474	***0***	305,474
5535	Splashpad Construction	5,300	479,956	51,627	0	0	***0***	536,883
5536	Parkland Acquisition/Improvement	0	722,272	428,577	0	0	***0***	1,150,849
5537	Park Improvements Contingency	3,040	0	0	0	0	***0***	3,040
5538	Pickleball Courts	0	17,035	0	0	0	***0***	17,035
5710	In House Design	0	4,237	0	0	0	***0***	4,237
	Total	**926,843**	**1,580,008**	**820,957**	**8,500**	**73,724**	***516,581***	**3,926,613**
	Phase 1 Totals	**139,571**	**100,000**	**150,000**	**0**	**0**	**0**	**389,571**
	Phase 1 Reimbursements	**72,000**						**72,000**
	Phase 1 Net Cost	**67,571**	**100,000**	**150,000**	**0**	**0**	**0**	**317,571**
	Phase 1 Net Cost 2009-2013							**19,609,505**
	TOTAL PHASE 1 COSTS							**19,927,076**
	Phase 2 Totals	**926,843**	**1,580,008**	**820,957**	**8,500**	**73,724**	***516,581***	**3,926,613**
	Phase 2 Reimbursements		**212,722**					**212,722**
	TOTAL PHASE 2 COSTS	**926,843**	**1,367,286**	**820,957**	**8,500**	**73,724**	***516,581***	**3,713,891**
	TOTAL ALL PHASES							**23,640,967**

TO: Mayor Riggle and Members of Council

FROM: R. Thomas Homan, City Manager

SUBJECT: Miscellaneous Matters

DATE: May 22, 2017

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1. **Calendar**
   See Attached

2. **Per Section 73 Of The City Charter The City Manager Is To Report Contract Agreements**
   See Attached

3. **Bi-Weekly Meetings**

May 4
* Cheshire Intersection and Byers Auto Group Meeting
* Meeting with Mayor Ginther

May 5
* Central Ohio Mayors and Managers Association Meeting
* Unity House Ribbon Cutting

May 8
* Rotary
* City Council

May 9
* Rotary Trailhead Maintenance

May 10
* Baumholder Museum Luncheon

May 11
* Conger Elementary Reading Program
* IMCA 2022 Meeting
* MORPC

May 12
* Walmart Grand Reopening-Ribbon Cutting

May 15
* Rotary

May 16
* Strand Board Meeting

May 17

* Delaware County BOC-Visit with Foreign Government Representatives
* OhioHealth Delaware Health Center Expansion Celebration

May

2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Civil Service 3pm Planning 7pm	4	5	6
7	8 Council 7pm	9	10 BZA Canceled	11	12	13
14	15 Special Mtg-3rd Ward Interviews 5:30pm Parking & Safety Canceled	16 Parks & Rec 7pm Canceled	17 Special Mtg-3rd Ward Second Interviews 6:30pm Canceled	18	19	20
21	22 Council 7pm	23 Shade Tree 7pm	24 HPC 7pm	25 Records Commission 3pm	26	27
28	29 Memorial Day City Offices Closed	30	31			

June

2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7 Civil Service Commission Canceled Planning 7pm	8	9	10
11	12 Council	13	14 BZA	15	16	17
18	19	20 Parks & Rec Bd, 7pm	21	22	23	24 Dedication of Water Plant Education Center 10:00 am
25	26 Council	27 Shade Tree, 7pm	28 HPC, 7pm	29	30	

CONTRACT APPROVAL – May 22, 2017			
VENDOR	**EXPLANATION OF AGREEMENT**	**2017 AMOUNT**	**DEPARTMENT**
Terracon	Soli borings for Station 304	$3,500.00	CMO
Columbus State Community College	Fire Department to serve as filed preceptor site for paramedics. Clinical Affiliation Agreement	$0.00	Fire Department
Resource International	23/42 Emergency Culvert Repair	$25,441.84	Public Utilities
MS Consultants	Property Acquisition Professional Services Contract for 2017	Annual	Public Works
Ohio Fire and Emergency Services Foundation	Command Training Center Equipment Loan Agreement	$500.00	Fire Department
ODOT	Ohio Airport Grant Program Taxiway A Rehabilitation	$3,163.00	Public Works
Larson Group	Rear Load Refuse Truck	$64,683.00	Public Works
Lodal Inc.	Side Load Refuse Truck	$214,520.00	Public Works
Burgess & Niple	Engineering Services for Inspection of the East Water Tank	$6,000.00	Public Utilities
Burgess & Niple	Engineering Services for Inspection of the SE Highland Water Tank	$6,000.00	Public Utilities
ODOT	E. William St. Improvements; DEL-36-10.59 Agreements	N/A	Public Works
Lexipol	Agreement for Subscription Material- Ohio based law enforcement policy manuel and daily training bulletins	$22,674.00	Police Department